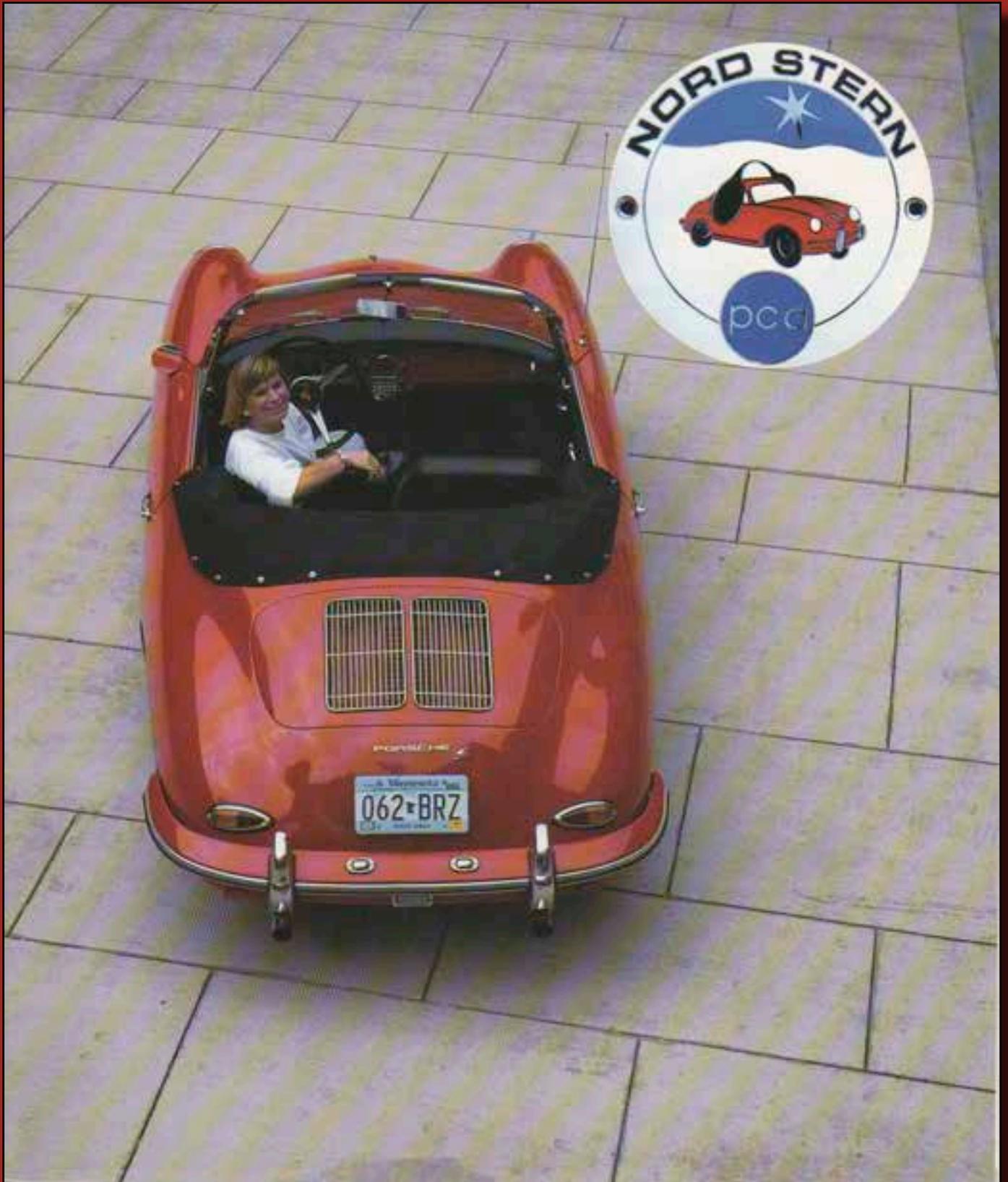


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The Prez Sez . . .

by Jim Babner

I had a wonderful time serving the club this year, and I would add that over the years I have really enjoyed being a member of the club as well. This organization has many excellent activities to participate in throughout each year and while I wouldn't have guessed this in the beginning, I enjoyed participating & volunteering in them much more than just participating. It has been said that you get more out of life by giving back, and I believe that statement is right on.

I hope you can make to the next big event THE Holiday Party Saturday Jan 12. This year we have a great location, Windows on MN on the 50th Floor of the IDS Center with floor to ceiling windows overlooking the Minneapolis skyline from over 700' above. It is a unique opportunity to dress up and enjoy a premium venue while meeting up with old friends and hopefully making a few new ones. It has been a few years since we have had a speaker and I am happy to announce that this year as part of

our program we have a great speaker Randy Pobst as our special guest. Randy is a fun down to earth guy and fellow PCA member. He graduated with an accounting degree from the University of Central Florida and right after promptly moved into racing and went on to have over 70 professional racing victories as well as becoming a Porsche factory driver. He also was a 2001 & 2006 24 hours of Daytona winner. More party details are in this newsletter.



The year has gone fast, but another exciting Nord Stern season is just starting up, I can't wait for the fun to start.

Thank you for all the great memories this year,

PCA Membership News and Discount Information . . .



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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Richard Jansen

1996 Carrera Cab
Apple Valley, MN

Allen Wehr

1973 914 1.7
Minneapolis, MN

Dan Wilkerson

2008 Cayenne Turbo
and 2007 Boxster
Apple Valley, MN

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, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

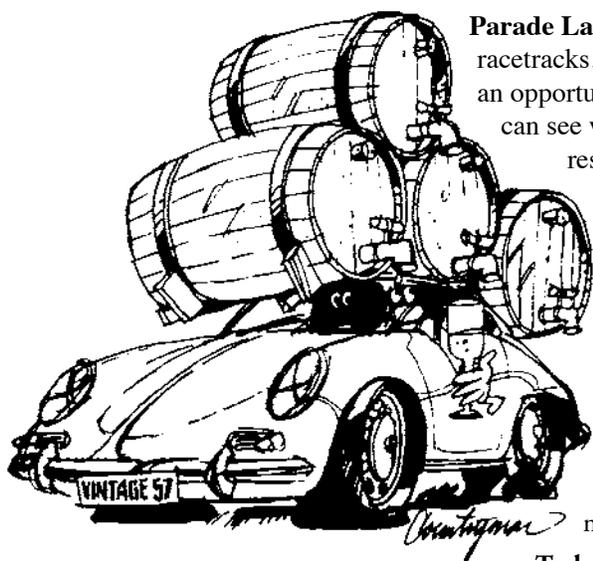
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

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.

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 drink beverages! See our motto on pg. 3!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



From the Editor . . .

by Christie Boeder

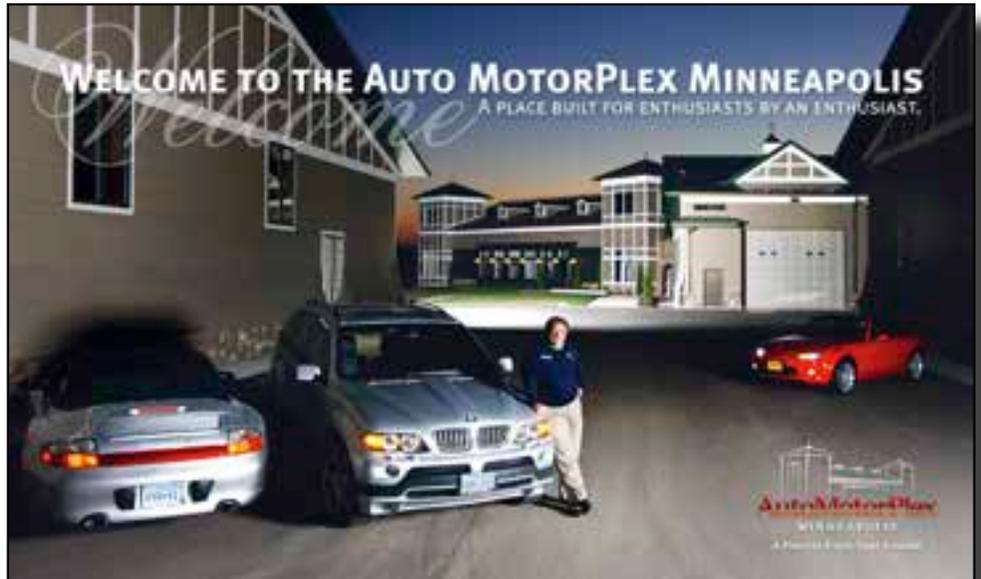
We have reached that time of the year once again when many members have 'wintered' their Porsches but that certainly doesn't mean the Nord Stern club is in hibernation. Far from it! Winter just means our focus shifts from drives and track time to socializing and tech sessions and perhaps a swap meet or two! There's info in this issue on the upcoming holiday party that will be great fun. Once again we will have the opportunity to party at the top of the IDS - talk about a fabulous spot! Details are being worked out so get this on the calendar - January 12.

But some of us even continue to drive our cars all winter long. While I know many cannot imagine that, in our household the 964 doesn't get a rest come the cold and hopefully, snowy winter! As I have stated before, it handles great in the snow and is warm and toasty and fun to drive.

Yet, too, it is time to take stock and be thankful for all our friends, family and 'fortune' as we truly are fortunate to live where we do and have the opportunities, education, work and play options. And it's in that spirit that the Boeders wish all readers the very best of holidays - however you may celebrate.

Enjoy the issue, lots of fun pictures from the Fall Color Tour - people shots this time. A fun car story and an interesting article on the Porsche Design Department written by a fellow PCA member from the Yellowstone Region of PCA.

And we say our farewells to long-time member, Joel Pfister. Great guy, he will be greatly missed by many of us.



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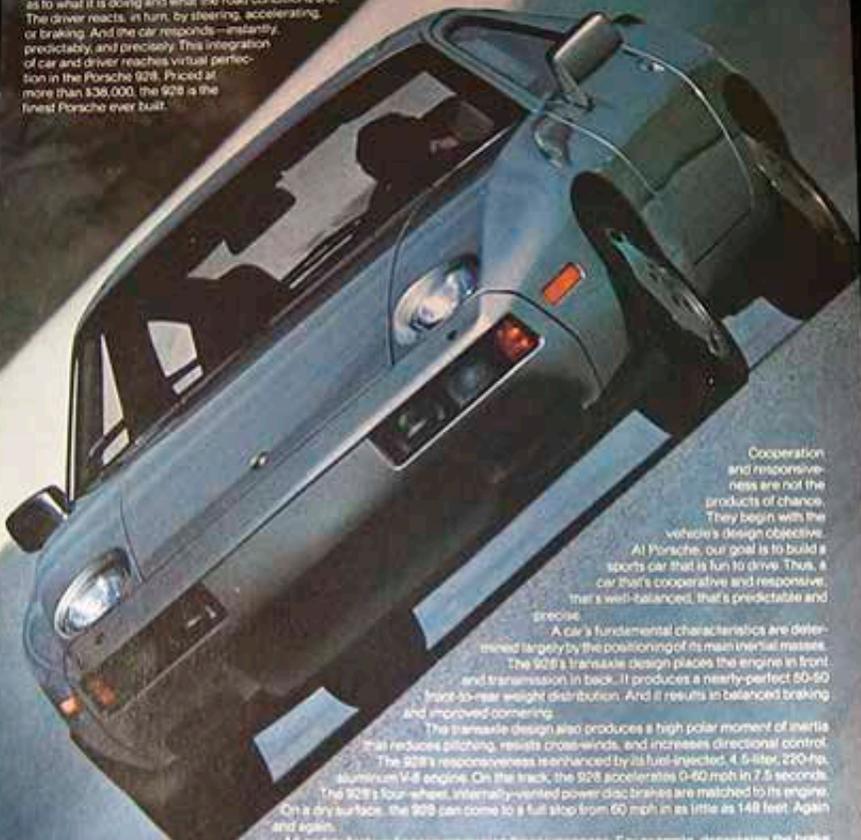
The transaxle design also produces a high polar moment of inertia that reduces pitching, resists crosswinds, and increases directional control. The 928's responsiveness is reinforced by its fuel-injected, 4.5-liter, 220-hp, aluminum V-8 engine. On the track, the 928 accelerates 0-60 mph in 7.5 seconds. The 928's four-wheel, internally-vented power disc brakes are matched to its engine. On a dry surface, the 928 can come to a full stop from 60 mph in as little as 148 feet. Again and again.

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Eden Prairie, MN 55344, 952-829-8400
Social: 6:30 p.m.
Meeting 7 p.m.
- 12 Holiday Party!**
Windows on Minnesota - Top of the IDS Tower
Guest Speaker - Randy Probst, Porsche factory driver
and PCA club member
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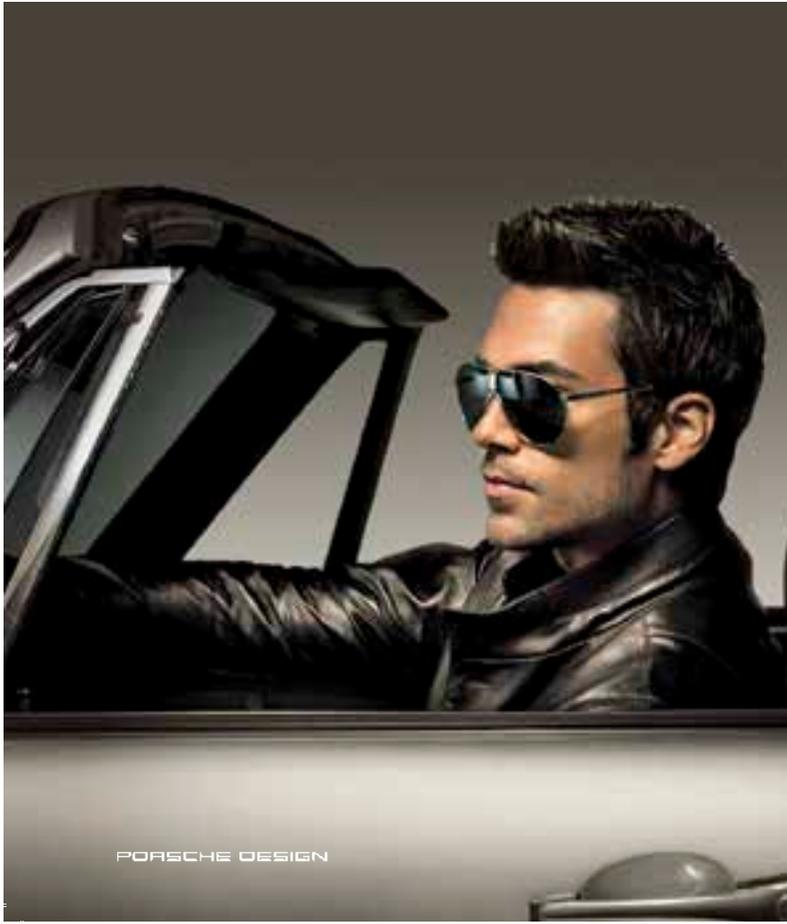
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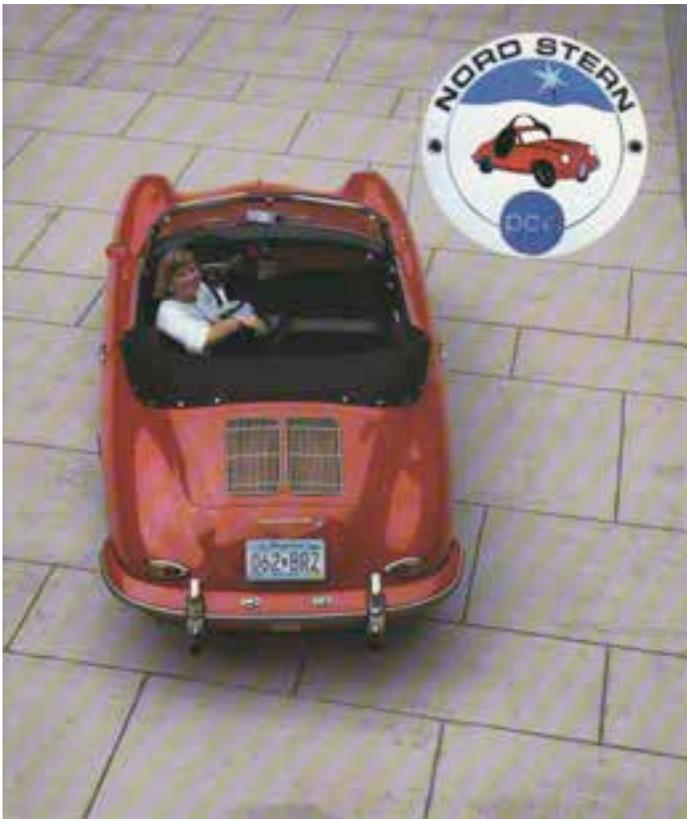
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Ann's Story

submitted by Bill Groschen

Intrigued by the beautiful red of the 356 B featured on the cover of a 1988 newsletter that he was reviewing, Ron Faust sought to find out the actual color of the featured car. That led to a few emails with a few resident 356 guys and then a quick email by myself to Bill Groschen, who I figured would know since it was Ann Bennion's 356. And lo and behold Bill replied with a full Porsche story that I am pleased to share here.

The car was a 1963 356B Cabriolet 'Signal Red'. The pictures were taken down at Prachna on Main by John Mueller who at the time was the Nord Stern Editor along with his wife, Dodie. John worked for Spectrum Studios on 2nd St north of Broadway at the time, if I recall correctly. He brought the 'Color Covers' to the Nord Stern Newsletter, I believe. We took shots of many cars that day. My '84 928S happened to be the exact color of the paint around the windows of the building next to the patio where most of these pictures were taken. If I remember, John shot a full year of covers that day. I believe John Mayer's Sky Blue Speedster, Ann's 356, My Cinnamon Red 928 and Corey Johnson's black 914 were some of the cars involved.



Ann bought her car from Bob Cox, but drove it too seldom and I convinced her to sell it if she was not going to drive it as our garage was quite cramped and it sat directly in front of where I parked the 928. One little slip or slide on slush in winter and I would have t-boned it!

She eventually sold it to Tom Muldowney, Dan's uncle. (Tom was World Distributor of McGuire's wax products, except for the USA). McGuire's recently was sold to 3M. Tom wanted to use the car in his Atlanta, GA area mountain home. He also had dwellings in New York, Pouket, and a 100+ foot Steel hulled house boat in Hong Kong Harbor. I cautioned him on the possible outcome of 40-year-old drum brakes in the mountains and suggested he convert the car to 356C brakes, which he wisely agreed.

40-year-old drum brakes can just be a serious or safety issue, especially on a race track. And how do I know that? Take a guess! I once upon a time had the chance to race a Red 1957 356 Coupe in the Bahamas? Second or third race day, chasing a hot MGA into a 90 degree street corner and *_ 'NO BRAKES' _* OH! S....! I whipped the car dead sideways and slid right up to the rear bumper of the MG. I could not have put my hand between his rear bumper and the drivers side door of my 356 without smashing my fingers. I barely missed him and went directly to the pits to see. Why? The 40-year-old drums have an aluminum shell with a steel insert. The steel inserts broke loose and spun with the brake shoes. That was the last time I ever drove a 356 hard with drum brakes.

But back to Ann's 356B cab. I had Larry Skoglund convert the 356B to 356C disc Brakes and Dan Muldowney and I transported the car to Atlanta and up., up, up to Tom's Mountain retreat. What a gorgeous view. Considering the mountain roads involved I was glad I had convinced Tom to do the disc brakes. We were barely able to get the truck, trailer and car up to his place. I,Äôm sure the truck transmission suffered heavily. We also brought along all the drum brake parts for Tom in case he ever sold the car and some idiot wanted to put the Drum Brakes back on the car. The road was pretty tight, we had to disconnect the trailer and turn it around by hand before we could head back down the mountain. Dan recently (September) sold the car for Tom for \$55,000 sight unseen, as is, where is. By the way, after the cover came out (John & Dodie decided to use it as the December cover because of the red car) we wished that we had put a Santa cap on Ann for the photo!

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The Head of Porsche Design Department

by Ken Koop, reprinted from 'Old Faithful' Yellowstone Region PCA, October 2012

When Michael Mauer became director of the Porsche Design Studio in 2004, he had some pretty big shoes to fill. Becoming Head of the Design Department at a prestigious auto company takes considerable talent. So it is no surprise that he came with some impressive credentials. I have had the opportunity to speak with Michael numerous times at Porsche events. He always has a smile on his face and his cool composure immediately puts you at ease. During our conversations, it was obvious he is a car guy who loves his job.



Michael was born in 1962 and grew up in the Black Forest Region of southern Germany. He has a relaxed demeanor and is an impeccable dresser. His looks could place him on the cover of GQ Magazine. Michael is approachable and exudes self confidence without the slightest hint of vanity or arrogance. He's not pretentious about his position, yet is a larger than life figure at Porsche. By mentioning a project he has worked on, brings even more enthusiasm to the conversation. Michael is open to opinions and his mind always seems to be in motion. With a mischievous twinkle in his eye, I can't help but get the impression that he's dreaming up his next concept as he gazes at an automobile. This article takes a look at his stellar career, along with the work he has done and continues to do for Porsche.

His breakthrough cars were the first-generation Mercedes SLK along with the SL (Mk V). Mercedes then moved him to the "Smart" Division where he took charge of the extremely successful "Smart Car". These are particularly attractive sub-compact vehicles which were developed for the European market. Michael's next position was at the European Advanced Design Group with Saab. After developing the spectacular 9X Saab concept, he was positioned to make a name for himself with a top tier manufacturer.

As an established, highly respected and talented figure in the automotive industry; he was sought by Porsche to replace the retiring Harm Lagaay. Porsche has exceptionally high expectations for any designer, more so for the person who was about to revamp its entire model line-up. The timing couldn't have been better. He was offered the envious position of charting the future for one of the world's most celebrated marques. Managing the Design Department of a prestigious auto company is a position every Designer dreams about. Achieving it by the age of 42 is remarkable

and was a chance of a lifetime to showcase his talent.

His office is decorated with drawings of cars and is located at the Research and Development Center in Weissach. The Styling quarters are secured by double doors and employees working for Porsche are even denied entrance into the Studio. This is the location where Porsche's future is created; a future that will be revealed to the public years after their concepts have been refined. Like all great Designers, he has no interest in looking back at things he has created. He knows Porsche's biggest challenges lie ahead as the company adapts itself to the brave new and environmentally aware age we are entering. His focus is only forward and he's prepared to consider everything possible to achieve success.

When sketching a new car he starts with the roof. From there it's all about lines, shapes, proportions and details. Michael comments; "The 911 has dramatically changed its looks over time, yet it always remains a 911. After each evolution, a customer can always tell that it's the latest 911. That's an accomplishment for a Stylist. I don't believe that anyone makes up his mind one day



and says; now I'm going to create a timeless design. At Porsche, we like understatement and I prefer clean lines on automobiles. That's the basis on which we continue to advance our product".

Once Michael settled into his new position he didn't have to wait long for the real work to begin. The Carrera, Boxster, Cayman and Cayenne were all due for a face lift. He was immediately given the task to re-fresh the four models before a complete redesign could take place. For a Stylist, enhancing the looks of an established vehicle to keep them looking current is theoretically more difficult than developing an entirely new car. There are considerable price constraints which are always present with a generational face lift. Still, the new vehicle must be improved enough in order to sustain sales for a few more years. His designs were beautiful evolutions over previous models and

Continued on page 16

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Porsche Design . . .

continued from page 14

well received by customers. They approved by opening their wallets to purchase the updated version. During the conception of a vehicle, Michael has two teams working independently of each other on the project. He gives input to the project managers, but neither group knows what the other team is developing. This way, two ideas can be worked on simultaneously, with the overall concept known only to him. At the end, the best is selected. This encourages competition yet allows thoughts to flow freely. These are busy times in the Design Studio with many long hours at the office. As Michael puts it; “Designing is one part inspiration and all the rest is perspiration. At Porsche, we emphasize Brand & Product Identity in our vehicles. Brand Identity, is the styling that makes every Porsche instantly recognizable as a Porsche. Product Identity makes a distinct Porsche model identifiable as a member of the greater Porsche Family. We attach great importance to both. I would venture to say, this is what differentiates us from the competition.”

It was only a few more years before a clean sheet of paper was waiting for his special stroke of the pen. This was his moment; the whole shebang, new vehicles from start to finish. The design chains were released as every one of Porsche’s existing model line-up, along with three new automobiles began to take shape. These vehicles would need to stay in production for approximately eight years, so the design would be critical. His first creation was a four door sedan. It needed to be clearly identifiable as a Porsche and separate itself from all other automobiles in its class. Not only does the Panamera have a distinctive exterior, but an interior that is second to none. This vehicle has the performance and handling that matches most sports cars.

Next to hit the market was a new Cayenne in 2011. Michael says; “If you compare the current Cayenne with its predecessor, you’ll recognize dynamic styling features that transcend mere design. We gave it distinctive elements that emphasize its Product Identity as a sporty all-terrain vehicle. With grab handles on the doors and center console, the high placement of the multimedia system, to the vertical heater vents on the dashboard; they all emphasize sportiness. We thought how we could make it more ‘Porsche’? So now you really sit ‘in’ the car rather than being perched ‘on’ it. That’s typical for a sports car but not SUV’s, and our interpretation sets the Cayenne apart from all competitors. It’s an element we’ve been working on ever since the Carrera GT, and is well on its way to become a distinguishing feature of Porsche’s Brand Identity”.

The Boxster and Cayman



were released the following year. They raised the bar over the outgoing model by adding a spectacular new exterior, increasing its performance and improving the interior quality. These entry models can now be considered competition for virtually any sports car on the market.

The 918 was taken from inspiration, to an operational concept car in just four months. It’s an impressive design achievement and is slated to go on sale in September of 2013. This will be the world’s first Hybrid Super Sports Car. It has looks to die for, and oh yea--800HP.

The Macan is now being tested and is scheduled for production in 2013. This will be an all new smaller class of SUV’s that will retain classic Porsche styling and performance. It is guaranteed to be another winner and possibly the best selling Porsche of all time!

The 997 Carrera (released in 2004), captivated the few remaining critics of Porsche’s switch from air to water cooling. It showed how mature the 911 had become nearly four decades after its first appearance. Given the sophisticated radiance of the 997, its absolute perfection seemed nearly impossible to improve upon. But the order was given to Michael; “Make another 911, a new one— you can change everything about it, but leave it the way it was”. This would be his biggest challenge to date. The result is the 991. It’s a gorgeous car which supersedes every 911 that has come before. The body & chassis were redesigned, stretched and widened. It is more refined with substantial performance improvements over the predecessor. Atypical to Porsche’s philosophy, this 911 is more of a ‘revolution’ than an ‘evolution’ since it is almost an entirely new car from bumper to bumper.

Over a short period of time, seven newly designed vehicles have been or are in the process of being released. Every one required the creation of a new exterior and interior. Since these were new cars from bumper to bumper, the interface between engine, chassis and suspension engineers was also at unprecedented levels. This was the greatest amount of work that any Design Team has ever had to accomplish at Porsche.

When asked about his duties, Michael responds; “Porsche started as a sports car company. A decision was made to grow the company. The sporty Cayenne SUV filled a niche that no other auto company occupied. A number of years later, the Panamera concept was developed. From my point of view, it was a clever decision about a segment which has considerable opportunity for future model expansion (interpretation; a two door GT sports car and sports wagon configuration). The important part now, is



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President: Ron Johnson _____
write-in _____

Vice President: Dave Anderson _____
write-in _____

Secretary: Betsy Porter _____
write-in _____

Treasurer: Jeff Bluhm _____
write-in _____

Board of Directors: Jim Bahner _____

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2013

Jim
241 River Crest Dr. Hudson, WI 54016
651.492.9459 or jim@qualitytapeinc.com

Bahner



VOTE, VOTE, VOTE



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Nord Stern Monthly Business Meeting Schedule

by Prez Jim Babner

Not surprisingly, the Nord Stern organization is a club with significant membership and year-around programming managed, organized and carried out by those members and includes monthly business meetings in the 'off-season'. And yes, some of us DO drive our Porsches to the meetings! All winter long, in fact.

All members are invited and encouraged to attend the meetings. Be a part of a dynamic, fun and interesting organization and group of people. Whether you are motivated to be involved and volunteer, or are just interested in learning about the workings of the club, it's officers and members, the club absolutely encourages you as a dues-paying member, to show up and join in the fun. Despite the word 'business' they are fun!

Currently, the meetings are held the 2nd Tuesday of the month at Lifetime Fitness in Eden Prairie:

755 Prairie Center Drive
Eden Prairie, MN 55344, 952-829-8400

So here's the scoop:

Social: 6:30 - 7 p.m. Our meeting room includes food and beverage service. Order off the menu and catch a bite for dinner or simply enjoy a beverage of your choice - the food is great and the prices very reasonable.

Meeting: 7 - 8:30 p.m. Long-winded we are not!

December 11

Starting in 2013 with installation of the 2013 president, the location may change, not the date, but your newsletter will so indicate!

January 8

February 12

March 12

April 9



Time to Yodel - 2013 BIR DE Dates Changed * * *

by Jim Babner

To get the most enjoyment out of owning a Porsche or other high performance car, consider participating in the Nord Stern Driver Education Events taking place at Brainerd International Raceway, Road America, and other nearby venues.

While the track events are sponsored by the Nord Stern Region of the Porsche Club of America, owners of a Porsche or other high performance car who are NOT members of Nord Stern are welcome and encouraged to participate.

Simply put, a DE is attendance at the track in your car and being able to drive at whatever limit you might set for yourself. Our DE events have two primary goals: *to have fun and to be safe*.

The DE weekends have a time-tested formula with strict behavior rules to promote the fun and the safety goals of the program. A successful DE is one without injury to the driver and without damage to the car.

DRIVER EDUCATION

DE is a popular racetrack activity for driving enthusiasts who own a high performance car. The two-day weekend events are scheduled during the summer months to be able to enjoy your car at a different level.

DE Events for 2013 are:

- **May 3-5 BIR (Brainerd Int'l Raceway)*****
- **Road America (Elkhart Lake, WI) Dates TBA**
- **July 26-28 BIR (Club Race and DE)**
- **September 20 - 22 BIR**

It is important to note DE is a program for driving enthusiasts of any skill level who have been properly prepared. A prerequisite for participation in DE is completion of a Nord Stern Driver Training, or equivalent as determined by the DT Chair. Dates for Driver Training traditionally are the Friday prior to First Fling (May 17) and Last Fling (September 20).



DRIVER TRAINING

Driver Training consists of both track and classroom instruction. Personalized track sessions pair each participant, one-on-one, with a certified instructor to learn the on-track fundamentals of high speed road course driving. Braking and slalom sessions are also scheduled. Both female and male instructors participate.

Classroom instruction emphasizes cornering, passing, track and off-track protocols, the meaning of the warning flags used by corner workers and other important practical and safety information.

DT events for 2013 are:

- **Friday, May 17 at BIR**
- **Friday, September 20 at BIR**

Further information on attending a DT will be available later this winter. In the meantime, start planning and thinking about how you plan to 'play' next summer in your Porsche!

Porsche Design . . .

continued from page 16

that we keep our products in the spirit of a sports car company. The Cayenne and Panamera are not sports cars forged out of the same block of clay as the Boxster and 911. But they are definitely more sporty, dynamic and thrilling to drive than traditional SUV's or Sedans. If you want to grow as a company, you have to think about different products”.

“Cars are highly emotional objects and there will always be a stimulating component to the automobile. I hope they never get reduced to just a means of transporting people from one place to another. We design attractive vehicles and must not be confined to a market where the car is just a means of transportation. We're also different from our competitors, because all of our cars offer day-to-day practicality. At the end of the day, I believe the exciting part of driving will always be an important aspect for Porsche's survival”.

“Environmental responsibility is also becoming more of a public and governmental concern. We have always developed cars that are economical to operate for their performance level. However, more will and needs to be done. You will never buy a Porsche because it is the most rational thing to do; for instance



driving from point A to B. For us, it is vital that we keep the emotional aspect of our products alive. We believe mankind will always be interested in products that stimulate one's emotions”.

“Porsche works with a lot of convex and concave shapes. We pay special attention to elements that give visual precision, without losing what we believe surfaces should look like. For example; we introduced some sharp/ precise lines on the new Boxster, but we deliver a very soft treatment to these surfaces. My goal is evolutionary development, so I don't want to have radical changes in a design. I look at many of our competitors who have introduced pronounced edges and I think what we are doing is even more distinctive for sticking with our design language.”

Michael is a firm believer that higher performance in combination with improved fuel consumption is always possible. “I don't think there is a limit to how much performance you can provide; even if customers choose not to use it. We have shown this with the 918. Sportiness, fuel economy and speed are not mutually exclusive. When we decided to show what could be done with the 918 Hybrid, we did not set out to create an electric wheel chair. It is important that Porsche is seen to be an engineering leader. When we produced the GT2 RS, it had 620 HP. Many people think that is enough power. From my point of view, the next version should have 625. Cars like the 918 and GT2 RS are important even to customers who can never afford to purchase them. Clients know that the same engineers who design these cars, are also involved in designing their Porsche. It creates a remarkable feel-good factor amongst all enthusiasts. One day (within five years) there will be electric plug-in versions of every Porsche model.”

Michael feels the same about sports cars as Dr. Ferry Porsche did so many years ago; “Even in the unlikely event that one day the automobile disappears from the road, we will still have sports cars. If we take the horse as an example; as a working animal, it is now practically non-existent, but in the field of leisure and sport, there are many more horses today than ever before. I believe this will be the same with our sports cars”.

An advertisement for C & E AUTO UPHOLSTERY. The logo features the text "C & E AUTO" in a stylized font above a drawing of a classic convertible car. Below the car, the word "UPHOLSTERY" is written in large, bold letters. Underneath, the name "Tom Rodwell" and address "8847 West Hwy. 101, Savage, MN 55378" are listed, along with the phone number "(952) 445-5488" and "Since 1972". To the right of the logo, a list of services is provided: "Complete Interiors", "Seats", "Carpets", "Headliners", "Convertible Tops", "Vinyl tops", "Seat Heaters", "Boat • Aircraft", "Motorcycle - RVs", "Snowmobile", and "Custom Work". The website "www.candeaupholstery.com" is listed at the bottom right.

Nord Stern November Business Meetings Minutes

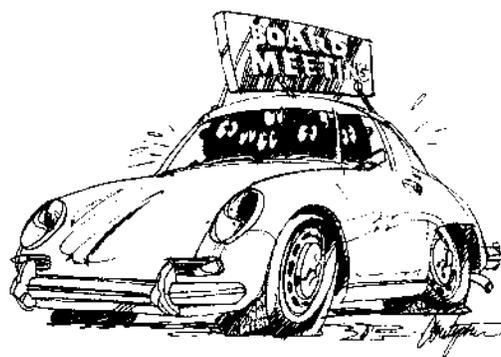
by Michael John, Secretary

Meeting was called to order on November 13 by President Jim Bahner at 7 p.m.

- **Treasurer** - Jeff Bluhm: November financials show we are in great financial shape.
- **Advertising** - Jill Daneu: No report
- **Autocross & Time Trial** - Harvey Robideau: No report
- **Charity** - Keith Jones: No report
- **Concour** - Porsche Show: Phil Saari, Need to wait until January for Roseville to advise us on our application.
- **Club Race** - Roger Johnson: Dates are set for 2013.
- **Driver Education** - Jim O'Brien: Going to start working on Event Masters for 2013
- **Driver Education Registrar** - Dave Anderson: No Report
- **Driver Training** - Ron Johnson: No Report
- **Fall Color Tour** - John & Suzanne Dixon: No report
- **Insurance Chair** - Michele Deml Johnson: All is good.
- **Membership** - Ed Vazquez: Membership just shy of 500. Planning two new member events similar to last year.
- **Met Council** - Bob Kosky: Looks again like the Auto-Cross event will collide with the Concurs event.
- **Newsletter** - Christie Boeder: Ed V. will confirm that the next newsletter will include membership renewal form.
- **Rally** - Lon Tusler: No report
- **Road America DE** - Keith Fritze: No report
- **Safety** - Keith Erickson: Suggest we revisit our "running with windows up" rule. It seems most other regions run with windows down and I remember a couple years ago the guy from national expressed some surprise that we were still running with them up. The only thing that can be said about running up is keeping the left arm in, but most modern p cars have airbags in the doors. I think emergency access to the driver now trumps any concerns about flailing arms or "adding strength" in a rollover. I realize some cars are rimless at the top of the door but I can't imagine it would add much realistic strength in a rollover scenario. I guess my recommendation would be to conform more with other regions as we did with the passing rules. Maybe no harm in letting people run with them up if they prefer?
- **Shop Relations** - Keith Fritze: Ron to talk to Keith about a tech session at Lube-Tech in December.

- **Social** - Carrie John: Holiday Party on schedule.
- **Taste of the Track** - Keven Tan: No report
- **Timing and Scoring** - Ed Triplet, Scott Welz: Had timing only at one event last year. The first event was rained out and we canceled the June Event. We don't do timed runs at the club race, which left only the last event. This event is popular with a segment of the membership.
- **Touring and Drives** - Mike Lancial & Randy Walker: No report
- **Track (BIR & RA) Relations** - Jim Bahner: Dates for 2013 at BIR and RA are confirmed, contracts have not been received. BIR has completed their track repaving project. Nord Stern has the opportunity to be the first club on the track next year May 3-5.
- **Webmaster** - Bret Bailey: New website is in the works.
- **New Business:** Holiday Party will be January 12th. Site is Windows on 50th again. Our speaker will be Randy Pobst. Room capacity 180.
- Meeting adjourned 7:39

Respectfully submitted,
Michael John, Secretary



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Annual Nord Stern
. . . Holiday Party!



January 12, 2013

Windows on Minnesota
50th floor of the IDS



Guest speaker
RANDY POBST
Porsche factory driver
PCA Member

Cost: \$55 per person

6:00 pm Social
7:30 pm Dinner
Program to follow

Dress: Semi-Formal

Dinner Choices: Chicken, Pasta or Fish

Courage Center Auction at the dinner . . .
Breakfast for 4, with Randy Pobst on Sunday AM!

Questions/Register with dinner choice/s

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2012 Fall Color Tour Pictorial

by Christie Boeder, photos by Jill Daneu

It truly seems just like 'yesterday' that long-time member, John Dixon, had an idea. His 'little idea' centered on how best to share a love and passion for the North Shore area along Lake Superior with his other 'passion' - Porsches and the Nord Stern club. It totally made sense to start organizing a weekend away during one of the best times to travel 'up north' meaning of course, during the fall. With that thought in mind, John began inviting various members he had met through track days at Brainerd. Those first years were small in number but as the word got out about the event (now know as the Fall Color Tour), the great organizing, the wonderful scenery, shopping, dining, hiking, it really grew. John has organized various hikes, destinations, tours, group lunches at area resorts or restaurants, fun give-a-ways, a welcoming party on Friday night and viola, the weekend has grown to be one of Nord Stern's premier annual events! Each fall there are now between close to 50 Porsches and 90 members coming from at least 4 states and Canada. This year was the 20th anniversary and I think all would agree that it was absolutely the best. Perfect weather, great hiking, cool tour guides, good lunch at the Gunflint, Grand Marais shopping stop always special, spectacular scenery, the best Sunday sunrise. It had it all. Thanks, John, for having that little 'idea' way back when!



Moviestars Jill and Sandra with Wendy



North Dakota trio join in at the Friday Evening Social



Roy Henneberger joins Mark Cree and daughter Stephanie



New members Greg and Susan Stanich



Elizabeth and Rob Welch celebrate their first anniversary!



AND Gail and John Witzel are newlyweds!



Jim Holton (aka Holtie) looks like he is 'up to something!'



Chuck and Catherine Young join in the fun



Kim Fritze gets hugs from Jo Craven and Dale Trippler



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Fall Color Tour Pics, by Jill Daneu



BFFS Wendy Oldendorf and Sarah DeLong



Brian, the turkey head, catches up on his Art reading



Check the tag, Brian NEVER looked so good!



Here's Jo and Dale



Cid Holton and Roy Henneberger enjoying the Friday night Social



Don Miller, L, chats with Jill and Fred Daneu



A gorgeous trio: Darlene, Ali and Kathy



Greg Adams and Fred Daneu sport matching Porsche shirts!



Dave Kaus and Maria Gonzalez!



Enjoying a sunny afternoon at Gunflint Lodge



Always a popular spot!



Ed Vazquez, R, updates Prez Jim Bahner on membership stats



Susan Jones and Darlene Miller - fist bump!



Fall Color Tour Pics, by Jill Daneu

Rudy and Jayne Mueller toast the Fall Color Tour!



Steve and Pam Flaten are hosts extraordinaires!



Kudos to party room set-up team of Terry and Janie Saxton



Sunrise on Lake Superior, spectacular!



Roy plays 'It's Good to be King' with Jones (L) and Daneus (R)



Laura Catania and Bret Bailey are all smiles



The Fall Color Tour JD Team!



The Bahner's chat with THE Keiths!



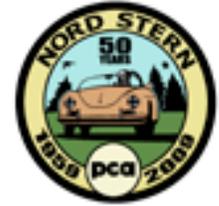
Nord Stern's North Dakota Contingency!

Steve Meydell chats with incoming Prez Ron Johnson



Watch me balance this wine glass on one knee!

Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



Trying to anticipate Christmas, I went to my old newsletters looking for something for the season. Lo and behold, what should appear but a beautiful red 356 shot from the rooftop! Check out the color on the web page if you haven't already. The driver was Ann Bennion and the 356 B Cabriolet was her very first Porsche. Autocross standings printed later in the issue indicate she did two speed events in the car at BIR that year. Annie's rule: "In the Spring the top goes down...in the Fall, the top goes up!"

- Ron Faust

December, 1988

- Peter Muldowney was president; John and Dodie Mueller are newsletter editors. Roger Johnson is already in charge of BIR Relations.
- Nord Stern Membership was \$12.
- Nord Stern celebrated its 30th birthday.
- The Bylaws were revised in gender inclusive language.
- A Charity Autocross at Canterbury Downs netted \$1,260 for the Children's Miracle Network.
- The final 1988 autocross standings (four timed events) fill 2 1/2 pages and many familiar names were listed: Bill Groschen,

Daryl Fortier, Bob Kosky, Kim Crumb, Corey Johnson, Guy Reeder, Jim Seubert, Bob Fleming, Roger Johnson, Hank Godfredson, Rick Moe and Gordy Doering.

- Mr. Gofast Kim Crumb wrote of extending his driving season on both ends, from Russel Racing School in February to a Lime Rock



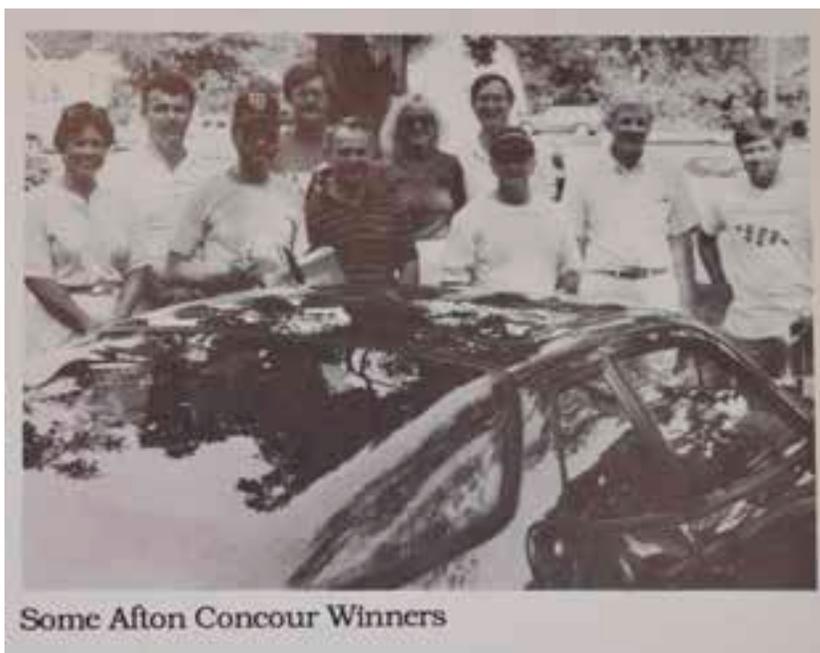
Drivers' School in late October. Someone loaned him a 928 S4 and said he lapped some of his group three times in a 20 minute session in the rain. When a driver said he didn't have the courage to keep up, he told him "courage isn't required, just skill and discipline." It's good to be lucky too.

- Bill Groschen wrote a 2 1/2 page article on how to put a tow bar on a 928 in a mere 12 hours. The list of items needed included two friends. You use one on the first day and the other friend on the second day so you would still probably have friends after the project.

- In The Market, Rick Moe listed a 1963 Cabriolet "B" needing some restoration for \$17,000.

- Bob Cox offered an engineless '57 Coupe for \$11,500.

- There were also a 1972 911T Coupe for \$13,000. A 1988 930 Turbo was \$65,000.



Some Afton Concour Winners



Peter Vickery

Ah yes...Laguna Soca... sweet memories



The Fortiers - What A Team!

Above, Sonia and Daryl Fortier



Gordy/Dodie

Above, Gordy Doering and Dodie Mueller

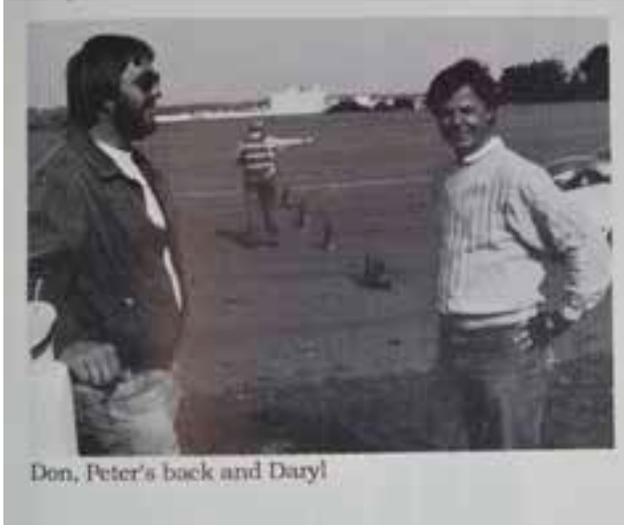


Phyllis, I'll take you any day over Bob!

Left, Phyllis Godfredons on right . . .



Typical BIR Saturday - 5:00 p.m.



Don, Peter's back and Daryl

Above, that would be Don Lawrence, Peter Vickery and Daryl Fortier

Right, wow a GROUP effort of the newsletter! Bill Groschen, Daryl Fortier and Terry Johnson



Himmammm!!!

Bob & Val Kosky

Above, Kim Crumb on the left



Putting another N.S. to bed



and you are ALMOST ready to tow something. Something neat. That rig will do the Rocky



Past Presidents + 1 future (3rd from rt.)

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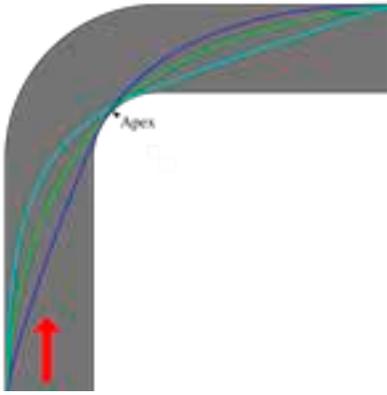


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Harry Unger, Owner
- **Type of business?**
Auto Upholstery
- **Years in business?**
I have been in business for 27 years.
- **Number of years as a Nord Stern member and/or advertiser?**
I have been a Nord Stern advertiser for approximately five years.
- **Why will Nord Stern members be excited to do business with you?**
You will always talk with the person doing the work (one man shop), and I always try and do it right the first time.
- **My favorite Nord Stern event is . . . ?**
The All Porsche Shows
- **My favorite PCA event is . . . ?**
I have not yet attended a PCA event. (editor's

note: We hope you do in the not too distant future! And especially our Porsche shows!



- **Nord Stern members would be surprised to know that . . . ?**
I have been skydiving for over 25 years. (editor's note: yup, that'll surprise me!)
- **When I'm not at the shop, you can find me . . . ?**
Up north on the Yellow River, at a fireworks convention or a drop zone, riding my bike or playing with the dogs!



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Coolant / Antifreeze

by Pedro P. Bonilla (GCR PCA), published in the September 2011 issue of Die Porsche Kassetten

Once upon a time you could only use Porsche coolant in your water-cooled Porsche, but times and products have changed and now you have a choice ... several, actually.

I know you've heard the stories about how your coolant will turn to gel if you put something else in there other than genuine Porsche coolant, but if you have a little patience and read on, I'll give you the skinny. For those of you with "real" air cooled Porsches, thank you for reading this far, but you've read enough. See you next issue ;)

Logically, you'd think that a "wasserboxer" engine (water cooled boxer engine) would be cooled with wasser (water) right? Not exactly. And why does it need to be water cooled, anyway?

A typical, 6 cylinder Porsche cruising at around 70 mph (3,350 RPM) will produce 10,050 controlled explosions per minute inside the engine, as the spark plugs ignite the fuel/air mixture in each cylinder. Obviously, these explosions produce an enormous amount of heat, and if not controlled, will destroy the engine in a matter of minutes. Historically there have been 2 choices for controlling this heat: air and water cooling. The original Porsche engines were all air-cooled, but with the advent of more strict environmental regulations it became more efficient to use water instead of air to cool the engines and now all internal-combustion engines in Porsches are water cooled.

Pure water is probably the best fluid for holding and transferring heat, but it has three problems. It freezes at 32° F which causes it to become solid and expand, thus cracking the engine, it boils at 212° F turning into vapor at too low a temperature considering those generated by the internal combustion engine, and pure water running through the cooling system would promote internal galvanic corrosion.

So, science came to the rescue. By adding a chemical product known as Ethylene Glycol (C₂H₆O₂) to pure water, it changes the freezing and boiling points of the new fluid, now known as antifreeze or coolant.

	Pure water	50/50 C ₂ H ₆ O ₂ / H ₂ O	70/30 C ₂ H ₆ O ₂ / H ₂ O
Freezing Point	32° F (0 °C)	-35° F (-37 °C)	-55° F (-67 °C)
Boiling Point	212° F (100 °C)	223° F (106 °C)	235° F (113 °C)

Adding Ethylene Glycol obtained the needed anti-freezing qualities, but the coolant still boiled at too low a temperature. So again, science to the rescue. By pressurizing the system to a safe pressure of 14.7 psi the boiling temperature of the coolant is now raised another 45° F (25° C) so the coolant can withstand the higher temperatures without boiling.

Coolant or antifreeze, has four (4) basic functions it must provide:

1. It must carry heat from the engine to the radiators where

it will be dissipated

2. It must not freeze in the winter and must not boil in high temp environments
3. It must lubricate the system's moving parts such as the water pump, and
4. It must protect the cooling system against corrosion

There are 3 basic types of coolants based on the different types of additives used:

Inorganic Additive Technology (IAT), Organic Additive Technology (OAT) and Hybrid Organic Additive Technology (HOAT). Although, technically each one of these would work on any automotive cooling system, each one was developed to meet specific manufacturer's needs.

IAT has been around since the first water cooled engines. It contains silicates and or phosphates that form a protective barrier on everything in the cooling system, even on the hoses. IAT coolant is generally recommended for iron-block and heavy-duty engines.

OAT coolants work differently. Aluminum and ferrous metals form a surface-layer of corrosion in the presence of moisture. OAT coolants anneal (transform by the engine's heating and cooling cycles) this metal-oxide layer into a thin surface coating that protects against further corrosion. OAT coolant is what's in our engines because most of the components are aluminum.

HOAT are hybrid coolants that use both silicate and organic acid corrosion inhibitors, generally recommended for engines that have iron-blocks and aluminum heads.

The recommended antifreeze for our Porsche vehicles is the OAT type.

Many of the famous, over-the-counter brands offer OAT coolant with an aluminum-protecting inhibitor package and contain no silicates, borates or phosphates and will be stated as such on their labels. Generally these are called "**Extended Life Antifreeze Coolant**".



These coolants can be put on top of the existing Porsche coolant, if needed for a top off, even if it's a different color, and although Porsche sells it's coolant as a lifetime product, whenever there's a need to service any cooling system component, such as a radiator, a cooling line, the thermostat or the water pump,

for which the system must be drained, fresh coolant mix should be used to ensure that the additives are there in the necessary quantities to protect the newly installed surfaces.

As we saw in the table (above) the recommended mix for most of us in the lower 48 is a 50/50 mix of antifreeze and water.



Because tap water contains many minerals and chemicals which could reduce or eliminate the wanted effects of the additives, it is highly recommended that distilled water be used for the dilution. You can purchase an already diluted 50/50 mix from most of the antifreeze manufacturers, but it is generally cheaper if you make the mix yourself and you can also adjust the proportion to your specific needs.

Check you coolant level frequently. If you notice a drop in level (from cold to cold) check your coolant cap. Chances are it's an old (even an original) cap which needs to be replaced after 4 or 5 years, since it can lose it's pressure-holding ability. If you need to top off, it's fine to do it with just distilled water. You don't need to use mix, not for a small amount.

The Ethylene Glycol used in coolant is poisonous to humans and pets. Take all necessary precautions.

On a final note, regarding the "mixing of non Porsche coolant with Porsche coolant will turn to gel" issue, here's the scoop.

Porsche was one of the first manufacturers to use an all aluminum engine and they were pioneers in the development of the Organic Additive Technology (OAT) for antifreeze. In

those days the concentration of silicates, borates and phosphates (among others) was so high in the commercially available IAT coolants, that when mixed with OAT this would cause the additives to precipitate out of solution and would clog many of the fine cooling vanes in the radiators and engine. This precipitate had the consistency of slush.

Bottom line: Don't mix different types of antifreeze.

Miscellaneous Musings, Meditations or Mullings

Another great quote from the Iceman after the race in Brazil (Mr. Kimi Raikkonen aka 'Leave me Alone, I know What I am doing):

"I went off at the last corner on lap 52 as I couldn't see well with my visor being dirty and fogged up," said Raikkonen, who finished in 10th position to become the only driver to have finished all races in 2012.

"Where I went off you can get back on the track by going through the support race pitlane, but you have to go through a gate."

"I know this as I did the same thing in 2001 and the gate was open that year. Somebody closed it this time."

"Next year I'll make sure it's open again . . ."



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Book Reviews for Porschephiles

Carroll Shelby: The Authorized Biography

by Rinsay Mills, published by Motorbooks, Minneapolis, MN

Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

Carroll Shelby was 89 when he died last May. This book makes clear that he led a much more complex, multi-faceted life than most people would have imagined, making for a very fascinating, eye-opening biography. It is a well written, true-life narrative; it is a great read for anyone who likes life stories, even if they don't know the difference between a Shelby and a Sherman, a sports car race and a stock car race.

Carroll Shelby: The Authorized Biography is a very comprehensive book of stories, mostly quoted from interviews with people who worked with Shelby on his many ventures. The book is incredibly detailed and intensely personal, with encyclopaedic coverage of the races in which he drove, managed the team, or manufactured the cars entered.

The first third of the book is about his rustic childhood and his years as a driver, racing other people's cars of various makes in a wide variety of classes both in the US and Europe. Included are many racing reports: his personal recollections of races run and the activities and associations that occurred between races. Very few of these stories are dull, even the George Lucas got into the act, and a surprising cast of famous characters in motor racing float in and out of the story, not the least of which was a high-school kid who came and helped out summers — Edsel Ford!

The middle third of *Carroll Shelby: The Authorized Biography* deals with his glory years in the development, manufacture and racing of Cobras, and then various Mustang variants, not to mention involvement with Sunbeam Tigers and, of course, the GT40 and even the Ford GT.

Throughout the book, there are allusions to Shelby as a super salesman — not so much in selling goods, but in bringing people onboard with his way of thinking. Nowhere is that more in evidence than in the way the Cobra project fell into place almost overnight (after years of indirect groundwork) by Shelby's convincing AC Cars of Thames Ditton, England and Ford Motor Company of Dearborn, Michigan that hot-rodding a Ford engine and transmission into an AC Ace chassis was a wonderful idea well worth supporting financially.

The Cobra was designed and developed to be a production car — 100 examples in the first batch. But racing was never far from Shelby's mind, and the very first example to reach the US was tweaked for racing, and FIA homologation was applied for well

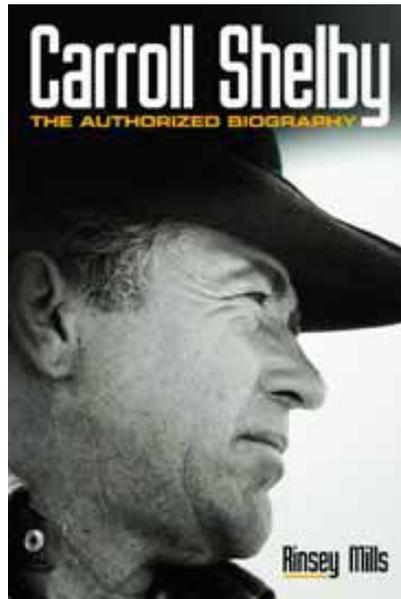
before the first batch was completed. The extensive and intensive coverage of the races and the preparation and development of the race cars will captivate any armchair racer or racing mechanic.

The last third deals with the evolution of the other projects: the GT40, the Shelby Mustangs and, particularly, the Fordization of Shelby American. True, racing and race car development continued, but increasingly it was Ford Dearborn that was calling the shots and Carroll came to feel, and effectively be, a hired hand rather than the boss. Overall, the story of Shelby-American and Ford appears to be another instance of the tendency of centralized control to stifle creativity, initiative, and success, though the GT40 finally did beat the Ferraris. The discussion of the various allegations of manipulations on behalf of Henry Ford II to determine the winner of the '66 Le Mans race may smack of power politics at its worst, but as Ken Miles, arguably the most affected by the situation, put it: "He who pays the piper calls the tune". Interesting reading, indeed!

In retirement from things automotive, Shelby became involved in such things as conducting African Safaris (with internationally famous customers), and African beef ranching, all in the midst of civil/revolutionary unrest, which included the execution of the national leader who had been the social host and supporter of Shelby's ranching venture. What a story!

And then there was the motorcycle wheel business... And Carroll Shelby's Original Texas Chilli, the Toyota 2000GT, and the Chrysler performance department under Lee Iococca that Shelbized even Dakota pickups... Then there were the Continuation Cars (Cobras assembled on left over chassis from termination of production in 1965) and a new Cobra called the Shelby Series 1 because it was based on an Oldsmobile drive train and Ford now owned the Cobra name.

Carroll Shelby: The Authorized Biography has been very thoroughly researched and is based on hours of interviews with Carroll and his family members as well as an incredible roster of interviewees (considering that many were telling tales from the 50s and 60s). It consists of 552, 6 x 9 inch pages, including 13 pages of index and three sections of 8 pages of photos. Available for the refreshingly round price of \$35.00 (Shelby would be pleased), from your favorite book seller, ask for it, or from <http://www.motorbooks.com>



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Deck lids, front and rear fiberglass, \$125 each. 914-4 steel wheels, 1973, widen to 6 1/2", \$40 lot. Gary Greiner, Superior WI. 218.348.1849 or gtgenw8976@hotmail.com.

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Nord Stern says Goodbye to long-time member and driving enthusiast, Joel Pfister

courtesy ClubTalk

Editor's note: Many club members were able to attend the celebration of life held recently for Joel Pfister. It was truly a gathering that honored, celebrated and toasted Joel's friendship and love. The idea was to have a party - and that it was! He was great guy who had a passion for Porsches, for racing and seeking as much out of life as he could. He will be missed by us all.

Back in the 80's and 90's Brainerd International Raceway (BIR as we all know it) was a pretty run down operation. The Owners weren't spending much money on it. Dick Roe, the track manager, was having to get by on a shoestring budget. The paddock was mostly unpaved and became a mess whenever it rained. The only two buildings that held cars were the SCCA tech barn and the Quattro garage, neither of which Nord Stern regularly got access to during our events.

In the mid 90's Joel and a number of other track junkies, mainly NS members, decided that the track needed garages. They went to Dick Roe and proposed that they build one garage, with their money, allowing the track to use the garage for events other than Nord Stern/Quattro Club/Corvette Club events with the group who'd raised the money getting access to the garage during our events and also a couple of free track rental days. Dick jumped at the proposal. The idea was quickly sold to a number of track junkies and in fact enough money was raised to build two garages. An informal group known as Autobahn was formed.

Although Joel wasn't the driving force behind the idea, he was part of the group that came up with the original concept and was actively involved in its formation.

Track ownership changed (twice) and subsequently the paddock was paved and a storm drainage system was installed, thus preventing flooding in the paddock, new bathrooms were built under the grandstands, the short course was built and now the long course is being repaved.

Although neither Joel nor the other members of Autobahn were responsible for these additional improvements, I think the garage construction demonstrated to track ownership that there was a very dedicated group of enthusiasts who were committed to the track and the sport. It helped convince ownership that it would be worth spending additional money for those other improvements.

The original lease for the garages in favor of the Autobahn group has since expired. Many of those original members are no

longer participating in track events and some have even moved out of state. The next time that you get your car in out of the rain and wind and cold in one of the garages at BIR, give a quick mental thanks to the members of Autobahn (including Joel). I know I appreciate what they did.



– Bruce Boeder

Joel will most certainly be missed, but he left so many of us with great memories. My personal favorite Joel story comes from probably 12-15 years ago when Joel was my assigned instructor for Advanced DE at BIR. He hopped in my car, an '87 930, bone-stock at the time except I had just put Hoosiers on it.

His 2nd lap was faster than any lap I had ever turned. I would brake going into turn 1 and carry *maybe* 140 mph, he would just lift, then got back on it. I saw that 160+ mpg was possible. At least a couple times the car got a little loose in turn 2. Once, after he straightened it out in turn 2 (and I started breathing again) he calmly, casually said, *"humm, doesn't give you a lot of warning before it breaks loose, does it?"*. I got in the car after that and instantly improved my lap times knowing what speeds were safe and where the edge really was.

I'm grateful to Joel for what I learned from him that day and for the smiles and conversations we had at many a track event after that. He was a real teddy bear - A super nice guy. We'll miss him for sure!

– Bob Barker

Joel was my first DE instructor. I remember riding as a passenger in his yellow 911 and being utterly amazed at what he did with that car. He was a great teacher, and as others have said, an all round great guy who will always be remembered fondly by this student. Farewell Joel. Nick Summers

The Nord Stern family has lost a very special guy. Joel always had a smile and said hello. Our thoughts and prayers go out to Teresa and their family.

– Ron and Michele





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