



On My Mind: Burnell Curtis, President

In my last column I made mention of an upcoming social, Horses and Porsches. We sent out several emails encouraging members to attend. It worked! I lost count at over sixty people in attendance. We all had a great time, met new people, cheered for our favorite horse, and of course talked about our cars. I hope that you can attend a social in the future.

Your board of directors has earned another award. The Lone Star Region won the award for the Actual Growth Membership 2006 Contest. I do not know what the actual numbers were but will find out later. LSR will receive a trophy at the San Diego Porsche Parade in July. Congratulations again! We also get a check for \$500.

Richard Jackson, our Drivers Education registrar, has conducted a survey of the membership as to why they do not take part in our DE program. I hope that he can find the time to write a complete article on his results. Until then, I will give you a brief glance at the results. The number one reason that a Porsche owner does not participate is the fear of damaging the car by crashing it or the fear of having mechanical problems with brakes and tires. This fear is unfounded. We have years and years of data that shows that our DEs are safe. What we as a club should do is go back through our records and get actual statistics. Not having done that, all I can tell you is my personal experience. I have done DE for almost ten years. I have had my share of off track experiences (we call it, "exploring the wildflowers"). I have never scratched the car. I did hit a curb bad enough to have a tire hit the fender lip and curl it downward. A rubber hammer straightened it out. When you progress through the ranks of DE, getting better and better at driving, you will consume tires and brake pads with greater frequency. However, the car itself is designed to handle the demands of

the track. I started using my 87 Carrera on the track when it had 100,000 miles on it. I drove as well as my daughter and son-in-law so the car had extra track time on it. I retired the 87 Carrera when I bought my 993 and the 87 had 175,000 miles on it. The 87 burned a quart of oil every 1000 miles at 100,000 and when it was retired at 175,000 (bad valve guides). I can honestly say that I could not tell if the track time was bad for the car but I can say that I had lots of fun in it. So far, the 993 is the same.

Richard's survey showed the number two reason for not doing a DE was the fear of getting injured. That really is answered the same way as the first reason, ie, not crashing the car. Our safety record is outstanding and we should get the statistics done to prove it.

The number three reason for not doing a DE is not knowing anything about it and not wanting to be embarrassed. I think that I have mentioned before that the DE committee now has a mentor program. This program has won high praise from new drivers at a DE. The program is designed to answer all questions about DE, the track, equipment, and the people. It is not designed to teach you about how to drive the track, as that is the job of the instructors. Hopefully, no one will be embarrassed in the future by not knowing about the DE.

There are more items on Richard's survey but I will leave them for a later time. Come on out to the track and do a parade lap or two. Parade laps are done at noon on both Saturday and Sunday. You drive your own car and speeds are kept low. After doing a parade lap, you may decide that this is not your cup of tea. On the other hand, we may get you involved and addicted. You can never tell.

On a small technical note, I noticed small drops of oil on the garage floor under the right side of my 993. The car has 60k miles on it now and this is the first signs of a leak. It is a small one but since I need to change the oil I will look under the car to try and determine where the leak is coming from. It is probably a valve cover gasket. Will let you know later.

See you at an event.

Burnell Curtis