

# *PorscheNaut* MAGAZINE

April/May 2011

THE OFFICIAL PUBLICATION OF THE LONE STAR REGION PORSCHE CLUB OF AMERICA



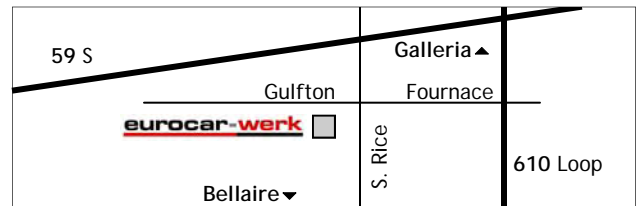


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## On My Mind:

Lynn Friedman,  
President  
Lone Star Region PCA

President Letter  
Lone Star Region PCA  
April 2011

On to Savannah!

The crème de la crème of Porsches will be competing this year in the 2011 PCA Porsche Parade in Savannah, Georgia. Of all of the many events that take place during Parade week, this is my favorite. From daily drivers to cars who arrive in shrink-wrap in trailers, it as an event to behold, and I am looking forward to taking part in the festivities this year.

The first PCA Parade, in 1956, was only 4 days long with about 60 people in attendance. Today the Parade spans an entire week with attendance in the hundreds. This years' event will be July 31 – August 6, and as of this writing,

there is still space available. For more information on this year's Parade visit: <http://parade2011.pca.org>

There are over 35 events to attend - from the famous Concours and Autocross to Tours, Tech Quizzes and Beer Tastings. There is something for everyone. In fact the online registration suggests allowing 45 minutes to complete the forms. (Yes, I did take that long, and have since revisited the site to sign up for the visit to Brumos Racing, home base of Hurley Haywood, and their collection of classic street and racing Porsches.) Representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend to tempt you with the latest Porsche has to offer. If you have already registered for Parade and are planning on attending, please let me know. ([president@lsrpca.com](mailto:president@lsrpca.com))

There are plans for a Texas caravan up to the event, and a get together for LSR members sometime during the Parade. Will my car be arriving in shrink-wrap to Parade? Probably not, just my tuna fish sandwich in my box lunch.

Safe Motoring!  
Lynn



## From the Fast Lane:

Mark Weisser  
PorscheNaut Editor

Greetings Porsche Enthusiasts,

Have I a tale for you! Our former editor, Rob Quarles, found that he had to transfer out of our area due to work requirements. Blissfully ignorant about that, I was enjoying a nice visit with my LSR friends on the delightful trip to Rockport to see the whooping cranes when I got "the arm" from our Supreme Leader. I wondered, "Is she just being nice to me or...?"

The long and short of that conversation was that almost the next thing I knew, I found myself voted in as your devoted Editor of the Porschenaut. Little did I know how fun that would be. I am pretty darn good with a pen or keyboard and with directing a team for various and sundry events. I didn't know just how many things need to be done to produce your magazine.

The point of my story here is to ask you to be patient with me. I may stumble a time or two as I get the hang of all this. I even have to be patient with my own self! You know what, though? I could really use your help.

I would love to hear your stories about you.

I know, I know -- I can hear you out there now: "I can't rite good. I might spel wrong. I don't know wut to rite." But don't worry about grammar, spelling or how to write. I can fix that part. Here's the secret to writing a great piece for all of us to really enjoy. Ready?

Tell me the story. That's it. Just tell it. Don't "write" it. If it helps, get out your recorder or phone and just tell your story and type that. It's that simple. I can fix the writing part, what I need is your story. Got it? See how easy that will be? So get out there and tell me some stories.

Tell me about the time you got out of a ticket because you were driving a Porsche and befriended a law enforcement officer (or not). Tell me about your first car and your first Porsche. I know you have stories, so please take a few minutes to share them. You have plenty of readers who would love to hear your stories.

Oh, one more thing. If you would like to help out with the Porschenaut, drop me a note at [pnaut@lsrpca.com](mailto:pnaut@lsrpca.com) and let me know. I would love to find a graphic designer, for example. I know someone out there either is one or knows someone who is.

Until next time...

Mark Weisser

# Upcoming Activities

## LSR COMMITTEE CHAIRS

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## May 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						★ 1
2	3	4	5	6	★ 7	8
9	10	11	12	13	★ 14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

15 LSR Concours at Brookwood Community with Lunch (extra cost)

21 PCar GTG (NW) , 9 a.m. at Starbucks at 290 and Spring Cypress

28 PCar GTG (N) , 8:30 a.m. at Market Street by the Woodlands Mall

## June 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		★ 1	2	3	★ 4	★ 5
6	7	8	9	10	★ 11	★ 12
13	14	15	16	17	★ 18	19
20	21	22	23	24	★ 25	26
27	28					

1 Board Meeting

4 Coffee and Cars, Vintage Park 8 a.m. - 10 a.m.

5 Charity Run to Stingaree for Lunch

11-12 LSR DE at TWS

12 PCar GTG (S) , 8:30 a.m. at Starbucks in Webster

18 PCar GTG (NW) , 9 am Starbucks at 290 and Spring/Cypress

25 PCar GTG (N) , 8:30 a.m. at Starbucks in MarketStreet by the Woodlands Mall

The calendar of events is current at the time printing. Date/time/event changes may be necessary. For additional details of the events listed above and for events scheduled after printing, please check the Lone Star Region web site at [www.lsrpca.com](http://www.lsrpca.com)

# LSR PCA— High Speed Drivers Education

## Come drive with us!



Our highly trained instructors will work with you one-on-one to instruct you car control, safely, on one of the country's finest race tracks, Texas World Speedway. It's just a bit south of College Station.

Our focus on proper instruction in car control, vision and high speed driving has LSR's program one of the best in the nation. So what's stopping you from joining us in the best driving experience you've ever had!

Each PCA member gets a discounted \$265.00 entry fee and priority in the registration process. Registration opens one month prior to the event, promptly at noon. We usually sell out within three hours of opening of registration, so don't hesitate to sign up!

*"How do I sign up?"*

DE event registration **MUST** be completed on-line at [www.clubregistration.net](http://www.clubregistration.net). Additional detailed information can be found on-line at [www.lsrpca.com/drivers\\_ed.htm](http://www.lsrpca.com/drivers_ed.htm). The Texas regions DE handbook can be found on our web site at [http://www.lsrpca.com/linked\\_docs/de/Multi%20Region%20DE%20Handbook.pdf](http://www.lsrpca.com/linked_docs/de/Multi%20Region%20DE%20Handbook.pdf)

*"Will I learn to drive better?"*

Yes -- you will learn about vision, control, and situational awareness just for starters. As a beginning driver, your instructor will be there with you every time you are on the track. Not only that, but these skills are applicable, useful and valuable in everyday driving. So is there anything else that you want to know before joining us?

*"What do I do when I get there? I don't know anyone there."*

LSRPCA has instituted a mentor program just for you. Just let anyone you see know this is your first time there and they will help you find a mentor who will guide you around. They will help you find anything you need from loaner helmets, drinking water, air for your tires -- even the locations of the rest rooms. Our mentor program is designed to help you have the time of your life. How about one more reason to join us?

You won't need to worry about Officer Friendly and his radar gun when you are with us.

**SO COME DRIVE WITH US -- YOU'LL BE GLAD YOU DID**



2011 dates: Feb. 5-6 / Mar 18-20 (Solo Only) / May 7-8 / Jun. 11-12 / Sept. 10-11 / Oct. 15-16 (Hill Country) / Dec. 3-4

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## **Ozark Update**

We have two Ozark trips planned for the Fall Season: October 23-28, 2011 and November 6-11, 2011. And registration is going nicely for both trips. We like the two weekend options to keep the cars manageable. King rooms are quickly disappearing for the November trip.

Like Porsche, the Ozark trip subscribes to evolution not revolution. A few changes have already made the 2011 itinerary. We have added breakfast everyday at both resorts. Combining breakfast and checking out should facilitate the caravans returning home. This will also give us another chance to say goodbye. Dogwood is, once again, available to everyone who would like to participate.

We are looking for your input on the following:

- ◆ Some of you really enjoyed the smores, while others ignored them. Keep them?
- ◆ Nobody liked U.S. 65 down to the Interstate on the return home. Was the extra night at Big Cedar worth the hassle? What would you think of an optional night (Friday) back in Hot Springs? That would create one more day of fun driving and an easier drive back to Houston.

The final update did have one glaring mistake; John Zouzelka's condition was far more serious than originally described. John had a bone marrow transplant, but in any case, it was great to have him back.

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## Membership: April/May

William Wong,  
Membership

**Lone Star Region welcomes our new members  
as of March 2011**

### New members

Samuel E. & Christel Butler	2011	Cayman
John G. Calder	2006	911 S
Stephen J. Chen & Julie Longoria	2004	911 turbo
William Fajardo	2010	911 S
William C. & Gloria Gowans	2011	Boxster
James H. Hogue	2004	Boxster
Tariq Khashram	2007	911
Sai C. Kong	1988	930
John & Amanda Kozicz	2011	Boxster S
Robert C. Ledeboer	2005	911
Alicia & John Lohman	2004	Boxster S
Joe & Carol McCutcheon	2011	Cayenne
Charles Nagel	1985	944
Stuart J. Nathan	1967	912
Monte & Angie Nichols	1985	911
Richard F. Robinson	2008	911 S
Troy D. & Roanne Simmons	1999	911
Justin Waldrup	2008	911
Steve N. Walker	1980	911 SC
Michael Y. Wei	2006	Cayman S
Jeff Wood	2010	911

### Transfer-in

Louis & Jan Cook	2006	Boxster S
Marcos A. & Alberto M. Romasanta	2011	Boxster
Eric Shimada	2006	Boxster S

Welcome!

For those of you who are new to the Porsche Club, the Lone Star Region would like to welcome you! Reasons for joining the club are many, but rest assured you're not alone in your endeavor as the owner of one of, if not the best high performance automobile available today! If your ambition is to become one with your car, testing your driving abilities and your car's handling characteristics then our Drivers Education (DE) or Autocross events are just for you. If you prefer a more relaxed atmosphere, our concours events are held at various venues around the Houston area. If wearing a helmet isn't your cup of tea and you've decided that washing and waxing is best left to the detailer, then you're sure to find that participating in one of our "Drive-n-Eat" socials is just for you!

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AUG 28-29	NOV 20-21	AUG 14	SEPT 17	NOV 19
SEPT 18-19	DEC 11-12	AUG 27	OCT 15	DEC 3
			OCT 22	

**TWS Performance Driving School**


- Open to all driving levels
- Each day provides four 25 minute sessions on track

**\$195 for one day PDS**  
**\$295 for two days (weekend)**  
**\$25 garages/day**

**Open Track Day Events**

- Open to Blue Solo & Advanced Drivers
- 4 Hours of Open Track
- See website for more details

**\$125 for Open Track Day Events**  
(includes garages)



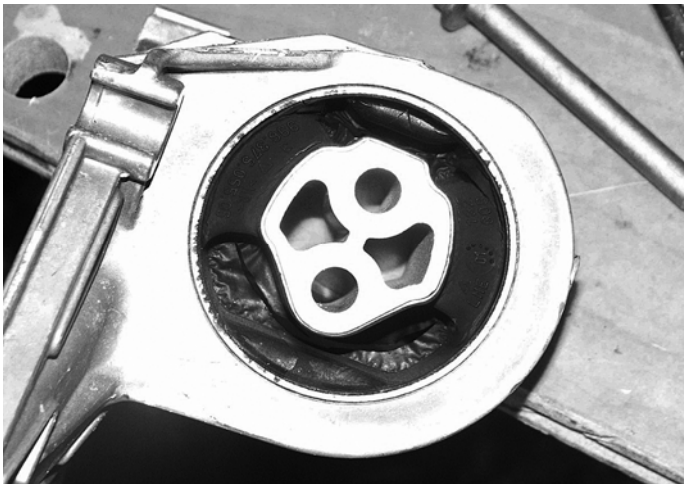
**www.TexasWorldSpeedway.com**

# Installing a Boxster Engine Mount

by John Brady, courtesy of der Vorganger

Does your Boxster make unusual noises and clunks in the engine bay? Is shifting occasionally less than smooth? Do you feel a big weight shift around as you take a turn? How about drive train vibration in certain gears and RPMs?

If you answered yes to any of these, it is probably the front engine mount gone bad. The rubber splits and pulls away from the aluminum casting. Then, the engine flops from side to side causing all sorts of weird sensations and noises. In my car, I also sometimes get a big shudder and clunk when depressing the clutch pedal to start a shift up or down unless I had "neutral" throttle (that is no acceleration or deceleration or load on the drive train).



*Original mount if it has failed. Look closely and you'll see where the rubber has torn in the 11am and 1pm positions. Look even closer and you should see that it has separated from the aluminum all the way*

The fix is a new 987 part, 987.385.023.04 to be exact. This is a slight redesign that is reported to last longer since it is designed for the higher torque and horsepower of the Cayman S. The install is easy to DIY as long as you can get the car 18 inches or higher in the air. A lift certainly makes this a much easier job. You will need a 10mm socket, Phillips-head screwdriver, 15mm ratcheting box-end wrench, 15mm socket with 1/2" drive, and 7mm socket. Use the following steps for installation:

1) Use the Phillips screwdriver and 10mm socket to remove the plastic undertray, the section under the front of the engine.

2) Use the 15mm ratcheting box end to loosen the two upper bolts holding the mount to engine; however, do not remove these bolts.

3) Use the 15mm ratcheting box end to loosen the two lower engine mount bolts; however, do not remove these bolts.

4) Use the 15mm socket to loosen all four nuts/studs securing the body mount yoke -- these studs are vertically oriented and obscured by the two coolant hoses that enter the central tunnel to run forward to the radiators. Push the hoses aft and/or towards the center to get the needed room. Loosen a few turns, but **do not** remove these yet, because removal of these bolts at this time will cause the engine to fall down and crush you!

5) Support the engine with a floor jack by using a few pieces of wood on top of the jack and positioning the jack so these support the engine just behind the oil sump and in front of the cross-member that passes under the front end of the trans.

6) Remove the four body yoke nuts/studs once the engine is supported. Use the 7mm socket to remove the stud if the stud doesn't come out with the nut; the end of the stud is sized to fit perfectly into the 7mm socket.

7) Remove the two bottom bolts on the engine mount; if necessary, move the engine down slightly (with your floor jack) to allow these long bolts to slip out above the coolant lines, but below the body.

8) Look at your new mount -- you'll see the two upper bolt locations are U-shaped, which allows you to get the mount off without removing those upper bolts. Now, get back under the car to help raise the engine back to its normal location to allow more give in the coolant lines.

9.) Drop the mount down on the passenger side to start the removal and then slip the whole assembly towards the passenger side; it is now free of the upper two bolts.

Jimmy it around and squeeze the coolant lines aside until the mount slips out. Be patient and you'll get it.

10) Swap the engine yoke over to the new mount in which you may have to trim the two rubber spacers that go between the yoke and the mount to fit your new mount since the shape of the aluminum section that is molded into the rubber has been altered.

11.) Installation in reverse of the above.

(cont. page 12)





# LSRPCA Board Minutes

March, April and May 2011  
Cynthia Crawford, Secretary

## March Board Minutes

Date: March 2, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Mike Globe, Vice President

Cynthia Crawford, Secretary

Ken Tubman, Member at Large

Burnell Curtis, Past President

William Wong, Membership Chair

Jim Troxel, Club Race Chair

Sylvia Lanz, Concours Chair

Greg Stewart, DE Chair

Nina Midway, Social Chair

John Haworth, Store Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Jim Heimer, Web Master

Leonardo Docanto

Larry Friedman

Rodger Gay

Lynn Friedman called the meeting to order at 6:30 p.m.

Sylvia Lanz presented the proposed 2011 Concours budget. After discussion, Mike Globe moved to approve the expenditure of up to \$2500 in expenses for 2011 Concours events. Burnell Curtis seconded and the motion passed unanimously. Sylvia is planning the first 2011 Concours at Urban Living on

Washington Avenue on May 1.

Ken Tubman reported that he will send out an additional email notification regarding run groups for the DE portion of the Club Race/DE scheduled for March 18-20.

William Wong reported that the membership stands at 1084.

Anne Retzler reported that she was considering an on-line auction for the next charity event. There was discussion regarding the best way to set up the auction. The Club will request donations of goods or services from members and supporters to be auctioned.

Ron Baklarz reported that 41 members participated in the Tour to Rockport. The Club was presented with a Certification of Appreciation from the City of Rockport for bringing the Tour to the City. Ron has begun planning a mid-summer tour and will provide additional information soon.

Jim Heimer reported that Momentum Porsche is holding an open house on March 12 from 9:30 a.m. - 11:30 a.m. and had invited the Club to participate and to make a presentation about its activities and events. Jim is planning to attend and suggested holding a drawing for a free activity such as a PDS or Concours for those who sign up as new members at the open house. The Board approved the suggestion. Jim also reported on the Drive, Display and Dine tour to the Club Race on March 19.

Nina Midway discussed plans for Formula 1 dinners for this season. She is making arrangements for the first dinner to be held on April 9.

John Haworth discussed plans to offer LSRPCA store items

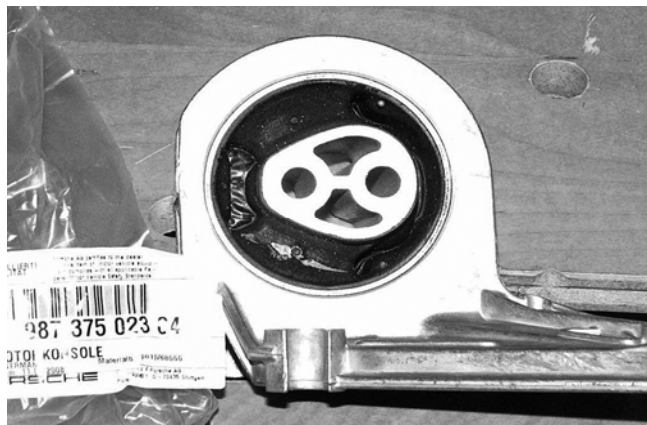
(cont. page 13)

(Boxster Engine Mount, cont. from page 11)

For reference, here is what the original mount will look like if it has failed:

Look closely and you'll see where the rubber has torn in the 11a.m. and 1p.m. positions. Look even closer and you should see that it has separated from the aluminum all the way from the 9a.m. to 11a.m. sections and again from 1pm to 3p.m.

Once you complete this very satisfying project, you will marvel at how smoothly your Boxster shifts and how buttery the clutch engagement/disengagement is now. Happy motoring!



*This is what a new 987 style mount looks like.*

(March Minutes, cont. from page 12)  
for sale at the Club Race/DE. He will be setting up a location to display items for sale and will make an announcement at the drivers meeting.

Jim Troxel reported that the Club Race plans are in place and that we are anticipating good participation. There are a number of volunteers who will be assisting to make this a well run event.

Lynn mentioned that Coffee and Cars will be held at Lamborghini of Houston on March 5. She also mentioned the Space City Cruisers Extravaganza Spring Car Show on April 23.

Ken Tubman moved to adjourn. Mike Globe seconded, all agreed, and the meeting was adjourned at 7:50 p.m.

### April Board Minutes

Date: April 6, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Mike Globe, Vice President

Cynthia Crawford, Secretary  
William Wong, Membership Chair  
Jim Troxel, Club Race Chair  
Greg Stewart, DE Chair  
Greg Platt, DE Registrar  
Nina Midway, Social Chair  
John Haworth, Store Chair  
Ron Baklarz, Tour Chair  
Anne Retzler, Charity Chair  
Mark Weisser, PorscheNaut

Mark Crawford  
Zachary Prell

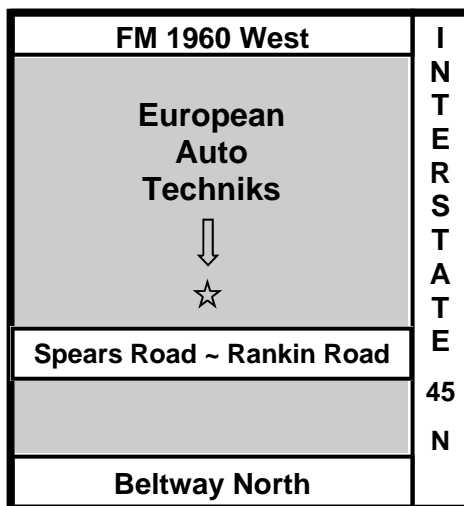
Mike Globe called the meeting to order at 6:30 p.m. Mike introduced Mark Weisser who has agreed to take on the duties of PorscheNaut editor. Mark presented his ideas regarding content and format, and introduced one of the members of his editorial team, Zach Prell. Greg Platt moved to appoint Mark as Editor of the PorscheNaut. Cynthia Crawford seconded and the motion passed unanimously.

Jim Troxel reported that the 2011 Club Race was a resounding success. The longer sprint races were very popular. The

(cont. page 17)

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# 911 Engine Rebuild

by Toby Pennycuff

I bought the donor motor from a gentleman in Florida. Motor started life as a 1973 “T” motor. The reason I was interested in the motor is that it was an MFI motor (Porsche changed the 1973 “T” from MFI to CIS mid-way through the 1973 model year). I tore the engine down all the way to splitting the case.

Once all apart, I sent the heads, cams, case, crankshaft, rods, intermediate shaft and oil pump to Steve Weiner at Rennsport Systems in Portland, OR to have all machine work done. The case was sent to Ollie’s in SoCal to be align-bored and shuf-le-pinned. Time serts were installed for the cylinder head studs and all surfaces were cleaned up and machined for good, clean surfaces.

Steve has a CNC program that can take “T” heads and machine the ports and passages exactly to “S” specifications. He also did a valve job and installed new valves, seats, seals, springs, retainers and clips. The cams were sent to WebCam to be re-ground to 911S specifications. Steve also cleaned and replated all the fuel lines running from the MFI pump to the injectors. He rebuilt the oil pump and checked the intermediate shaft gears for wear.

While the machine work was being performed, I sent my MFI pump to Gus Pfister at Pacific Fuel Injection in South San Francisco to be rebuilt and recalibrated as an “S” pump (new space cam installed). Gus is THE person to do this work. He also cleaned and tested my injectors. The pump is simply beautiful. By the way, if you know some young mechanical engineer who wants to put his/her education to good use, they should move to South San Francisco and volunteer to apprentice under Gus. Gus is from the old country and owns ALL the Bosch tools and spare parts to rebuild Bosch MFI pumps. He’s one of three people here in the US doing this kind of work and arguably the best of them all. He’s getting on in years and you can easily wait 6 months or more for your pump to be rebuilt. But he is the nicest man you could ever imagine dealing with. And the knowledge he has about these pumps is simply amazing. Go apprentice for him and buy the business when he retires. Because when he retires, those of us with MFI pumps will be very sad indeed! I’m sourcing another pump or two for Gus to re-do simply so I’ll have spares!

While Gus was doing his magic on the pump, Matt Blast at Eurometrix was performing his magic on my throttle bodies and linkage. Matt can take “T” throttle bodies and machine them to “S” specifications. The really great thing about Matt’s work is that the throttle bodies are flowed on a flow bench and set. Essentially, when you get your parts back from Matt, they are ready to run.

And they are DROP-DEAD GORGEOUS when he sends them back. Matt also resizes the air stacks from “T” specs to

“S” specs. This is no easy task since the stacks are plastic and have a specific taper to them.

With all this work going on, I was busy sourcing all kinds of parts from Pelican Parts and ParkPlace Porsche. I bought new Mahle 2.4 pistons and cylinders (don’t even ask how much they cost!). I bought new pressure-fed chain tensioners, valve covers, engine cooling tin, a Spec clutch/flywheel package and new hardware (bolts, washers, nuts, etc.). I also bought a WHOLE BUNCH of special factory tools and tools from Stephen Stomski (Stomski Racing in Maryland). The factory tools are indispensable and the Stomski tools are just plain cool (o-ring installation tool, cam nut tool, crankshaft holder, piston wrist pin circlip injector, TDC indicator, and MORE!). I also scored not one, but TWO SETS of Porsche’s P228b and P228c tools. These are the protractors used to set/calibrate timing between the throttle bodies and the MFI pump. These protractors are definitely made of UNOBTANIUM! Also, I found some pretty cool tools along the way from Summit Racing like the Wiseco piston ring compressor sleeve.

After five months of waiting for parts to come back, I finally started to put the engine back together last November. Steve Weiner reassembled the short block before sending it back. Crankshaft in, new bearings, new timing chains, new intermediate shaft bearings. With the case back on my engine stand, I started the work of putting the engine back together. New 993 head studs installed and heights were set to factory specs. Piston rings cleaned up and gapped properly, I installed the pistons into the cylinders using the Wiseco compressor – truly a cool and very easy process. The Process of setting deck height was my first big challenge. Steve Weiner wanted me to achieve a deck height in a very specific range and the measurement point is critical. The measurement point is also being determined on a domed piston! Standard points for your depth gauge don’t work here, so I had to resort to the crushed lead-acid solder methods (read Wayne Dempsey’s book to get a better description).





After a month of weekends agonizing over this measurement, and countless phone calls to Steve Weiner, I finally got the proper cylinder base gaskets installed to achieve the desired deck height clearance values. This measurement had to be done on cylinders 1 and 4. With deck height set, I could install the remaining pistons/cylinders. With the cylinders/pistons installed and the cooling tin in place, it was time to put the heads on, seal the camshaft towers to the heads and install the camshafts. Then the task I dislike the most – timing the cams. I won't go into the details of the process, but I can tell you that the first time I did time cams on a Porsche motor was on my 930. And I think I put 10 miles on the engine turning it 720 degrees at a time while timing those silly cams. I enlisted the help of a good friend who is also a long-time Porsche mechanic to help and we were able to time BOTH cams to factory spec in less than two hours. I guess there IS something to repetition!

With the cams in and timed, I installed the new pressure-fed tensioners and chain covers, timed all valves, installed the chain covers and closed up the motor. Then installed the fan, alternator and fan shroud (which had been repainted to "S" Guards Red from its previous "T" yellow). Installed the MFI pump, throttle bodies, linkage rods and air stacks. And you see the results. The pictures show test fits of all components. I've pulled the injection and pump off of the engine so I could re-do a few things.

I also made some major-league rookie mistakes along the way. I forgot to install one piston circlip and didn't discover it until I was done with the last cylinder (remove four cylinders and go through the tedious process of reinstalling them). I had to change out the new 993 head studs for steel 911 head studs because the 993 studs could not clear the bolt passages in the new cylinders (I discovered this as I had one corner cooling fin simply chip off and fly across my garage – AAAAAARRRRRRGGHHHHHHHHHHHHHHHHHHHH!). I missed the fact that the painter had removed the upper air channel on the inside of the fan shroud and had to remove and reinstall the shroud AFTER installing the air deflector. I changed my oil cooler because I wanted a screw-on return instead of a bayonet one. And worst of all, I over-torqued one of the throttle bodies and cracked the mounting flange. This was a VERY COSTLY MISTAKE and you probably heard me cussing all the way from Cresson to Houston when I did it. Fortunately, Matt Blast had another core, but I've been waiting all summer for Matt to get to my replacement. I should get my new, old throttle body before the end of the month of August.

All told, I've got two years of weekends invested in this engine. And more money than I care to admit. But you have to admit, there is SOMETHING about the look of an MFI motor. Best of all, when I install it in my track car, I move up to the hyper-competitive E class in PCA Club Racing. I also go UP in horsepower (175 to 190) and DOWN in weight (2575 to 2515)! 2011 is going to be a fun year of racing. The motor should make its racing debut at the LSR Club Race next March.





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**PORSCHE**

(April Minutes, cont. from page 13)

racers greatly appreciated the organization of the event as well as the social aspects. The Saturday night awards banquet was especially well liked. Preliminary estimates are that the event overall will break even on costs versus revenue. Jim thanked all the organizers and volunteers who made the event a success.

Greg Stewart reported that the DE portion of the Club Race also went well. For the May DE, he is planning to try some changes to the Saturday night dinner in an effort to make it more enjoyable and increase interest in staying for dinner.

Mike Globe reported on behalf of Jim Heimer that 30 cars participated in the Drive, Display and Dine to Texas World Speedway on the Saturday of the Club Race. The cars were displayed next to the concession area and were enjoyed by all.

William Wong reported that the membership stands at 1097.

Nina Midway discussed the upcoming F1 dinners. The first one will be held at Kim Son downtown on Saturday April 9. She also reported on the Proclamation from the City of Houston for the 50th anniversary of the Club. She will check with the Mayor's office on the possibility of the Mayor presenting the Proclamation to the Club in June.

Anne Retzler reported that she was considering several charitable events including a silent auction or raffle at a DE and a day trip outing with a \$25 donation to participate.

Greg Platt reported that registration opens for the May DE on April 7 at noon.

John Haworth moved to adjourn. Greg Stewart seconded, all agreed, and the meeting was adjourned at 8:00 p.m.

## **May Board Minutes**

Date: May 4, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Mike Globe, Vice President

Cynthia Crawford, Secretary

Burnell Curtis, Past President

William Wong, Membership Chair

Jim Troxel, Club Race Chair

Greg Stewart, DE Chair

Greg Platt, DE Registrar

Nina Midway, Social Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Rod Castells

Leonardo Docanto

Walt Doyle

Larry Friedman

Jack McCall

Lynn Friedman called the meeting to order at 6:30 p.m. Lynn reported that Coffee & Cars was a great place to meet Club members and recruit new members and encouraged everyone to come out when they could.

Jim Troxel reported that he was almost finished reconciling costs and revenue for the Club Race and it appeared that costs may exceed revenue by approximately \$1000.

Greg Platt reported that the May DE was almost full and that the Green run group sold out in just a few hours.

Mike Globe reported that he had reviewed the DE Handbook and prepared some revisions pertaining to the use of a neck restraint. There was a discussion regarding the use of a neck restraint and other safety issues.

William Wong reported that the membership stands at 1106.

Nina Midway reported that the next F1 dinner would be on May 21. Several suggestions were made for Spanish restaurants.

Anne Retzler reported that she has planned a charity day trip to Stringaree Restaurant, Crystal Beach, on June 5. The requested donation is \$25 per car.

Lynn reported on behalf of Mark Weisser that he is working on reorganizing the PorscheNaut and including some regular sections such as a TechWriter section. Jack McCall is planning to prepare some articles for the PorscheNaut and requested input on topics. The Board discussed various topics that they thought would be interesting to Club members.

Lynn reported on behalf of Sylvia Lanz that the Concours on May 1 at Urban Living was very successful. Lynn showed one of the new prizes which were very popular. The next Concours will be on May 15 at Brookwood Community in Brookshire. Lynn thanked Victory Motors for their support of the Concours program.

Burnell Curtis moved to adjourn. Ron Baklarz seconded, all agreed, and the meeting was adjourned at 7:25 p.m.



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# Interview with Cynthia Crawford

by Dave Vanderwerp

So far this summer, the PorscheNaut has had two separate articles or letters regarding the new Boxster Spyder and its growing presence in our region. Our Madame President, Lynn Friedman, wrote in her opening letter to members in the August 2010 edition of the 'Naut regarding Porsche

Cars in North America. Two drivers from Porsche Sport Driving School showed up at the



Region's previous Driver Education (DE) weekend and provided fast-lap rides to many people at the track in both manual gearbox and PDK equipped Spyders.

In the July edition, I personally submitted a similar report entitled "A DE to remember". As of this edition's publishing, you may have noticed that the Spyder is becoming more present at driving events each time they are held in our Region. The September DE at Texas World Speedway was one such event and we'd like to share with you an interview with its driver/owner and additional accolades after Day 1 on the track with this mid-engine masterpiece.

What follows are the words of our own member, Cynthia Crawford interviewed by Jeff Yanko.

*Jeff Yanko:* Cynthia, did you enter this year's PCA Annual Raffle for the Boxster Spyder?

*Cynthia Crawford:* No, I had already bought my PDK Spyder!

*JY:* Were you present at the DE when PCNA brought the two Spyders to TWS with the drivers from PSDS? Did you get a hot lap with them?

*CC:* Yes! I was there and got to ride with John in the 6 speed Spyder.

*JY:* Did you know that the October, 2010 edition of Car and Driver Magazine's cover story was the Best Handling Car in America under \$100K? The competition included the Spyder, ZO6 Corvette, BMW M3, Nissan GT-R, Lotus Elise, VW GTI, and the Mazda RX-8 and the Spyder won the comparison by their panel.\*

*CC:* No, I haven't seen it.

*JY:* Did you have to order your Spyder or did you buy it from showroom stock and from whom?

*CC:* Rodger Gay at Porsche of North Houston really took care of me. He traded a car the dealership had ordered

but not yet received with another dealership who had an open order slot so that he could get exactly what I wanted on the car. I totally recommend Rodger for all your Porsche needs! Houston's only Premier Porsche Dealer, went above and beyond to help me locate the one I wanted, worked his magic and was able to find it and have it delivered to the dealership; kind of a showroom purchase with special order desires met by Rodger.

*JY:* What are the top features of the Spyder that convinced you to make the purchase?

*CC:* It looks The styling, of course, but also the historical story behind its inception. Also being able to that its such a great track the car. And being able to purchase locate the right one with exactly like I wanted made the decision easy. the PDK gearbox were a big plus.



*JY:* Have you owned any other Porsches?

*CC:* My hubby has a 997S, but this baby is my own first one!

*JY:* How long have you owned it now? Mileage?

*CC:* I took delivery six weeks ago and it now has 1,700 miles on it.

*JY:* What events have you taken, or plan to take the Spyder

too?

*CC:* I'll attend any event that is fun and this is the first track day for



me and the car, but I'm looking forward to driving it at other events put on by the Club, like PDS and Time Trials.

*JY:* Daily driver or weekends and track only?

*CC:* Daily! I LOVE driving this car!

(cont. page 22)

(Interview with Cynthia Crawford, cont. from page 21)

To sit down and chat after a Saturday DE day with such an enthusiastic and fully engaged member is a treat in itself. Cynthia has been a member of the Porsche Club of America for 3 years and is also a graduate of the Skip Barber Racing School at Mazda Raceway Laguna Seca.

Please join the gang at upcoming Drivers Education weekends and don't hesitate to ask any of the members of your club about their car and what makes them tick (the car or the driver, your choice). You will inevitably find yourself in an enthusiastic conversation and probably get dragged to another garage to meet even more fellow members.

The reasons to get more engaged in your club are going to keep coming at you so keep an eye on the Calendar of Events and come on out. Put a guarantee on leaving with a smile and few new friends!

\* Grand Total Scores Reported:

- ◆ Porsche Boxster Spyder 126
- ◆ Lotus Elise SC 113
- ◆ Mazda RX-8 R3 112
- ◆ BMW M3 106
- ◆ Nissan GT-R 104
- ◆ Chevrolet Corvette Z06 101
- ◆ Volkswagen GTI 97

## **PORSCHE 911 CARRERA 4 GTS – NOW WITH ALL-WHEEL-DRIVE**

### **New Flagship Carrera ideal for all-weather performance**

ATLANTA – May 12, 2011 – Building on the well-received 911 Carrera GTS with its extra power, visual panache and extensive extras for an attractive price, Porsche today announced the 911 Carrera 4 GTS. As an all-wheel-drive model, and when equipped with the proper tires, has proven more than competent for all seasons and all road conditions. The Carrera 4 GTS wraps an aggressive wide body around a long list of performance, comfort and cosmetic enhancements.

A GTS exclusive power upgrade of 23 hp over the 911 Carrera 4S on which it is based enables the 3.8-liter 911 Carrera 4 GTS – available as a coupe and cabriolet – to accelerate from zero to 60 mph 0.1 second faster; a Carrera 4 GTS coupe equipped with the optional seven-speed Porsche Doppelkupplungsgetriebe (PDK) and the optional Sport Chrono Package Plus makes the sprint in just 4.0 seconds. Top-track speed is also increased to 187 mph (186 mph w/PDK).

The 911 Carrera 4 GTS features an electronically-controlled Porsche Traction Management (PTM) all-wheel drive system that delivers impressive traction and powerful acceleration in any driving situation. The electromagnetically-controlled multi-plate clutch reacts within fractions of a second and ensures optimum distribution of power between the front and rear axles. A standard mechanical limited-slip differential further improves traction and driving stability around turns and on varying road surfaces.

The 3.8-liter flat-six delivers its 408 hp thanks to a number of internal changes, including a special resonance intake manifold with six vacuum-controlled tuning flaps. Maximum torque is available at 4,200 rpm; 200 rpm earlier compared with the Carrera 4S. The extra power is enhanced by a standard sports exhaust system with four black tailpipes finished with polished, nano-coated inner shells.

Like every all-wheel-drive 911 model, the Carrera 4 GTS features a body with 44-mm wider wheel arches at the rear.

It is also distinguishable by its SportDesign front apron, black side skirts from the 911 GT2 and a black panel between the rear tailpipes. Center-locking 19-inch RS Spyder design wheels, painted in high-gloss black with polished lips are a final visual flourish.

Inside, black is the dominant color, with the standard interior featuring Alcantara® on the center sections of the standard sport seats with their larger side bolsters. Black Alcantara® is also used wherever the driver comes into direct contact with the vehicle – like on the rim of the three-spoke SportDesign steering wheel and on the gear and handbrake levers.

The extra all-weather performance, visual muscle and standard equipment of the 911 Carrera 4 GTS comes at an attractive price. On sale this fall, the 911 Carrera 4 GTS Coupe will be available in the US at a base MSRP price of \$110,200 while the 911 Carrera 4 GTS Cabriolet will be priced at \$120,100.



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Aug10



**Track Wheels for Sale:** Four 16" BBS Wheels, 8's and 9's. Four slightly-used Toyo RA1s on them. 225/50-16 fronts and 245/45-16 rears. The rims were straightened and cleaned just before the Toyos went on them. Asking \$900 for all. Can be seen at TWS anytime the track is open but especially at LSR events. George Bigham [georgebigham@pdq.net](mailto:georgebigham@pdq.net) 281-866-9728-office 713-705-3219-cell Jan11



**1982 Porsche 911SC Targa:** Guards Red with Black Interior. 156k miles, rebuilt engine (3.0 Euro Nikasil P&C), re-built transmission (new syncros & bearings). Great running and handling car, body & paint in good condition (no wrecks, no rust), recent corner balanced & aligned, SSI heat exchangers, new Michelin Pilot-Sport, updated interior, re-built suspension, never tracked. Lots of upgrades (list available). \$14,000 OBO Contact: Lane @ 713-553-9624 or [lane.alexander@stress.com](mailto:lane.alexander@stress.com)

Oct10



**B&B (Billy Boat) Exhaust (Mufflers and Tips).** Fits 997S 2005-2008 3.8L. Used less than 2000 miles. Gorgeous tips. Easy install. Sold over \$1300 when new, with tips. Sell for \$600. Contact Alan at 281-316-9402 or [amf540i@verizon.net](mailto:amf540i@verizon.net) Dec10

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Oct10





**2004 Porsche C4S**, 50,500 miles. New tires. Always garaged work and home. Never smoked in or tracked. All Porsche maintenance performed as suggested by Porsche and done by Porsche dealer service only. \$42,000. 407-617-4322

Sept10

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Lil' Sucker 110V/600 watt car vacuum, new, compact design, powerful/quiet/efficient, attachment hose/three tools, replaceable three-filter system, shoulder strap.

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Oct10



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Dec10



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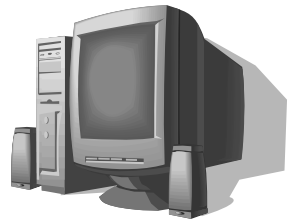
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email

[gums@hal-pc.org](mailto:gums@hal-pc.org)

Dec10

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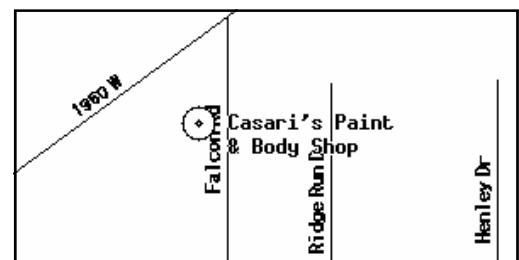
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