

PorscheNaut April 2013

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

MAGAZINE



**Whooping It Up
in Rockport**
See page 10

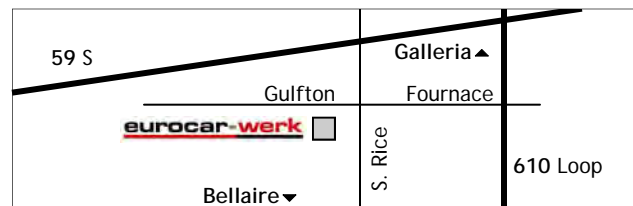
**Braking
News!**
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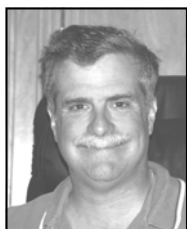
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On My Mind:

Greg Platt, President
Lone Star Region PCA

How You Fit into PCA

A couple of weeks ago, I attended the annual meeting of the PCA Zone 5 regional presidents. The purpose of this meeting was to make sure that the regional leadership is aware of updates in PCA National guidelines, policies and procedures, but primarily, it's an opportunity for us to get to know one another. From this conclave, I learned plenty about exactly what the PCA is, how the Lone Star Region fits into the PCA and, most importantly, what are the programs being run by other regions that could benefit our members.



First a bit of history: The Porsche Club of America was founded by Bill Sholar and some of his fellow Porscheophiles in September 1955. We are now the largest single marque car club in the world with over 107,000 members. One interesting point is that although there are Porsche car clubs in just about every corner of the world, the PCA is the only one that is not a subsidiary of Dr. Ing. h.c.F. Porsche AG (or simply, Porsche AG). I believe that this has caused a combination of consternation and grudging respect for the PCA within Porsche AG. Either way, this arrangement has worked out well and we enjoy the participation of Porsche AG, or more likely, Porsche Corp of North America (PCNA) and its dealers whenever we can.



The PCA is organized with 140 regions within 13 zones. Our Zone 5 is made up of 13 regions in East Texas, Louisiana, Arkansas and Oklahoma. The zone

representative's job is to be responsible for the welfare and progress of Regions within their Zone, avail Regions of opportunities offered through PCA, management

resource, represent the Regions on a national level, serve as safety observers and oversee the formation and/or dissolution of Regions. We are very fortunate to have Lynn Friedman as our new (as of January 2013) zone rep. Most of you know that Lynn has served as my predecessor as a three-term president while previously serving Lone Star as our board secretary and member at large. She shows up at most of our social events and works the black flag station for our DE program. In short, she's easy to find if you happen to have a question about events outside of the Lone Star Region.

Of PCA's 140 Regions, the Lone Star Region is the 47th oldest. We received our charter on June 28, 1961. From our humble beginnings, we have grown to one of the largest Regions with over 1,300 primary members and over 2,100 total members (including family and affiliate members). This size gives us the ability to pull together the capital, know-how and volunteer support to stage the wide variety of events that we put on.

What does all this discussion of our club's hierarchy have to do with you? The main point I've been trying to make during my time in office is that this is your club. We want and need your input to arrange for just the kind of social, touring and/or track oriented events that you are looking for. Many times, a simple mention of a program that interests you can be pushed along by one of the board members to fruition. The key part is for you to let us know what you want to do.

Do you have a strong affiliation with an area museum and would like for LSR to have a drive there for a tour? That's easy. Do you own a business that would like to sponsor and/or serve as a venue for a Concours event? Just tell one of the Concours committee members and they'll get the ball rolling. Do you know of a great new restaurant that we should consider for one of our international dinners? Tell our Activities Chair. By the way, I don't mean to say that we'll take your idea and remove you from future planning and execution. Quite the contrary, we would love for you to remain as involved as you can. If you only want to work on one event, that's great. There's no need to feel committed to be a permanent member of any one of our committees.

That said I wouldn't be surprised if you do. The LSR has a vast range of members that are in many ways both similar and different. Just like many Houstonians, we are from all over the world. The only thing we share is the knowledge that we all enjoy owning the finest cars in the world. But, as we say, it's not the cars, it's the people.

Upcoming Activities

LSR COMMITTEE CHAIRS

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Car Control Driving School Chair

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Charity Chair

Anne Retzler
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Club Race Chair

Haas Fogle
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Get-together Representative

Eric Serrell
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High Speed DE Committee

(partial listing)

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April 2013

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				

TBD An (Italian) Horse of a Different Color Mystery Tour
 3 Board Meeting
 6 City-Wide Coffee and Cars - Vintage Park
 13 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
 20 PCar Get-together (M) - 8:30 am at Starbucks Uptown Park
 TBD Spring Ozark Tour and Registration Form
 18 Third Thursday Social
 20 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 21 LSR Concours at Motorsports Ranch, Angleton (details to follow)
 27 PCar Get-together (N) - 8:30 am Starbucks in Market St. by the Woodlands Mall
 27-28 LSR DE at TWS

May 2013

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	

1 Board Meeting
 4 City-Wide Coffee and Cars - Vintage Park
 4 Car Control Driving School Course
 10-12 PCA Club Race at COTA hosted by LSR, Maverick, and Hill Country
 11 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
 16 Third Thursday Social
 18 An International Dinner (details coming)
 18 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 18 Show and Shine at the Fairfield Country Club, 11 am to 2 pm (prizes!)
 25 PCar Get-together (N) - 8:30 am Starbucks in Market St. 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



Membership: December thru February

William Wong, Membership

New December 2012 Members

Denis K. Clavette	2009	911S
Gary W. & Susan Ford	2012	Cayman R
DeShaun Glasgow	1995	911
William & Meg Glenn	2013	Boxster S
Jenny P. & Chris Gridley	2012	911 turbo S
Cesar I. Hernandez	2008	Boxster
Richard Hoffer	2002	911
Steven Jacoby	2009	911 C4S
Kevin G. & Janine McArdle	2011	Boxster S
Ryan Miller	2007	911S
Christopher J. Murphy & Ute Vathke	2009	Cayenne GTS
Niall C. Quaid	2006	911
Jeffrey L. Raizner	2013	911
Rudolph F. Richardson	2002	Boxster
Alejandro L. Rosas	2013	911
Joachim Schanzenbaecher	2006	911S
Robert C. & David Schoen	2007	Cayman
Doug & Beth Stanley	1983	928S
Francis M. & Amy Terway	2010	911 GT3
Mike Trbovich	2006	Cayman
Stephen & Bryant Wolfe	2013	Boxster S

Transfer-in

Ralph Atkinson	2009	911S
Kurt M. Davis	2004	911 C4S
Gary K. Doerries & Tristan Mace	1985.5	944

New January 2013 Members

Frank D. Alexander & Lori Doucet	2007	Cayman S
Jason Ashford	2009	911 C4S
Melissa Borup & David Rogers	1988	911
Andrea Bottini	1987	951
Matthew D. Gilbride	2011	Panamera S
Paul D. & Liz Gray	2013	Boxster

Mark E. Haas	1984	911
Volker Klohn	2009	911 turbo
Gretchen & Jerry Krueger	2010	Boxster S
Gregory Laake	2009	911 S
Robert E. & Elizabeth Lee	2013	Cayenne
Lee A. Levine	2009	Cayman
Raul S. Mattos Almeida	2010	911
Chris & Shayla Northcutt	2009	911
Hetal M. Patel	2001	911 turbo
William W. & Leigh Rasco	1981	911
Athar Razvi & Bryan Pendleton	1988	944 turbp
J Arthur Smith	2009	911
Jacqueline Stenger	2008	Cayman
Jeremy Taylor & Aaron Davis	2007	911 GT3
Gilberto Torres & Mark Wisner	2002	911 turbo
T H. Waters III	1991	911

Transfer-in

Katharyn H. Fox Slater & Don Robins	2012	Panamera
Michael Heard	1988	911
15 Matthew C. Nelson	2009	Cayman S
Zoltan Palmai	2004	Boxster S
Brian V. Portugal	2006	911
Chris Warren	2006	911 S

New February 2013 Members

Frank G. Ahola	2000	Boxster S
Jack Bornstein & Allison Bond	2007	911
Roger Bornstein	2012	Cayman
William P. Bunkers & Grant Pribilski	2007	911 GT3
Peter D. Cantu	1999	911
Jeffrey W. Carr	2013	Boxster S
Jon & Kelly Conaway	2013	911
David & Dianna Davis	2006	911 C4S
Michael & Lori Ann Foertsch	2012	Boxster Spyder

Jeffrey H. Foutch	1999	911
William R. & Betty Gwinn	1985	911
Bruce W. Hochstetler	2005	911 GT3
Jeff & Susan Hooten	2010	911
Robert J. Hosmer & Sue Young	1983	944
Gabriel Isaicu & Dominique Fischer	2006	911
Karsten O. Johannessen	2010	Cayenne
Marcel & Kim Kron	2013	911
Kerem K. Kultur	2010	Boxster
Ryan A. & Kristen Lansford	1989	944 turbo
James S. Peterson	2012	Panamera
Francisco Ruiz	1997	Boxster
Steve & Lynda Sheffield	1991	928
Mark Shim	1991	911 turbo
Daniel Welborne	1970	914-6
<i>Transfer-in</i>		
Bruce D. Agardy	2012	911 GT3RS
Karen Baribeault & Ross F. Lee	1999	Boxster
Robert I. Comstock & Paul Klass	2013	911

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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LSRPCA Board Minutes

Cynthia Crawford, Secretary

February 2013 Board Minutes

Date: February 6, 2013

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Greg Platt, President

Mike Globe, Vice-President

Ramez Botros, Treasurer

Ken Tubman, Member at Large

William Wong, Membership Chair

Walt Doyle, Concours Chair

Pam Fitzgerald, Activities Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Greg Stewart, DE Chair

Steve Bukoski, CCDS Chair

Joost Perquin, Store Chair

Jim Heimer, Webmaster

Burnell Curtis, Tech Adviser

Nina Midway, Public Affairs

Eric Serrell, GTG Representative

Lynn Friedman, Zone 5 Representative

Larry Friedman

Jack Smyth

Cynthia Crawford

Greg Platt called the meeting to order at 6:30 p.m. Greg moved to approve the January 2013 minutes, Ken Tubman seconded, and the motion carried.

William Wong reported that the Club membership stands at 1288 primary and 2108 total members.

Ron Baklarz reported that all is ready for the upcoming Tour to Rockport on February 9-10. The private boat tour is filled to capacity. Ron also mentioned that George Bishop is planning the Porsches and Pollen II wildflower tour for March 23.

Jim Heimer discussed the posting of various events on the website. He requested information on upcoming events so that he can keep the website current.

Joost Perquin discussed the store inventory and the possibility of creating an on-line electronic store. There was also discussion of the sale of items through the VRO Proshop at TWS.

Lynn Friedman reported on plans for the Grand Am race at Circuit of the Americas on March 1-2. Porsche Cars North America will have a hospitality tent overlooking Turn 1, and there will be a PCA Car Corral in the parking lot close to Turn 1. There will be an opportunity for a limited number

of people to take a lap with an instructor from Porsche Sport Driving School, and possibly to drive the track with their Porsche. Lynn is looking for volunteers to assist at the event.

Greg Stewart reported that the February 2-3 DE enjoyed warm and beautiful weather. The next DE is a solo driver only event in conjunction with the Club Race on March 15 - 17.

Jack Smyth made a request that the Club donate a DE to the Texas Repertory Theatre to be auctioned at their annual fund-raising gala. Jack noted that the Club had donated a DE to this organization a couple of years ago which generated a bidding war and a lot of interest in the Club. Greg Platt moved to make the donation, Mike Globe seconded. Lynn discussed the prior donation and noted that it created goodwill and resulted in several new members. After discussion, the motion passed. There was agreement among the Board that such donations would be very limited.

Walt Doyle and Eric Serrell reported that the next Concours is February 24 on the Kemah Boardwalk. They will be parking cars by color in order to provide visual impact. Houston Gold Exchange and Porsche of North Houston are sponsoring the event and will be providing prizes and raffle items. The next Concours will be held on April 21 at MSR Houston in Angleton. In addition, the Concours committee is considering a charity tour and display on March 30 to the Golf Center in Fairfield.

Steve Bukoski reported that the name of the Performance Driving School (PDS) has been changed to Car Control Driving School (CCDS) to more aptly describe the program. The first event of 2013 is on April 6 at the Houston Police Academy. There will also be CCDS events on June 1 and September 28. There was a discussion of providing flyers for the CCDS at the Get-togethers and Concours to let people know about the CCDS program.

Pam Fitzgerald reported that the F1 dinners are being replaced with International dinners that are not linked to the Formula 1 races. International dinners will be regularly scheduled at restaurants in and around the Houston area featuring various types of cuisine. Pam has planned a Spring Social Mixer to be held at the Uptown Park Tasting Room on March 3. A portion of the parking lot will be roped off for a Porsche Corral. The gathering will be in a private room and include heavy hors d'oeuvres. Attendees select and separately pay for their wine. Registration for the Mixer is on ClubRegistration.net.

Ramez Botros reported that he is working on the Club's finances. Greg Platt requested that each Chair provide a budget for 2013.

(continued on next page 20)

2013

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From the Fast Lane:

By Mark Weisser, PorscheNaut Editor

"Nothing's good for it."

That's a phrase my car knowledgeable friends have used for years to describe how to treat your cars. For example, if you drive it, you begin to put wear on it. If you drive it hard, you might break it. If you don't drive it, other bad things can happen. The battery can run down. The engine oil drains down and while the start isn't totally dry, all those rotating and reciprocating parts have no oil pressure for a bit. And you may be able to imagine more. In short, nothing you do or don't do is good for your car.

Why is that comment relevant? I will tell you two tales of woe that I experienced by not driving my Boxster. For those who may not know, the car is a 2007, which I ordered and have babied since it arrived. The first tale arises from the time I let it sit for a few weeks. And the battery went kaput. I determined this after I put the key in the switch. (Modern Porsches will lock your key in place if you lose battery power. Ask me how I know.)

Okay, so now the car won't start, the key is stuck in it and because the battery is located in the front trunk which has an electric latch, I can't get to the battery. What to do? There supposedly is an emergency release cable somewhere (I read that on the internet, so it must be true!) but I couldn't find it. I determined what I needed was to somehow get just enough power to get that latch to open. And the car has cigarette lighter style power outlets that are not switched (meaning they don't require the key to turn to work). I didn't have a charger that would work, but I found a solar battery maintainer. Aha! I made an extension cord to get it outside in the sun and plugged it in the power outlets and a few hours later I was in!

A new battery made it all good again. Lesson learned? Don't neglect the battery, drive the car.

Okay, so tale number two occurred because apparently too much time/memory elapsed between tale number one and last December. I had let the car sit for a few weeks. And on a nice day I decided to

exercise it. The battery was fine. And it started right up. I then got out to move a nearby vehicle. In just a few seconds, I heard a very loud rhythmic hammering sound. Very much like a jackhammer. I thought at first it was someone nearby banging on something. And then realized it wasn't. "Holy ____!" I said (or something similar), "That's my car!"

And it was. By the time I got back in, the check engine light was on, it was missing very badly with little to no throttle response. I switched it off and let my mind ponder what happened. Did the timing chain break? These M97 engines don't fail all that much, but is that what happened?

I next called Jeff Pollard at Momentum. He said just bring it in and that it's probably okay. That they really don't blow up all that much. So I took it over there a few days later and left it in his care. He called me back the next day and said, "Your car is fine. It did have a misfire on one cylinder, but what likely happened was that one or more lifters drained their oil from sitting for so long. We drove it around and it's fine now."

That was one of the best phone calls of 2013, I tell you. Thank you, Jeff and the Momentum service team!

Okay, so the point of those tales is that this a great time of year to drive those Porsches. Don't let them sit in your garages too long. Driving is bad for them, sitting around is bad for them. And since nothing is good for them, we might as well drive them.

So find your balance of driving and not driving and come out and join your club for some events. Greg tells you in his article about how the club is all about you. He would love to hear from you. The Lone Star Region PCA puts on some really great events and is open to your suggestions.

Take a look at the calendar in this issue and on the website and come on out and meet some fellow Porsche enthusiasts. While we all share a passion for the cars, it's more about the people.

See you in the fast lane...

- Mark



LSR Goes Whooping in Rockport

by Ron Baklarz

Early Saturday morning thirty-one LSR members drove to Aransas National Wildlife Refuge Visitor Center for an introduction to the Refuge and an informative talk on turtles. Then on to Rockport for lunch at Charlotte Plumber and the Lighthouse Inn hotel for our room check-in.

Members spend some afternoon free time in various ways – cock-tails by the Gulf, visits to art galleries and antique shops, or the 16-mile drive thru the Wildlife Refuge.



The Latitude Restaurant served a delicious dinner this Saturday evening. We were surrounded by works of art in the dining area.

Early Sunday morning our group boarded a private boat for the Whooping Crane tour. Captain Tommy found the elusive Whooping Cranes and pointed out numerous other species of birds. We had a close-up view of a pair of Whooping Cranes dining on blue crabs in the marshes.

After checking out at the Lighthouse Inn, the sixteen Porsches drove to Corpus Christi to visit the aircraft carrier USS Lexington. We were escorted to the ship and chose one of three tours of the ship. WOW! The tours were followed by a tasty box lunch on the ships fantail. The staff cautioned us about the lurking gulls- their eyes on our lunch.





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The Art of Braking

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THEORY 101

A race car driver makes hundreds of decisions per lap under constantly varying track and car conditions. When to initiate a turn, when and how hard to brake, when to get on the throttle, etc. etc. lap after lap; decisions, decisions... Throw in a bunch of other fast-moving cars and in addition to all the previous variables, you now have to avoid hitting the aforementioned vehicles; and, if you want to win, you'll need to actually pass them! To do this, within the excitement of a race, you must now try to identify, and then take advantage of, the next driver's minute timing error to execute a pass. Just another morning commute on the Katy freeway!

Of all the skills a race car driver must master to be quick around a racetrack, none is more complex or critical than braking. Few racing skills are harder to learn than the ability to slow a race car at the limits of its braking capacity. Slow down too much or too slowly and you've lost critical lap time. Slow down too little or too late and you'll be in serious trouble, fast!

TRIVIA 1

At 150 mph a car travels 220 feet/second.

Telemetry shows that Michael Schumacher spent less total time on the brakes than any other Formula One driver. In other words, he was more effective with his braking than any of his competitors. Most passing in a race is done under braking, going into a turn. Half a second, the time it takes your brain to decide to step on the brake, is 110 feet; you just got passed and your competitor is on his way to winning the race!

Racecar drivers are very experienced in braking for maximum effectiveness. The everyday driver, however, seldom

experiences braking at the limit and most have no idea what antilock braking feels like. When we do brake at the limit, it's usually in an emergency for which we are not prepared. After this weekend, we hope all of you will be better drivers, and better judges of what it takes to slow your car from 50 mph or even 25 mph. If all of us knew what it takes in time and distance to slow down, our streets would be much safer places.

The responsiveness of the car, the quickness with which it responds to your inputs, is in direct proportion to its "stiffness." It is also proportional to the speed at which you travel as at high speed your inputs are magnified and the consequences of your actions are much greater. You will probably be OK if you miss an apex by two feet at 60 mph. If you miss by the same two feet at 120 mph going into Turn 1 at Texas World Speedway, you will end up in Mexico.

Whenever we accelerate, brake or turn from side to side, we shift the weight of the car. In a streetcar (yes, your Porsche IS a streetcar) the shift is not instantaneous as there are suspension components, including the tires, designed to cushion its occupants. The ultimate expression of road isolation were American land yachts of the 60s designed to

travel interstates at a leisurely sleep-inducing pace where nothing would be allowed to spill a drop of your 64oz Slurpee®. Managing your car's weight transfers is the essence of high speed driving and the most powerful tool at your disposal is your car's braking system.

TRIVIA 2

The total suspension travel in a modern F1 car is less than 1/4".

PRACTICE 101

All students attend a braking class during which you will systematically learn the capabilities of your brakes and learn a trick or two for use on the track.

and Car Control

2007 and written by Ted Lazarides and Jack Smyth.

THEORY 201

Brakes are an incredibly powerful tool - they are 3 to 5 times more powerful in their stopping ability as compared to the engine's ability to accelerate the car. But most of us do not pay very much attention to how we use the brake pedal. We put a lot of thought into the use of the steering wheel and a fair amount of thought into the use of the throttle. But when it comes to the braking, we generally just put our foot on the pedal, then push harder and harder until we achieve our desired braking. And most of us brake the same way, regardless of whether it is an unscheduled panic stop, or a planned stop for a Stop sign or a corner.

TRIVIA 3

A Formula One car can go from 180mph to 0mph in 4 seconds flat, a little longer than if it hit a wall. Most of us would lose consciousness if we were passengers; if we wore contact lenses, they would be plastered to the inside of our visors.

When you step on your car's brakes, inertia transfers weight to the front and the car dips. Conversely, under acceleration, it is the rear that hunkers down as you gain speed. Front brakes are designed to provide roughly 70% of the stopping power and are therefore larger than the rear (if the rear brakes locked up first, the car would likely spin out of control). If you stomp on your car's brake pedal it is sometimes possible to lock the front brakes before the weight is transferred therefore reducing their efficiency.

TRIVIA 4

Racecars don't have anti-lock brakes as ABS is designed to allow the driver to maintain steering control in a panic stop. Racers can actually slow their racecars faster without

ABS, but we "normal" drivers need ABS to prevent lockups and maintain control.

PRACTICE 201

The most efficient way to stop a car is by braking in a straight line. Students are given a practical demonstration of the contact patch, the cumulative total surface area of tire rubber in contact with the ground and it how it can be used to its best advantage during the Threshold Braking exercise.

THEORY 301

If we are at maximum available braking, you cannot ask the contact patch to also start providing any sideways grip all at the same time – you will exceed available the limits of the tires.

Let's say we did brake and turn at the same time, but kept the requested grip within what was available. We don't slide, but what happens when we take our foot off the brake? The car rocks back, and we un-weight the front tires, right in the middle of a corner, probably causing the car to understeer and run wide.

So, heavy braking as we lead up to and enter a corner

(continued, see page 14)

causes all sorts of weight transfers.

Weight transfers are not a bad thing. What is bad is if the weight transfer runs counter to what we are trying to get the car to do, as when you suddenly un-weight the front of the car when you stop braking in the middle of a corner.

What we really want is for weight transfers to occur smoothly and deliberately. We also want a car to be poised and balanced as we approach a corner.

The sequence through a turn is:

1. Brake in a straight line (shift weight of the car to the front).
2. Stop braking (end weight transfer to the front and start shift to the back).
3. Get on the gas (transfer weight to the back and hunker down the rear of car).
4. Set the suspension (when weight transfers to the back).
5. Turn.

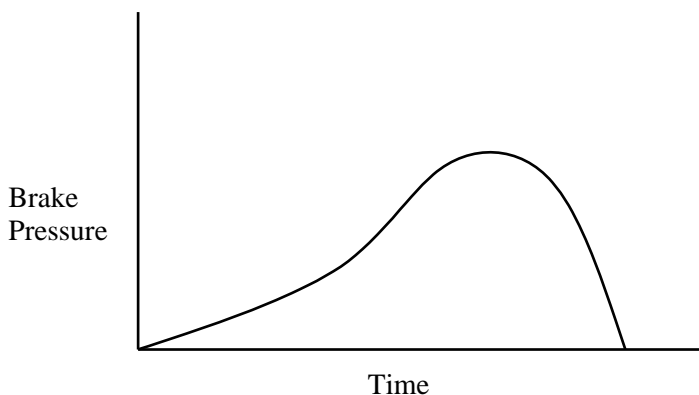
TRIVIA 5

**Water pressure in a new home
is around 60-70 psi.**

**The braking system in a modern 911 can
generate 2,000 psi.**

So let's examine how most of us brake.

- We find the brake pedal, and we push harder and harder until we finish our braking maneuver, at which point we promptly take our foot off the brake.
- At the limit, this causes the car to be unstable just when we want it to be stable and balanced.
- In other words, it appears that it's more important how we come off the brakes than how we get on them.
- If you drew a chart of brake pedal pressure against time, it would look something like this:



At the same time, we want to keep our braking distances as short as possible, so we can go faster around the race-track. How do we accomplish both of these? By inverting the whole braking technique – by braking hard in the early part of the braking maneuver, and reducing pedal pressure as we come off the brake.

So we push the brake pedal hard early, when the car is in a straight line anyway, and then come off the pedal gradually – giving the car the opportunity to settle and become balanced.

It still needs to be a smooth application – pushing hard early does not mean you are trying to snap your instructor's neck.

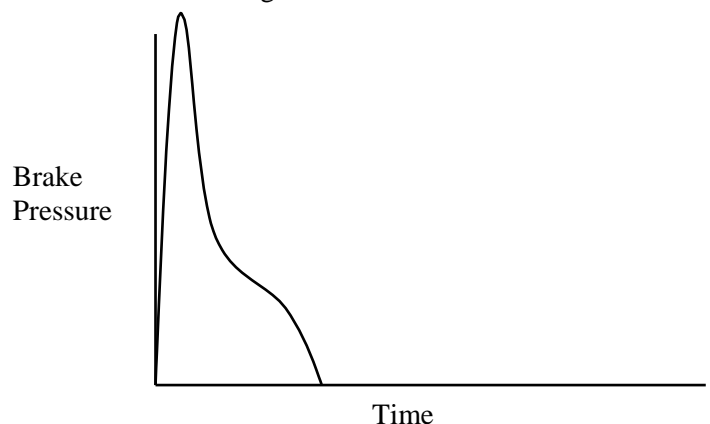
How much time should you spend on the two phases? You should think of it as a waltz beat – one on the push down, and two-three on the release.

This technique has at least three other benefits:

- First, you will be able to shift more easily since the shifting process will be completed early during hard braking.
- Second, the speeds of the engine and the drive train are more likely to be matched, so that you minimize the chance of having a braking effect from the engine when you let the clutch up.
- Third, the inverted braking technique helps if you have misjudged your braking point and started braking too late – you can stay in the brakes and have a better chance of recovery than if you had braked the other way.

For cars that do not have ABS, there is a fourth benefit – if you do happen to push the brake pedal too hard and lock up the front tires, it happens early in the braking maneuver. And since you had already intended to start releasing the brake pedal, you are more likely to recover and regain good grip.

If you drew a chart of the inverted braking technique, it would look something like this.



You should practice this inverted braking on the street. That doesn't mean that every stop needs to be accomplished in 60 feet – it is the shape of the braking profile that you should be practicing. And if you are going to try and brake in 60 feet on the street with the inverted braking technique, then be smart about it – don't do when there is an 18-wheeler 6 feet behind your rear bumper.

It may take time and practice to get proficient with this, so at first you may want to allow a little more distance to move up your braking points a bit earlier. But with time, it may even shorten your braking distances, since the car is more stable with this technique and you become more confident about the application of brakes.

PRACTICE 301

Our last part of the class is to actually practice the inverted braking technique by quickly slowing from about 60 to around 30 prior to turn in and acceleration.

CONCLUSION

Any time we turn our steering wheel we compromise braking efficiency and if we brake as we turn, the car becomes unbalanced and uncomfortable for our passengers. At the worst this can cause us to lose control of our vehicle. For comfort and safety, whenever possible, don't brake and turn at the same time. On your way home on Sunday try slowing down before you reach corners and gently power through them. You will notice the car is more stable and much more comfortable for your passengers.

FINISH YOUR BRAKING BEFORE YOU START YOUR TURNING

Over time, you will learn to use the brakes for all sorts of delicate weight transfer adjustments. You will learn to left-foot brake at the end of the front straight while under full acceleration. Why brake when under full power?

Answer: To shift some weight to the front and have the car ready for the transition before the braking zone. The car is hunkered down and weight is evenly distributed on the four contact patches. Turns 4 and 6 at TWS are also good spots to left foot brake. Try braking with your left foot in daily driving.

Steering inputs are very similar to braking. Start your input smoothly then be precise. If you look at a Formula One driver's in-car camera you will notice that he is extremely precise with his steering input, he only turns as much as he needs to and he never has to correct in the middle of a turn.

Remember: brake, stop braking, squeeze on the gas, set the suspension and power through the turn. You should be under full acceleration at the apex of the turn with your engine's full torque being transferred to the ground. The car's weight will be centered on the contact patches as you power through the turn. You will feel the chassis flex in the seat of your pants and you will be one with the car. Exquisite delicacy and precision is rewarded with a perfectly executed turn. The next time you power through turn 7 at TWS, see if you don't feel this sensation. If this feeling gets you excited, congratulations and welcome to the world of high-speed precision driving!



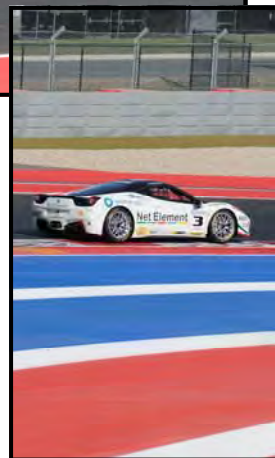
Formula 1



Formula 1 left the US in 2007 after a rather lackluster experience at Indianapolis. The Austin location was picked due to its proximity to Austin, Houston, San Antonio and Dallas. The original race developer Tevo Hellmund reportedly had a long-time



family connection with F1 czar Bernie Ecclestone. Hellmund would later bring in car dealer Red McCombs and Bobby Epstein, an Austin investor and



(Photos taken by Michael Tribolet)

It was 6:00am Friday morning and my wife Mindy and I were off to the Circuit of The Americas (COTA) outside Austin in the 991. After six months, it's the car's first trip out of town. Sad, but true.

Our two children go to school in Austin, so we stayed with our daughter Lila. The price of admission to F1 is quite high, with parking alone just shy of \$220. Hotel rooms were around four times the normal rate.

My usual race companions and fellow PCA members David Allman and Rick Copeland were meeting us there. We had just been to the Petit le Mans outside of Atlanta three weeks prior.

money manager, as the major financial sponsors. After a rather contentious litigation that stopped construction, Hellmund reportedly exited the owner's group. Construction resumed and the track was completed in time.

I was anxious to see the 3.43 mile track which is south-east of Bergstrom airport. The cost of the track was purportedly north of \$275 million. Coming in through the entrance by turn one, the first thing we noticed was the track has a significant elevation change.

We arrived Friday morning at the track at about 9:00am to get oriented and watch practice. This was the first time on the track for the F1 drivers, so they continually picked up their pace. There was also a practice for Ferrari Challenge and Porsche GT3 Cup cars.

in Texas

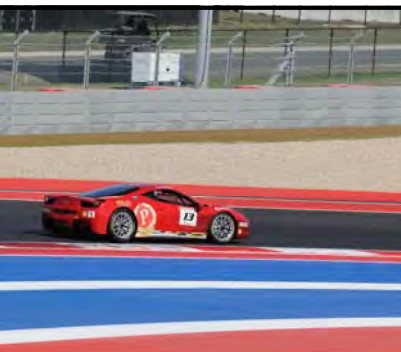
by Michael A. Tribolet

Given this was the opening event, there were a few glitches the first day, but it was easy to get in and out of the track to the east on FM 812. There were long lines for food, but most everything else worked well, especially for a first time event. We had bought our tickets separately, we had turn three tickets, David had turn five tickets and Rick, as part of a PCA package, had turn twelve tickets. Turn twelve is probably one of the best vantage points at the end of the longest straight with a sharp left hand low-speed turn. These seats also take in turns thirteen through fifteen. Next time we would likely sit together at turn twelve and make sure parking was nearby.

We came back Saturday to watch more practice and the beginning of qualifying. We spent some time out at our car between practices and found the 991's rear spoiler a perfect portable drink ledge.

85 mph Texas 130 toll road to leave and made good time. David put it well the next morning, saying it is the first time he passed a state trooper at 92 mph with no ticket!

Attendance met expectations with over 65,000 on Friday, almost 83,000 on Friday and over 117,000 for the three classes of racing on Sunday. The first event Sunday was



the Porsche GT3 cup car race. Sixteen year old Madison Snow took first. He is the son of veteran driver Melanie Snow. The next event was the Ferrari Challenge, followed by the headline fifty-six lap F1 event at 1:00 pm.



Sebastian Vettel's Red Bull took the poll and led for forty-one laps. The British driver Lewis Hamilton in his McLaren overtook Vettel on the forty-second lap at turn twelve. Vettel ended up taking second place. The Spaniard Fernando Alonso took third in his Ferrari. Vettel led the driver's championship by thirteen points going into the Sao Paulo, Brazil race, the final of the season.

We made good time coming back to Houston, the PCM showed two hours and twelve minutes at 29.4 mpg. It was a mighty fine weekend and an excellent introduction to a world class racing facility.

We encountered a fair amount of traffic going back into Austin Friday afternoon, but Saturday we used the new

A Day in the Life of a LSRPCA Driving Instructor

by Michael Globe

It's early, too early for a weekend. The suns not even up yet. I stop for a cup of coffee and buy some water and Gatorade, grab a breakfast burrito at the track, and then get my car ready. There won't be much time for fiddling with the car once the day starts.

The instructor meeting starts at 7:30, and our Chief Driving Instructor brings us up to date on any special issues facing us for the weekend. "Lots of rain last night. The runoff is going to be muddy, and you WILL get stuck. Stay on track!" After the general meeting, we break into teams, and our team leaders give us our student assignments for the day. Then it's back to my car, put on my helmet and HANS, crawl through the roll cage, harness up, and head out for the first instructor run session. The track seems good, but there's a lot of water. Part way through the first instructor session, one of our instructors goes off track coming out of turn 6 and gets stuck in "Lake Six". There's water up to his floorboards, and when I get to the paddock I make a joke about getting him a life jacket. Boy, will I regret that later.

I crawl out of the roll cage, take off my helmet and HANS, grab my communicator, and head over to grid to introduce myself to my white run-group students (I have three of them). One of them is a racer from out of state who doesn't know the track, so I crawl through his roll cage, harness up, and off we go. He's a very good driver, but lost at this point with respect to the track. We make a lot of progress in one session.

Back to my car where I have a bit of time to fiddle with tire pressures, then run over to grid to introduce myself to my three yellow run group students. None of them want an instructor in the car for their first run, so I get a short break, then climb back into my car for the second run of the day. I take my white run-group racer/student out for a ride with me so I can show him the track. In spite of cold weather, I work up a sweat during the session. We come in early, I check tire pressures quickly, and then I literally run over to grid, and climb in another student's car in the white run group. For my second white run-group student, I suggest some big changes to line and gear selection. My student struggles with the changes. I've probably thrown too much at him at one time. We spend a good ten minutes talking about the changes after the session is over, and he seems determined to work on my suggestions.

Next up is a Spec Miata driver in yellow. He's a driver we don't know, and while we suspect he probably be-

longs in the top (white) run group, we have him in yellow so we can assess his skills. I'm immediately impressed. He runs an unusual line through a couple of turns, and when I suggest a change, he adapts immediately, and loves the new line. Big smiles on both of our faces when we come in, and I promote him to the white run group right away.

I get to spend lunch with a few friends, talking and laughing about all the stuff that's gone on in the morning. The track is drying out, so I go back to my garage, swap out my rain tires for slicks, and head out for the first afternoon instructor session. It's a great session, with lots of fun on the track driving with my friends. I come in exhilarated, grab my helmet, and run over to jump in another white run-group student's car.

By the end of the day, I've managed to ride with all of my assigned students, and I get in the car for the last instructor session of the day. Drinks, dinner, and an evening with friends is ahead of me. On maybe the third lap, I trail-brake a little too much and end up in Lake Six, which now is more of a mud puddle than a lake. Crap! I'm frantic to get the car out of there because I know that if I can't, it's the end of the session for everyone and it's my fault. I try rocking the car back and forth as you do in snow, but all I do is end up kicking mud up all over the car. As the instructors all roll pass me, they wave, gesture, and laugh. All I can think of is that stupid joke I made in the morning about the life jacket. Serves me right I think.

Sunday is more of the same. In the instructors meeting, still embarrassed by landing in Lake Six on Saturday, I get up and say "I just want to thank all of my friends for waving at me and telling me I'm number one". Everyone gets a good laugh out of it. I've never met a better group of guys & gals than the instructor corps.

On Sunday all of my students have made significant progress. It's hard to explain just how gratifying that is. Instructing is hard work. The schedule is busy, it's physically tiring, and it's difficult to keep on top of everything that's going on. We get free track time, but if you do it for that reason, you won't do it for very long. We instruct because we love the sport of driving. We instruct so we can pass on our passion for driving to our students. The best compensation we can possibly get is to see our students improving, and coming off the track with great big smiles on their faces. Just writing this makes me want to get back out there right now.



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Steven Flodder, President, is a CERTIFIED FINANCIAL PLANNER™ professional (CFP®) who also holds the Chartered Life Underwriter (CLU), and a Chartered Financial Consultant (ChFC) professional designations. Steve has a varied business background strongly influenced by his years in management with Amoco. He began working for Amoco as a geophysicist in 1977 after earning his Masters degree in Engineering. Within two years, Steve moved into management and spent the next twenty years all over the world, rising to become President of Amoco Mediterranean. During the downsizing and turmoil in the oil industry of the late 90's, Steve changed careers so that he could apply his planning and management experience to helping meet the needs of individuals and businesses.

Steve has been part of the Katy and Houston community since 1994 and actively supports many local charities and organizations. He has served two years as Chairman of the Board of the Katy Family YMCA and in 2004, chaired the Cinco Ranch High School Project Graduation. Additionally, Steve supports many local schools, businesses and publications, and is a member of Willow Fork CC.

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PPG-63453(06/11)

(Board Minutes, continued from page 8)

Mike Globe reported on the continued planning for the joint LSR, Maverick and Hill Country Club Race at Circuit of the Americas. The race is anticipated to be on May 10-12 and is expected to include a DE. The planning committee is working out the numerous details of the event.

Greg Platt made a motion to appoint the following individuals to Board positions with voting rights for 2013:

Nina Midway, Public Relations

Burnell Curtis, Air Cooled Tech Advisor

Eric Serrell, Get-together Representative

Steve Bukoski, CCDS Chair

Joost Perquin, Store Chair

Mike Globe seconded the motion, all agreed and the motion passed.

Burnell Curtis moved to adjourn, Ramez Botros seconded, all agreed and the meeting was adjourned at 7:40 p.m.

Nina Midway reported that she is working with other

sports car clubs to arrange a joint social event.

William Wong reported that the Club membership stood at 1268 primary and 2078 total members.

Ramez Botros reported that he will be meeting with Tim Westby to take over the Treasurer duties. There was a discussion regarding the Club's bank and PayPal accounts.

Pam Fitzgerald reported that she is working on scheduling a dinner in January. More information will be forthcoming when plans are finalized.

Greg Platt suggested the next Board meeting be held on January 9 rather than January 2 due to the holidays. All agreed.

Greg Platt reported that he and several Board members are exploring a three region joint Club Race at Circuit of the Americas for 2013. He will provide additional information with is available.

Greg Platt moved to adjourn, Mike Globe seconded, all agreed and the meeting was adjourned at 7:20 p.m.

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Photos provided by Cafe Photo - www.Cafe-Pics.com

A Concours in Kemah – The Perfect Location

By Shawn M. Galloway, Porsche Owner, Enthusiast and Author



Kemah, Texas is known among America's Gulf Coast as a wonderful family destination. After February 24th 2013, it is now also known as a perfect location for a PCA Concours d'Elegance. Based on overwhelmingly positive feedback from the recent Lone Star Region's event, the Kemah-based location has become the best attended and represented Concours of the history of Lone Star Region's PCA judged events. Early 912 to 997 Track Cars and a 356 to off-the-showroom floor 997s were up for judging.

Kemah Concours presented a total of twelve display and fifty-eight judged vehicles, representing eight classes. Without the support of Porsche of North Houston, Houston Gold Exchange, Vivè Auto Finishing & Detailing and hundreds of spectators (who were respectful in their approach to admiring the vehicles), we couldn't have provided such an enjoyable occasion.

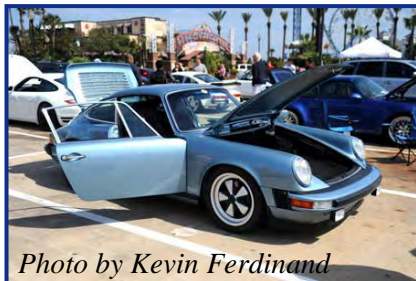


Photo by Kevin Ferdinand

Fortunately, I was among many other owners who brought their families, reinforcing the family-focused perspective shared by most members. Being a part of a culture of enthusiasm for, not just specific cars, but also events that are fun for the whole family, makes the decision to contribute so much easier.

Having now participated in and written about two Concours events and a tour to Club Race, the "It's not the cars, it's the people" statement is continuously reinforced. Over the years, I've owned many types of vehicles and never before felt such a sense of community and affinity towards those who share my passion. Whether it be racing events, driving tours, get-togethers or Concours, if you are not participating in the many local PCA events, why not start now? It is never too late to join and meet many others personally invested in ensuring you too have a great time! Photos contributed by David Chien, Stephen Wolfe and Kevin Ferdinand.



Photo by Steven Wolf

Concours Results

P1 - All 356 and 914 models

- | | |
|----------------|--------------|
| 1 Hugo Zagaria | 1965 Red 356 |
|----------------|--------------|

P2 - 911 models from 1965 to 1984

- | | |
|------------------|----------------------------|
| 1 Andy Kay | 1979 Red 911 SC |
| 2 Einar Goerland | 1979 Blue 911 SC |
| 3 Burton Wells | 1968 Irish Green 911 Targa |

P3 - 911 models from 1985 to 1998

- | | |
|-------------------|--------------------------|
| 1 Rodrigo Ramirez | 1995 Polar Silver 993 |
| 2 Cris Sherman | 1992 Silver 911 |
| 3 Edwin Cannon | 1990 Diamond Blue 911 C4 |

P4 - 911 models from 1999 to the current year

- | | |
|---------------|-------------------------|
| 1 John Becher | 2007 Forest Green 997TT |
| 2 Ron Baklarz | 2008 Arctic Silver 997 |
| 3 John Kish | 2007 Silver 997TT |

P5 - All front engine models 924, 944, 968, and 928

- | | |
|-----------------|---------------------|
| 1 Tom Roy | 1990 Gray 944S2 |
| 2 Rob Hosmer | 1983 Red 944 |
| 3 Ryan Lansford | 1989 Blue 944 Turbo |

P6 - Boxster and Cayman models

- | | |
|-------------------|-----------------------|
| 1 Gary Ford | 2012 Peridot Cayman R |
| 2 Kevin Ferdinand | 2006 Black Boxster S |
| 3 Norman Pursley | 2011 White Cayman S |

P7 - Panamera, Cayenne, and newer front engine models as they are introduced

- | | |
|-------------------|-----------------------------|
| 1 James Robertson | 2006 Icelandic Blue Cayenne |
|-------------------|-----------------------------|

RC - Race prepared cars of any model

- | | |
|------------------|----------------------------|
| 1 Peter Balduaf | 1967 Black 912 |
| 2 Mike Greuter | 2001 Cobalt Blue 911 |
| 3 Kristi Schmidt | 1999 Arctic Silver Boxster |



Photo by Kevin Ferdinand



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The LoneStar Region of the Porsche Club of America is sponsoring a TOUR AMONG THE WILDFLOWERS on Saturday, March 23rd beginning in Chappell Hill!



The tour begins and ends this year at the Chappell Hill Deli and Bakery. The tours leave at 8:30

a.m., so, if you want breakfast or a kolache, you should arrive before that time with a full tank of gas.

The Chappell Hill Deli and Bakery is on the South side of U.S. 290, just West of the Exxon station. The first stoplight on U.S. 290 is at Chappell Hill. Turn left there, go through the Exxon station and the deli is 100 yards to the West. Park on the far side where there is space for 100 cars.

Each car will receive detailed maps of the counties that will be traversed. The cost is \$25.00 per car, payable in advance on clubregistration.net. Meals and drinks are extra.

The wildflowers will be much better than last year! They are already coming up and should reach their peak by the time of our tour. Each group will be led by a person familiar with the roads that we will travel. Each tour will also have a stop at the Antique Rose Emporium in Independence to tour the facility or to purchase roses or other small plants that will fit into the front compartment of a 911.

Each tour will wind up back in Chappell Hill at the deli at 6:30 P.M., which has steaks, barbeque or hamburgers for supper and a chance to visit old friends as well as new acquaintances made on the 23rd. This establishment has no liquor license, so bring your hip flask, some beer or wine purchased at one of the wineries that day.

If you have questions about the tours, lodging in the area or local restaurants, contact George Bishop at 713-305- 5510, at 4191 F.M. 1155 South, Chappell Hill, Texas 77426 or at george_bishop@sbcglobal.net.

The tours will be broken down into three, with each having a different route and place for lunch.

Each participant needs to indicate whether they want the BLACK, RED or YELLOW tour when your reservation is made. Note that groups may be combined to obtain a minimum of five cars in a single group.

The BLACK ROUTE will stop first at a lavender farm before proceeding to Rennsport, a Porsche repair shop for racers. (You will have a chance there to see what your engine

looks like after it has been broken down into its parts.) The BLACK GROUP will then go to Ammansville to tour the painted church before going past flower covered roadsides to Fayetteville for lunch at Orsak's, recently featured in an article in the Houston Chronicle. After lunch, a stop will be made in Round Top for a chance to visit the eclectic shops there. The next stop is Winedale to tour the historic buildings. (A small charge of \$6.00 per person is assessed at Winedale for the tours.) The BLACK group will next proceed to the Pleasant Hill vineyards for a wine tasting. After the wine tasting, the BLACK group will travel to Independence to tour Old Baylor Park, the original site of Baylor University and the Antique Rose Emporium. The last stop will be at the Chappell Hill Deli and Bakery for supper in the country. (Chicken fried steaks are optional.)

The RED ROUTE will start at the Chappell Hill Deli and Bakery then go across U.S. 290 to the Chappell Hill Historical Museum before going to Rennsport South of Bellville. The lunch stop for the RED group will also be in Fayetteville, but at Joe Baca's. (The best \$9.00 hamburger you will ever have.) After lunch, the RED group will also stop briefly in Round Top, before heading to Burton to tour the Cotton Gin Museum. The nearby Saddlehorn Winery is the next stop for the RED group for a wine tasting. Then a drive down the premier route for wildflower viewing is in store for the RED group on the La Bahia road to Independence to see Old Baylor Park and the Antique Rose Emporium. A return to the Chappell Hill Deli and Bakery is planned for this group down the La Bahia road and F.M. 1155 where the wildflowers promise to be spectacular.



The YELLOW ROUTE will start their tour in Washington County by traveling to the Chappell Hill Lavender Farm and the Star Of Texas Museum at Washington on the Brazos. The YELLOW travelers will then go into nearby Grimes County to see the Fanthrop Inn State Park, the Blues Museum in Navasota and to have lunch at an excellent barbeque establishment that cooks on logs, not charcoal ! They will then come back into Washington County to Independence to see Old Baylor Park and the Antique Rose Emporium. The YELLOW travelers will then proceed past innumerable patches of blue, orange and yellow flowers on La Bahia road and F.M. 1155 to the Chappell Hill Deli and Bakery for a salubrious repast with old friends and new acquaintances. COME JOIN YOUR FELLOW P.C.A. MEMBERS FOR A TOUR IN THE EASTERNMOST PART OF THE TEXAS HILL COUNTRY!

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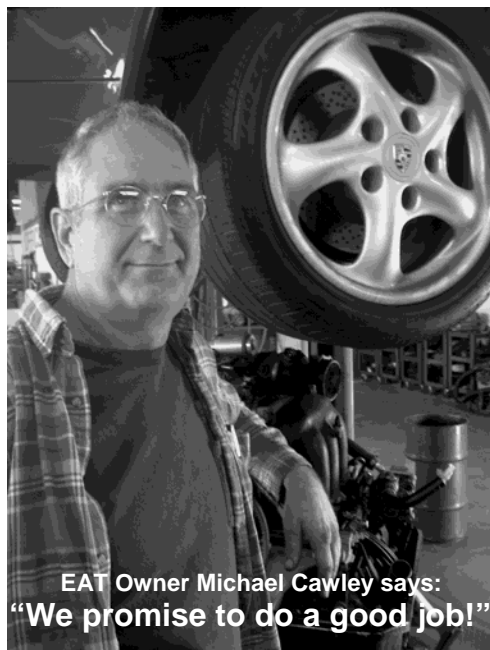
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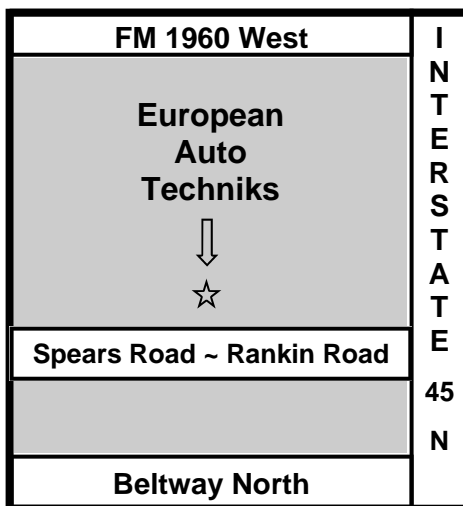
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Contact me at bjorjaco@online.no or call me, Bjorn, at 832-638-3241

Nov 11



1976 Porsche 912 e

Very rare. Fuel Injected 4 cylinder. Body is clean and Garage kept. A few electrical problems. Though, engine runs great. Extra interior parts included. Please. Serious offers only. Email RPOLLOCK1969@gmail.com or call 409-682-8323

May 12

Want to Buy: Set of 17 inch Boxster twist rims

They can be scratched or have some curb rash and be generally ugly looking, but not bent or warped. Contact me with the amount you want for them: randallneighbour@me.com, 832-474-7381.

Feb 12

Agency Power Dual Exhaust Tip

Part # AP-987-171, fits Porsche Boxster 2005-2008 and Porsche Cayman 2006-2008. Like new condition. \$200.

Contact: Norm Pursley purs95us@yahoo.com or 281-488-8214

Nov 11

1 Inside Porsche Car Cover, tan. Were used on 1987 944 Turbo and 1997 Carrera 2 (993). \$50. Bob Saunders [281-574-9604](tel:281-574-9604). Ask for Lila.

Dec 12

DE Tires. Bridgestone Potenza RE960AS Pole Position: front pair 235/35R19; rear pair 295/30R19; fronts have 6 mm tread depth, rears 4 mm. Great traction in the wet and the soap at PDS. Bob Brooks, [713-419-5152](tel:713-419-5152), bcarchrb@aol.com. \$200.

Feb 12

Front bumper cover off 01 996. \$600.00

Contact Tom Sanders [713-907-4921](tel:713-907-4921) (cell), [713-654-0261](tel:713-654-0261) (work), or thomas.sanders@ubs.com.

Oct 11



1974 Porsche 911 GT-4R Race Car

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3.0 litre Porsche Engine – Minimum Race Time on the Engine
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Contact Bob Dunn: bdunn46@comcast.net or 281-299-8217

Aug 11

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Oct 11

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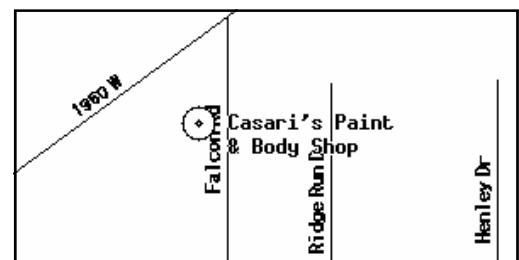
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