

PorscheNaut August 2012 MAGAZINE

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



**918 Spyder
Prototype**

See page 14

**Stuttgart and
Beyond**

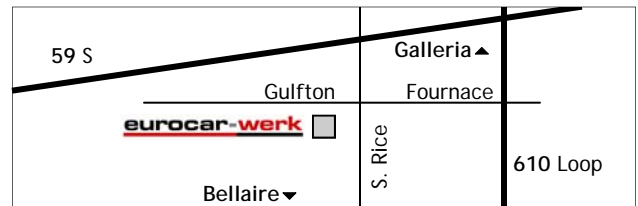
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COVER: This month's cover shot is by Roswitha Vogler at the Under the Blue Boxster Sky event at Momentum Porsche. Billed as an event photographer, she was in her element that night. Her website is www.photosbyrovo.com
Featured on the cover next to the new Boxster is Diane Caplan, eCommerce and Marketing Director at Momentum Porsche (and West Houston Porsche and Audi West Houston). She planned and coordinated the June event called Under the Blue Boxster Sky where the new 2013 Porsche Boxster was unveiled to the guests.

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On My Mind:

Greg Platt, President
Lone Star Region PCA

JOIN IN!

I joined the LSRPCA right after I bought my first Porsche in the spring of 2005. The main reason that I did so was to participate in the DE events. I had some other high performance training before that, but I had heard (correctly, as it turned out) how great the LSRPCA DE program was and was looking forward to learning more. The rest, as they say, is history. I have since bought two other 911s that were aimed at the track. My experience with the DE program has not only made me a better driver, but has introduced me to some of my very best friends. My wife, Jeri, now often comes up to help with registration – not to drive, but just to visit all the people there.

We now have about 2,000 total members (i.e. including family and affiliate members), but only about 400 or so have participated in one of our driving events. I used to think that if LSRPCA was a high school, then the operative cliques would be the trackers and the non-trackers. Since then, I have learned about our non-track events and my thinking has evolved from that view point. Now it seems that if there's any grouping within our club it is those who become involved and those who don't.

In my years in the club, I have also joined in several Concours events, participated in a number of tours and attended many LSR social affairs. I completely understand someone not wanting to take their beautiful and expensive car out on a high speed track (Jeri would never do it). However, that doesn't mean that you and your family can't take part in the other programs we sponsor. As in many of these kinds of organizations, the first step is the hardest. For some of you it all boils down to this: How can I participate?

There are several easy ways to get your feet wet. For instance, we hold a get-together or "GTG" almost every Saturday in different parts of town. Although not technically an LSRPCA event, many of our members visit the "Coffee and Cars Houston" GTG on the first Saturday of each month just off the Tomball Parkway. The southern meeting is at Dunn Bros. Coffee, 201 S. Friendswood

Drive in Friendswood on the second Saturday of every month from 8:30 - 10:30. Join us every 3rd Saturday of the month at the Starbucks in Uptown Park at 8:30. The north-western meeting is at 9 am on the third Saturday of each month at the Starbucks at 290 at Spring - Cypress, in the Best Buy parking lot and the northern meeting is at 8:30 am on the fourth Saturday of each month at the Woodlands Starbucks located at the Market Street Section west of the Woodlands Mall.

Regular LSRPCA denizens of the coffee shops include Walt Doyle, the LSR board's liaison to the GTG events (gtg@lsrpca.com), Eric and Michelle Serrell who regularly attend our board meetings and Ed and Dee Cannon. These folks can usually answer any questions about our club and – most importantly – are now on board the Concours Committee to help our long time Concours chair, Sylvia Lanz, get the program going again. At the latest board meeting, they announced that the next event will be on October 13 at the Houston Gold Exchange near Westheimer and Dairy Ashford. Our Concours events are always a lot of fun and a good way to get into the fine art of competitive detailing.

Our Formula 1 dinners are also a good way to meet your fellow club members and find out about our activities while enjoying some of the best of Houston's restaurants. Our

Activities Chair, Pam Fitzgerald (activities@lsrpca.com), plans about one of these per month. She selects restaurants that correspond to the home country of that month's Formula 1 race. If you feel that you might be intimidated by a bunch of gear heads discussing the nuances of open wheel racing, you have nothing to worry about. Basically the Formula 1 part is just a pretext to get together with fun people to explore

some of Houston's great restaurants.

And if you can't wait for the weekend, join us for a social hour (or hours) at the Stag's Head Pub (we're looking into alternate venues as well – if you have one in mind then contact Pam!), on the third Thursday of each month. Meet other members of LSR and discuss your cars or whatever. The "meeting" will start at 5:30, or whenever you can sneak away from work.

All of these events are on the LSR calendar on our website. They are also discussed on our Facebook page. I urge you to join our Facebook group as this is often the best way to get the latest information. If you're not sure how to do that, just ask your kids!

Greg



Upcoming Activities

LSR COMMITTEE CHAIRS

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Autocross Committee

David Hedderick
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Charity Chair

Anne Retzler
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Club Race Chair

Haas Fogle
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Performance Driving School

Steve Bukoski
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High Speed DE Committee

(partial listing)

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August 2012

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	

- 4 City-Wide Coffee and Cars - Vintage Park
- 11 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 13 Registration opens for PCA Escape to the Ozarks
- 15 Registration opens at noon for the September DE
- 16 Third Thursday Social - 6:30 to 8 pm at the Stag's Head Pub
- 18 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 18 Car Get-together (M) - 8:30 am at Starbucks Uptown Park
- 25 PCar Get-together (N) - 8:30 am Starbucks in Market street by the Woodlands Mall
- 25 Porsches and Pianos Tour to Festival Hill in Round Top

September 2012

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						

- 1 City-Wide Coffee and Cars - Vintage Park
- 5 Board Meeting
- 7-9 The 2012 Boxtoberfest in Fredericksburg
- 8 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 13 Registration opens for LSR October Concours
- 15 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 15 Car Get-together (M) - 8:30 am at Starbucks Uptown Park
- 15-16 LSR DE at TWS
- 20 Third Thursday Social
- 22 PCar Get-together (N) - 8:30 am Starbucks in Market street by the Woodlands Mall
- 23 Charity Tour to Stingaree on the Bolivar Peninsula
- 27 Registration opens at noon for the October DE

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



LSRPCA Board Minutes

Cynthia Crawford, Secretary

June 2012 Board Minutes

Date: June 6, 2012

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Greg Platt, President

Mike Globe, Vice-President

Cynthia Crawford, Secretary

Lynn Friedman, Past President

William Wong, Membership Chair

Sylvia Lanz, Concours Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Tim Thomas, DE Registrar

Pam Fitzgerald, Activities Chair (incoming)

Nina Midway, Public Affairs

Jim Heimer, Web Master

Mark Weisser, PorscheNaut Editor

Hugh Brazier

Edwin Cannon

Walt Doyle

Jack McCall

Cathy Pennington

Michelle Serrell

Eric Serrell

Mike Shassere

Greg Platt called the meeting to order at 6:30 p.m.

Mike Globe reported that he is investigating the possibility of a DE event in April, 2013 which would be open to advanced students and instructors during which race coaching would be available at an hourly rate by nationally known coaches. He will report back with more information as the event develops.

Nina Midway reported that she is working with Houston PBS to have a group of Club members man the telephones during the next membership drive. The group would wear t-shirts identifying them as LSRPCA members.

Mark Weisser reported that the latest PorscheNaut was just mailed. Mark would like to ask the members to

submit photographs for possible cover art. There was a discussion about articles being written for publication in the Naut.

Greg Platt reported that Katie Lazarides has resigned as Activities Chair in order to move to Los Angeles and accept a position as Porsche Brand Specialist at Porsche of Downtown L.A. Everyone wishes Katie well in her new endeavor. Greg nominated Pam Fitzgerald as the new Activities Chair. Jim Heimer seconded and the motion passed unanimously.

Pam Fitzgerald discussed the upcoming F1 dinners and suggested June 23 at Maggiano's Little Italy on Post Oak for the European Grand Prix.

William Wong reported that membership stands at 1245 primary members and 2056 total members. There was discussion about a possible venue for an annual new member party.

Walt Doyle reported on the Saturday morning Coffee and Cars events. These events are very well attended. Walt requested the Board approve \$50/mo. for prizes to be given out at these events. The request was approved.

Lynn Friedman reported that The Houstonian is holding a sports car exhibition called "Dream Machines" inspired by the LSR 50th Anniversary Concours held at their facility. The event is Friday, June 8 from 4 - 9 p.m. Lynn will display her car and will provide information about the Club at the event.

Sylvia Lanz reported that Edwin and Dee Cannon, and Eric and Michelle Serrell have joined the Concours committee and will be working with her to organize and run Concours events. She thanked Andrew Barry for his 13 years of dedicated service on the Concours committee. Sylvia made a motion that the Board approve \$100 for the purchase of a gift in appreciation of Andrew's many years of hard work on behalf of the Club. Greg Platt seconded and all approved.

Greg Platt announced that Haas Fogle has agreed to fill the position of Club Race Chair. Greg nominated Haas for the position, Mike Globe seconded and the motion passed unanimously. The Board welcomes Haas and looks forward to working with him on the 2013 Club Race. Greg moved that the Board approve \$100 for the purchase of a gift in appreciation of Jim Troxel's many years of service as the Club Race Chair. Ron Baklarz seconded and the motion passed.

(continued, see page 7)

Tim Thomas reported that registration was open for the Porsches and Pianos Tour to Festival Hill in Round Top on August 25. There are 20 cars registered to date.

Mike Shassere presented a proposal to bring Boxstoberfest under the LSRPCA umbrella and make it a Club event rather than a stand alone event. After discussion, Greg Platt moved that the Club approve making Boxstoberfest a LSRPCA event. Jim Heimer seconded and all agreed. Mike Shassere was appointed as Chairman of Boxstoberfest. There was a discussion about some of the areas in which Mike could use assistance.

Greg Platt announced that the next Board meeting would be on July 11 since the first Wednesday is the 4th of July. There will be no Board meeting in August.

Jim Heimer reported that eight Club members are planning to attend the Porsche Parade in Salt Lake City on July 8 - 14. He requested that the Club donate LSR logo shirts to the attendees to wear at the event. The request was approved.

Mike Globe moved to adjourn, Greg Platt seconded, all agreed and the meeting was adjourned at 7:35 p.m.

July 2012 Board Minutes

Date: June 6, 2012

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Greg Platt, President

Mike Globe, Vice-President

Cynthia Crawford, Secretary

Pam Fitzgerald, Activities Chair

Greg Stewart, DE Chair

Nina Midway, Public Affairs

Dee Cannon

Edwin Cannon

Walt Doyle

Jack McCall

Eric Serrell

Michelle Serrell

Greg Platt called the meeting to order at 6:30 p.m. Greg

reported that Ron Baklarz was awarded 2nd Place in the Porsche Parade Concours, and that Kandace Heimer won 1st Place in the Porsche Parade Art Show, Classic Photography Professional category, and Honorable Mention in the Illustration Professional category. Congratulations Ron and Kandace!

Greg reported on behalf of William Wong that the membership stands at 1249 primary members and 2063 total members.

Greg reported on behalf of Steve Bukoski that the next PDS is scheduled for October 6.

Greg reported on behalf of Tim Thomas that he is working with Eric Serrell to add Concours registration to ClubRegistration.net.

Eric Serrell reported that the next Concours is planned for October 13 at Houston Gold Exchange located at 12513 Westheimer. There was a discussion of methods to get information out to members about the event. He reported on sponsors for the Concours program and the 2013 Concours schedule and venues. Greg Platt requested the Concours committee prepare a budget.

Pam Fitzgerald reported on the Third Thursday Socials and F1 dinners. The next F1 dinner is on September 1 at Jeannine's Bistro, 106 Westheimer. Pam is working on putting together some new social events.

Greg Stewart reported on the next DE which is scheduled for September 15-16 at Texas World Speedway. He is working with TWS to create more garage space.

Mike Globe reported that he is working with Vick Racing on an arrangement to sell LSR logo items in their store located in the Paddock at Texas World Speedway.

Mike presented a proposal to hold an additional DE event in 2013 which would be open to advanced students and instructors during which race coaching and data analysis would be available. There was a discussion regarding the structure and budget of the proposed DE. Mike will gather some additional information to provide to the Board.

Mike Globe moved to adjourn, Greg Stewart seconded, all agreed and the meeting was adjourned at 7:40 p.m.

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. Additional detailed information can be found on-line at www.lsrpca.com/drivers_ed.htm. The Texas regions DE handbook can also be found on our website.

"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



2012 Dates:
September 15 - 16 / October 20 - 21 / December 1 - 2

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



Membership: May

William Wong, Membership

New May members:

Maston Allen & Dana Sweet	2009	911S
Kenneth E. Baum	2008	911 S
Jerry Britton	2009	Cayman S
Alex & Susan Comesanas	1999	?
Huberto R. Diaz	1989	911
Jean-Michel & Heidi Gaston	1979	930
Donald Hall	1998	Boxster
Warren G. III & Trisha Henderson	2001	911
David C. Huber & Leslie Roche	1963	356
Daniel L. Maguire	2010	Boxster
Mauricio Monzon	2007	Cayman S
Victor M. Oliveros	2011	Boxster
Mike & Cindy Pilkinton	2012	911
Jeffery T & Carolyn Reimert	2012	911 turbo
James B. & Whitney Robertson	2010	Boxster
Daryl Sato	1986	944 turbo
Mads Thiel	2004	911
Randall R. Walker	2006	Boxster
Robert S. Whatley	2004	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!

Transfer-in		
Stephen Heptig	1987	911
Daniel L. Maguire	2010	Boxster
Sebastian & Helen Toscano	2001	911 C4

Membership: June

New June members

Maston Allen & Dana Sweet	2009	911S
Christie L. Carlile & Marlon Cox	2007	Cayman S
Charlene C. Chuang	2007	Cayman S
John J. Goonen & Mayra Cerdan	2009	Boxster RS
Safeer & Batool Hassan	2001	Ruf 911 turbo
Andy & Adrienne Kay	??	
Deborah A. & Geraint Morgan	2000	Boxster S
David M. & Sarah Noffsinger	2006	Cayman S
Jeffery T. & Carolyn Reimert	2012	911 turbo
Harry J. & Jennifer Stewart	2007	911
Katherine H. Stovring	2010	Cayenne S
Billy J. Vivic	2007	911 S

Transfer-in		
Mark Baker	2001	911
David A. & Christopher Barta	2004	911 GT3
Nathaniel H. Kohl	2002	Boxster
Timothy J. & Sylvia McCarthy	1984	944
Jacquelyn Nemcik	???	
Costas & Heather Varkarotas	1971	916

Membership: July

New July members

Roland & Marie Aversano	2013	911
Larry B. Bell	2005	911
Todd D. & Chrysti Bishop	1996	911
Joseph & Jonette Cantrell	2000	Boxster
Andrew C. & Rhonda Darlington	2006	911
Glenn Ellstrom	1999	911
Patrick L. Finney	2006	911
Karen L. & Ralph Gayle	2013	Boxster
Tyler & Cynthia Geiger	2008	911
Sandra Haddad	2012	911
Kristin Hrabak & Alan Kolodny	2008	Boxster
Paul P. & Lauri Klomp	2012	911
Mikeson Kwan	2012	Cayman S
Johannes C. Lanfermeijer	1997	993
Robert S. McClain	2011	Cayman
Joseph J. & Barbara Murray	2011	Cayman
Lori Peace	2002	Boxster
Steven L. Spencer	1995	911
Kristi Wiley	2001	911
Leon & Vonnie Zupan	2011	Panamera 4S

Transfer-in		
George T. & Ann Ankrum	2013	991S
James D. & Rhonda Dowhin	2012	911
David L. Johnson	2009	911 GT2
Guy M. Malden	2004	911C4S



From the Fast Lane:

By Mark Weisser, PorscheNaut Editor

You have in your hands a somewhat tardy but bigger edition of the Porschenaut. I hope you like it. You should find some good reading to sit back and enjoy.

I am making changes to the work situation that has interfered with the timely publishing of your magazine. Sometimes in our lives we just need an experience or two to shake us up and make ourselves get on the proper track. So I got mine and the lessons will make me remember that I am a much better employer than I am an employee. Soon, then, I will be an employer again. And can manage my own time to get our magazine out on a timely basis. Thank you for understanding.

Now to that end, may I ask you to help make this magazine even better? And I know I have asked before and it always has worked, so I am asking again – would you send me some articles? With photos?

I just know that there are some of you who always wanted to say they have been published, right? Perhaps you have sons or daughters who would love to “be published.” Well, here’s your chance.

Write in about trips, technical pieces, the first time you drove a Porsche, and more. My requirements for getting published are very simple. Make it interesting. Make it have general appeal (at least within our club). Photos are a great way to get your reader’s attention, so include some (as high a resolution as you can).

And then don’t obsess over grammar, spelling, etc. I will take care of that for you. Just tell the story. Here is a hint: literally, just tell it. Just like you would tell your friend. And use the same language (within reason!). So send them on in. I look forward to reading them.

Boxstoberfest is right around the corner. Michael Shassere has done an outstanding job in organizing this event. If you don’t know about it, take a look here: www.boxstoberfest.com and this is the 14th annual event. The dates are September 7-9, 2012 and it’s in Fredericksburg.

Hmm. Do you think that would be a great story to send in? I think so! I will be looking for some fun stories and photos of the trip and the fun and adventures that ensue. Don’t be shy – send’em on in.

I want take a moment to say a few words about George Bishop and the trips he has organized. During bluebonnet season this year, he put together a trip called “Porsches and Pollen.” While the name might be a bit odd, it was a smashing success. Let me tell you just a bit of what my group (the black group) got to do. (There were three groups and each had a different route and stopped at different places, but we all ended up at the same place)

Leaving from Chappell Hill, we stopped at Lavande (www.lavandetexas.com), a lavender farm just south of there. Craig Stewart is the owner and a former Porsche owner. When he became a farmer, he found that a truck had more utility than a Porsche did. He has a good story and tells it well.

Next stop was Rennsport near Sealy where we got a shop tour and saw Porsches in various state of repair.

We next had a fine lunch was in a town called Industry. We were right on the town square in a very old building where the burgers were really good.

Have you heard of the painted churches? Use Google to see what they are all about. Our next stop was at one near High Hill which is near La Grange. (High Hill is very tiny) The sanctuary looked like something you might see in Europe but on a smaller scale. Beautiful. Built in the late 1800’s to early 1900’s the churches featured painted decorations along with elaborate woodwork and glass.



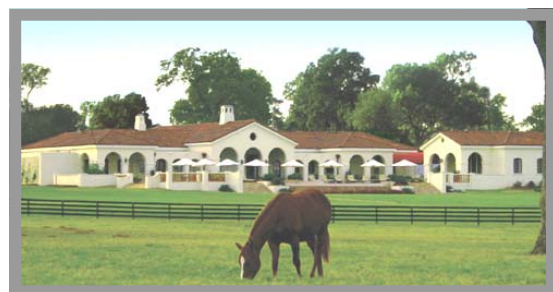
St Mary Church in High Hill

As the weather had some rain clouds in store for us, the top went up and we headed northeast to wrap up our tour with a stop at Washington-on-the-Brazos State Historical Park. There is a lot of history to take in at the park.

Those of us dining at Dos Brisas who were comfortably dressed in shorts had to change to slacks or equivalent attire for the ladies for our five star dining experience there.

Dos Brisas (www.dosbrisas.com) features luxury dining and accommodations in a Texas ranch setting. We dined on the patio which overlooked their infinity pool and fields. And only

after that did we head on back. What a day -- filled with great cars and people and flowers and pollen and food. Thank you, George!



The Inn at Dos Brisas

I urge you to consider joining along on a trip or tour. Every one I have been on has been a worthwhile experience. And you get to know your fellow Porsche enthusiasts which has always been the best part of the Lone Star Region experience.

Watch that calendar now, hear?

Thanks for reading and I will see you next time.

From the fast lane,

- Mark



Victorymotorcars Consignments

We don't just inventory Porsches

With over 35 years in the industry, Robert Neal is the leading air-cooled Porsche authority in the world. He is known as an expert in the market, having spent 10 consecutive years as Porsche's number 1 Salesman; maintaining a successful career with Porsche products; and acts now as President and co-owner of Victorymotorcars, Inc. This company was founded on the passion of an amazing Porsche product line and the dream of a Porsche in every driveway... and we haven't given up.

The world and the market is changing, and that's what inevitably happens in time. People's lives change; their needs change, and so do their cars. We aim to take the hassle out of selling your Porsche for you and deliver maximum return by restoring quality, showcasing your Porsche's character and offering top-quality customer service to prospective buyers.

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Under the Blue Boxster Sky

by Mark Weisser



June 23rd in Houston. If you know Houston, you know the weather -- hot and sticky. But, perhaps in deference to the unveiling of the 2013 Boxster, this June day was almost... nice. Diane Caplan put together a great event and called it "Under the Blue Boxster Sky."

The stage, literally, was set at Momentum Porsche. She had a rocking band from Austin playing outside, a DJ inside, a hand made cigar provider, various foods from around the city, margaritas, wine, beer, water and more. And guests from all over. One would think that just getting some Porsche enthusiasts to hang out around their favorite cars would be excuse enough. But then add some food. And beverages. And music. And you get a fantastic event.

Well done, Diane. And thank you for gracing our cover this month. We car folks can get too focused on the cars and it's nice to have a real person on the cover also.



2013 Boxster. Porsche

And of course, the highlight of the evening was the brand new 2013 Boxster. Porsche seems to have outdone itself with this car much like it did with the new Carrera. I haven't driven this car yet, but I did drive the new Carrera and if this Boxster has the same improvements, it will be a drive to look forward to.

By now you all should know that this new car is lower, longer and wider and faster. Just pick up any recent car magazine to read all about it. The base model gets a

slightly smaller engine displacement and 265 horsepower. The S gets the same 3.4 liter as the Carrera but it makes less power, 315 horsepower which keeps it at a safe marketing distance from the flagship 911.

The body/chassis is 40% stiffer, which helps make the suspension work better. The PDK programming is better and faster. And yes, the price is up a bit also. Oh well.

My Porsche is a custom ordered 2007 Boxster S and I have never before been tempted to look at a new Porsche. Until this year. Mmm mm. It's very tempting.

These new ones are that good. I am glad I like my car...

So we watched the sun set that June evening and enjoyed the music and the breeze and the new cars. All under the blue Boxster sky.





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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-63458(06/11)

New Edition of a Successful Partnership

918 Spyder Prototype in Vintage Martini Racing Design

*News Release
July 29, 2012*

Atlanta. Driving trials of the Porsche 918 Spyder have entered the next phase. A permanent fixture of the test program for the 918 Spyder – and in the tuning process for all Porsche vehicles – is the 12.92 mile (20.8 km)

long Nordschleife of the Nürburgring race course with its many bends and selective passages. A lap time of less than seven minutes and 22 seconds is one of the development goals of the innovative plug-in hybrid drive super sports car.

The 918 Spyder, which is hardly an everyday vehicle, yet is well equipped for everyday tasks, combines a high-performance internal combustion engine with electric drives at the front and rear axles to achieve extraordinary driving performance and excellent efficiency. The system power of all three drives together is greater than 770 hp. The car's fuel consumption is forecast to be around three liters per 100 km when tested on the New European Driving Cycle (NEDC), which is equivalent to CO₂ emissions of about 70 g/km.

The monocoque, consisting of carbon fiber reinforced polymer (CFRP), reduces the car's weight and delivers remarkable rigidity and precision. Other highlights are the car's variable aerodynamics; adaptive rear axle steering and "top pipes" exhaust system, which routes the pipes upwards. All of this makes the Porsche 918 Spyder a super sports car for the future, even though the styling of the prototype is reminiscent of historical models.



The latest test vehicle is now turning laps in the legendary Martini® Racing look of many historic Porsche racecars, particularly from the 1970s. More than nearly any other racecar design, the Martini® Racing livery quickly attained cult status and is still in vogue today. Martini®

was the official partner of the Porsche factory team between 1973 and 1978.

Back then, the attractively designed "Martini® Porsche" racecars with their numerous victories were

a topic of conversation. These victories included finishing first overall at the Targa-Florio in 1973, winning the Sports Car World Championship in 1976 and overall victories at the 24 hours of Le Mans in 1976 and 1977. As early as 1971, a Porsche 917 finished first in the legendary endurance race in Le Mans with the support of Martini®. Whether a Porsche 908, 917, 935 or 936 or one of various 911 RS or RSR models, common to all of these race cars was the memorable Martini® Racing livery implemented in a wide variety of designs.



Porsche AG and the Martini® brand, represented by Bacardi & Company Limited of Switzerland, have signed a new partnership agreement to create a modern Martini® Racing design to be exclusively available on the innovative 918 Spyder.



Specifications of the Porsche 918 Spyder*

Body: Two-seater Spyder; carbon fibre reinforced plastics (CFRP) monocoque interlocked with CFRP unit carrier; two-piece Targa roof; fixed roll-over protection system.

Drivetrain: Parallel full hybrid; 4.6-litre V8 mid-engine with dry-sump lubrication; hybrid module with electric motor and decoupler; electric motor with decoupler and gear unit on front axle; electrical system recuperation; four cooling circuits for motors, transmission and battery; thermal management.

Engine Power: > 570 hp (V8 engine)

~ 90 kW (hybrid module on rear axle)

~ 80 kW (electric motor on front axle)

> 770 hp (combined)

Suspension: Double-wishbone front axle; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering; optional electro-pneumatic lift system on front axle.

Brake system: High-performance hybrid brake system with adaptive recuperation; ceramic brake discs (PCCB).

Energy supply: Lithium-ion battery with 6.8 kWh capacity (BOL nominal), 202 kW maximum power and mains-compatible plug-in charger.

Performance: Top speed > 325 km/h
purely electric > 150 km/h
Acceleration: 0 – 100 km/h < 3.0 s

Consumption (NEDC): Total ~ 3.0 l/100 km

CO₂ emissions: Total ~ 70 g/km

Range: Purely electric > 25 km



Note: Photos and video footage are available to accredited journalists on the Porsche Press Database at <http://press.porsche.com/>.

Stuttgart and Beyond Our

Greetings LSRPCA members! Last November, my wife and I were the lucky winners of the LSRPCA 50th anniversary drawing for a trip for two to see and tour the Porsche Factory. Of course nothing comes without some strings attached. In this case, we were asked to write an article about our adventure for the PorscheNaut. So, here's the story of the events leading up to and the trip we recently completed.

The Drawing

M.J. and I try to attend as many of the LSR events as our busy family schedule will allow. When the announcement of the 50th Anniversary event was made, we decided we would attend and signed up for the concours and dinner. Since we would be attending the dinner event, we thought it would be fun to participate in the excitement of the drawing and bought a ticket. Hey, it was for a good cause! It also happened that my father-in-law, Ray Hughes, was going to be in town to celebrate his 90th birthday; it would be fun if Ray could join us. A quick E-mail confirmed it was OK for Ray to attend and we bought him a ticket. When the big day arrived, it was off to the concours. There was a great turn out for the concours, with many well prepared cars. My personal favorite was the restored 906 race car. More than once I heard Ray say, "Can you believe all these Porsches in one place?" Sometimes we forget how lucky we are to live in an area and belong to an organization where all these cars can be seen. For a guy from St. Cloud, Minnesota, it was quite the sight. After the concours, we headed home to freshen up for the dinner and remaining events of the evening. The dinner, conversations with other enthusiasts, and listening to Vic Elford tell his stories were well worth the price of admission. Then came the big moment; the drawing for the trip to Germany, and what do you know, we won!

The Plan is Hatched

We are a family of four including our daughter Alexa and our son Kevin, a car nut since birth, so it was decided the trip for two would be expanded to four. I must say, the old Boxster commercial with the couple driving



917 race cars

off and leaving the son behind did cross my mind a few times, but I kept that to myself. We also decided to add a few extra destinations to the trip and before you knew it, this free trip was starting to add up! With the agenda set, all we needed was a travel date. Having a year to travel, you would think this would be easy, but think again. With our kids joining us



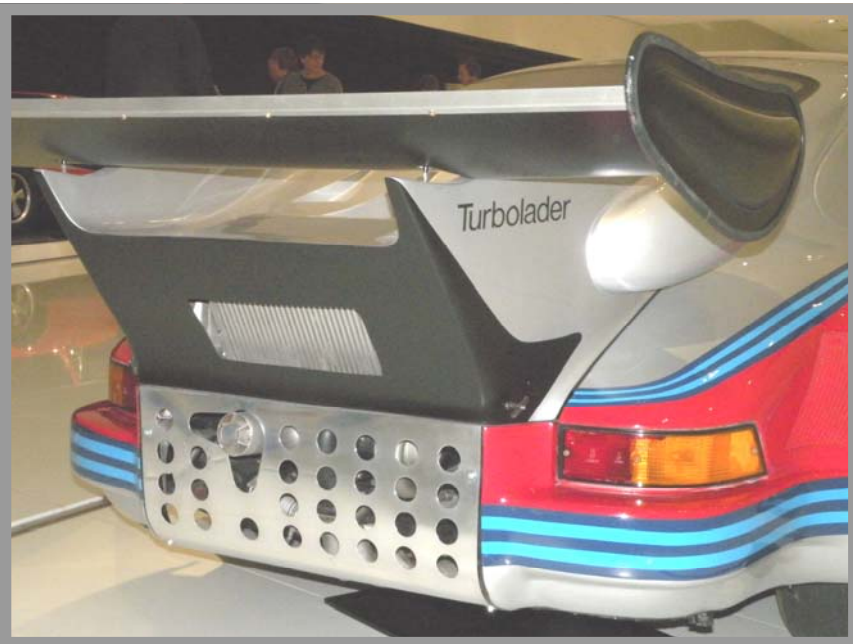
A 914/8. Two were built with powered provide

Trip to Visit and Tour the Porsche Factory

By John and M.J. Becher

we would need to travel during the summer. Add to this that the factory would be closed from July 19 to

to the car rental location, not so good. Our car had been booked for July, unfortunately this was June. An hour later, things were worked out and we were on our way. The down-side to this was that we ended up with a Seat Exeo wagon instead of the C class Mercedes we had originally booked. Seat is owned by Volkswagen and is laid out much like our son's GTI. At least I knew where the controls were located. It was not a Porsche, but for our needs it worked just fine and was quite capable of keeping up on the Autobahn. Driving the Autobahn was a great pleasure. Perfectly maintained, extremely clean with very disciplined drivers; what's not to like? I could not help but wonder what a German driver would think if they were plucked off the Autobahn and dropped on to I-10! Anyway, 195 kilometers later we were at our hotel in Stuttgart.



*The business side of a
Martini Racing 911 RSR Turbo.*

September 2 this year, the hotel in Stuttgart only had rooms available in June, our other summer time commitments and the only travel dates available were June 1 to the 9. We booked the dates.

Stuttgart or Bust

We arrived in Frankfurt at 11 A.M. after an all-night flight. Find our bags, good; cleared customs, good; down

Museums

The next morning was Sunday, a day we had set aside to visit the Porsche and Mercedes museums. First up was the

Porsche Museum located in Zuffenhausen, next to the Porsche Factory. If you are a Porsche enthusiast (hey, aren't we all?) or interested in sports car racing, this is a must see. You are given an excellent audio guide that tells the story of the cars and company as you progress through the displays. The cars and displays are very accessible, as nothing is roped off. For a more detailed review of the museum, see Jim Heimer's article in the PorscheNaut from this past February. After pouring over the cars for nearly three hours, we took a break for lunch in the Boxenstopp Café located on the first floor of the Museum. It's here that our 19 year old son was able to order his first legal beer.

After lunch we headed over to the Mercedes Museum. If the Porsche Museum is spectacular, then the Mercedes Museum is humongous! The museum is 8 stories tall. A



ed by a flat 8 from the 908 race car.

(continued, see page 18)



The Boxster prototype. First introduced at the 1993 Detroit Auto Show.

glass enclosed elevator takes you to the top and you wind your way down circular ramps through company and world history, ending with a display of Mercedes racing heritage. We spent a couple of hours here, but could easily have spent a good bit more.

The Main Event

Monday awoke cool and overcast. This was the day of our factory tour. Tours are given twice daily and last about two hours; ours was set for 10 A.M. The tours start at the museum and though it was closed, all museums close on Monday in Germany, so would ours. One of the benefits of having a tour date when the museum is closed is they often use the museum for

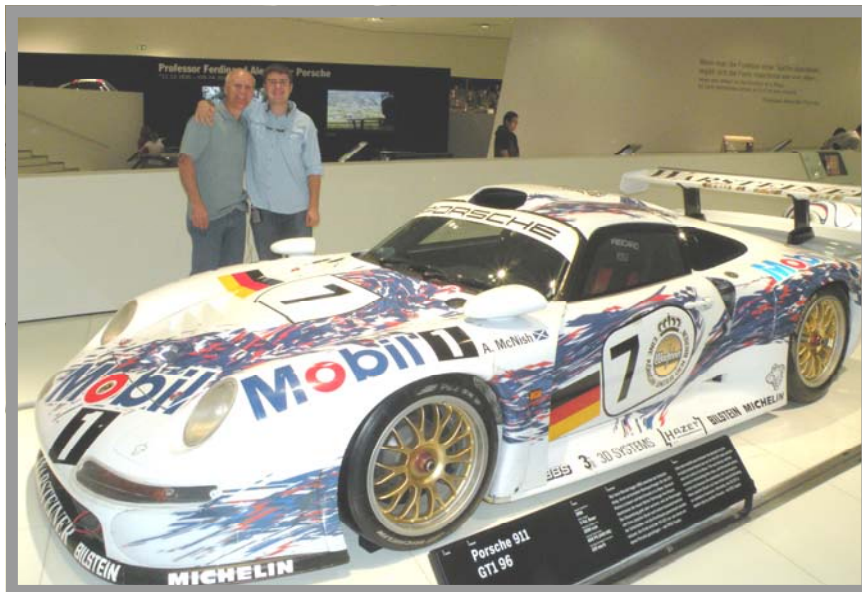
other events on those days. The day we were there, they were hosting a media drive for the new 981 Boxster. When we arrived, 25 or so Boxsters were parked out front awaiting the day's activities. After snapping a few pictures, we put the camera and phones away, since they are not allowed on the tour and headed to the designated meeting area.

Three tours were given that morning, two in English and one in German, with approximately 10 people on each tour. For those of you who have seen the Ultimate Factory show on the Porsche Factory, it gives a very good representation of what you see on the tour. Our tour started in the engine assembly area. We learned that every Porsche engine is manufactured in Zuffenhausen, and saw the first of the automated carts that deliver parts to the assembly line where and when they are needed. These carts are self propelled and guided by either magnetic or optical sensors.

They even know when they need a recharge and will take themselves off the line and to the recharging station.

Next up was the leather shop. Porsche is very particular about the leather they use. Only 40% of each hide actually ends up in a car. The rest of it is sent off to be made into shoes and belts. Just think, those shoes

you have on may have started life in Zuffenhausen! We also heard about a gentlemen from Texas (of course), who had sent his own hides with his personal brand on them to the factory to be used in his car. I bet that cost a pretty penny! We watched as a laser image was projected onto the hide to guide the lay out and high pressure water used to cut the leather. High pressure water is



The first but maybe not last mid-engined 911 with author and son in the background.

used because it makes the cleanest cut.

The final portion of the tour was the main assembly line. Here we were on the factory floor within a few feet of the cars. More than once we were asked to watch out for the delivery carts. Not because they would hit you, they have sensors that stop them, but because they did not want us to hold up production! Porsche builds numerous body styles on the same assembly line. The day we were there they were building the new 911 and Boxster along with a few of the older 997 body style turbos. One of the more interesting things to watch was the mating of the engine and suspension subassembly to the bodies. This is done by a team of four, one at each corner. We also saw the only robot on the assembly line which is used to install the windshields. Actually, there were two the day we were there since one was used for the new 981 and 991 and another used for the older 997. Finally we saw the cars filled with fluids, the tires and rims mounted, and the car being started for the first time and driven off the assembly line.

A Few Factory Facts

The Porsche facility in Zuffenhausen builds the 911 and Boxster models (other models are built in Leipzig) and has a maximum daily capacity of 180 cars. Only cars which have been sold are built, so production varies from day to day. The day of our visit 140 cars were to be built. To accomplish this the factory operates Monday through Friday with two seven hours shifts (no night shift). To become an employee, a 3 year apprenticeship must be served. Once the apprenticeship is served, lifetime employment is granted. Workers operated in teams and must be able to perform every job the team does, since



Author and daughter on the morning of the tour. Porsche dealership on the left, factory on the right.

jobs are rotated daily to prevent the work from becoming monotonous.

The city of Stuttgart has encircled the factory and limits the space available to Porsche. To expand, the factory has grown vertically and into multiple buildings, with the buildings connected by elevated passageways. It is possible to watch the body shells pass from the body shop to the paint shop over one of these passageways from Schwieberdinger Strasse, a major four lane road.

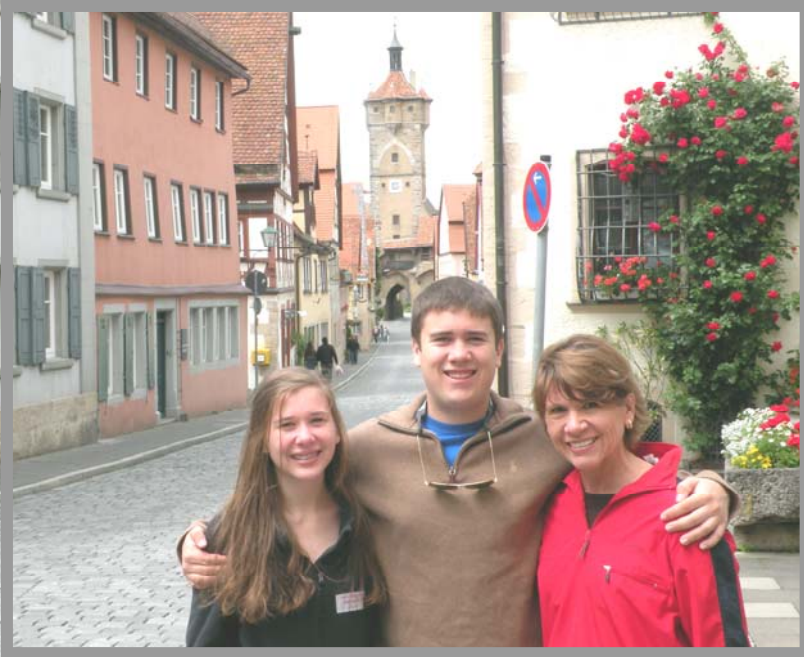


Mercedes racing heritage.

And Beyond

The tour was the last of the automotive activities we had set up for our trip. The rest of the time was spent seeing southern Ger-

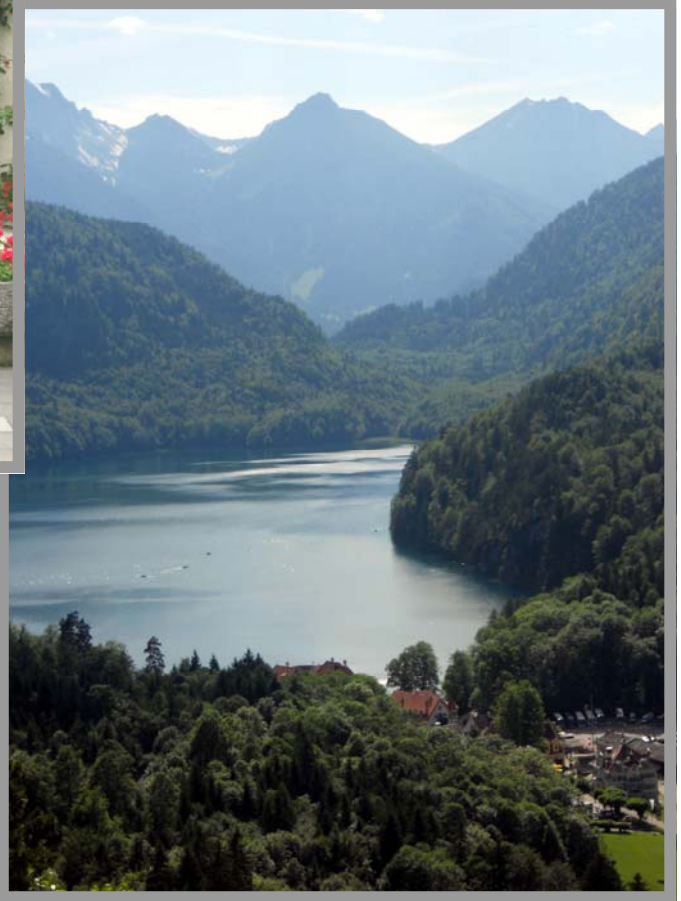
(continued, see page 20)



Rothenburg

many and learning about the history. There is history upon history in this part of the world. We drove the romantic road and spent a night in Rothenburg, a medieval walled city. From there we traveled to Munich and spent three nights. While in Munich we took a bicycle tour of the city (in the rain) and short day trips to visit other interesting sights. Those trips included Neuschwanstien and Hohenschwangau castles, the Kehlsteinhaus (Hitler's Eagle's nest) and Salzburg, Austria. We have many stories to tell about these trips, but they will have to wait for another time.

Finally we would like to end by saying, come on out and enjoy some of the LSRPCA activities. You never know, you might just win a trip to the birth place of your car!



Lake Alpsee and the Bavarian Alps as seen from Hohenschwangau Castle.

Booking a Factory Tour

Tours should be booked two to three months in advance.

Written request are required.

Submit preferred date with two alternatives to factorytours@porsche.de

Tour participants must be 16 years of age

Tours are given in English and German at 10 AM & 2 PM

Monday through Thursday while the factory is operating (this year closed July 19 to September 2 & December 12 to January 13)

More details are located on the PCA national website

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LSRPCA Goes to Waco

by Ron Baklarz



The central Texas weather was most cooperative for the Lone Star Region tour, May 19-20, 2012 to Waco Texas.

The Big Waco secret is the Waco Mammoth site opened in 2000. The site was discovered accidentally in 1978 by



two young adventurers. Our docent, Angie, described the enclosed facility and how these Mammoths, sixty or seventy thousand years ago foraged in the flood plains west of Waco. Then a flood from the mighty Brazos River created a soil condition trapping this herd of 45 plus mammoths who perished in the surrounding mud. Bones, bones, tusks, tusks.



We proceeded in trail to our noon lunch and afternoon visit of the Heritage Homestead Farm. The group met with a farm resident who painted a picture of the origins of the farms social structure of fourty-five families working the land. This village continues life with traditional crafts, looming, iron works, furniture, milling, quilting and pottery.

Saturday evening dinner was at the 1424 Restaurant; and, unbelievably, we were the very last customers exiting. Sunday

morning was a visit to the Texas Rangers Museum for a movie preview of Ranger history followed by a walk thru the Ranger Museum memorabilia. Lunch followed at



Buzzard Billy's situated on the Brazos River. Last but not least our visit to the Dr. Pepper museum and soda shop.

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LSRPCA Tour to

Natchez, Mississippi

October 5-7, 2012

Join the LSRPCA tour to historic Natchez, Mississippi. Visit Antebellum Homes and Gardens or tour the Vicksburg National Military Park and Museum. Lunch and dinners will be at Antebellum Homes. We have reserved the entire Natchez Eola Guest House – 16 rooms.

The tour is limited to 16 cars. Make your reservations directly with the Natchez Eola Guest House for two nights by September 8. The LSR Porsche rate is \$135.00 per night and includes a full breakfast and parking. Each room is unique. Make your reservations ASAP and chose your favorite room. Confirm your hotel reservations and tour selection to Ron Baklarz, www.rallytour@lsrpca.com (713-515-9270).

Natchez Eola Phone Number: 601-445-6000 - - Reservations

Room Blocked Under: LSR Porsche

Website: www.natchezguesthouse.com

Bring your credit card for lunch, dinner, and entrance fees. For expediency, suggest you bring cash for entrance fees. Average entrance fee is \$10.

ITINERARY

Friday 10/5

8 a.m.	Depart Houston for Natchez, pit stops in Beaumont & Kinder
1:30 p.m.	Lunch in Alexandria
5 p.m.	Arrive Natchez and check in at Eola Guest House
7 p.m.	Dinner at Monmouth Plantation, Restaurant 1818

Saturday 10/6

7 a.m.	Breakfast at Guest House
8:30 a.m.	Tour A: Vicksburg Military Park & Museum (74 miles, 1-1/2 drive) Park Hours 8 a.m.-5 p.m., Entrance fee \$8 per car Lunch in Vicksburg
8:30 a.m.	Tour B: Antebellum Homes – for history and architecture: www.visitnatchez.org/things-to-do/tour/historic-homes (select home, click on 'more', visit website) Longwood, Stanton Hall, Melrose, House on Ellicott Hill, Monmouth Plantation Lunch at Stanton Hall Carriage House
7 p.m.	Dinner at Dunleith Historic Inn, Castle Restaurant

Sunday 10/7

7:30 a.m.	Breakfast at Guest House
8:30 a.m.	Depart Natchez, pit stop in Alexandria
12:30 p.m.	Lunch at Coushatta Casino Resort in Kinder
2:30 p.m.	Depart Coushatta, pit stop in Beaumont
6:30 p.m.	Arrive Houston

This tour is also a charity drive. A suggested optional donation of \$25 to our Club charity would be appreciated.

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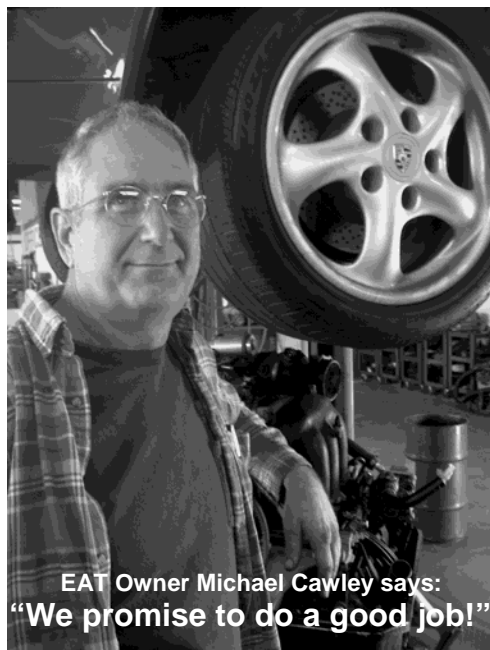
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Registration is now open at www.clubregistration.net Special rates for young drivers!

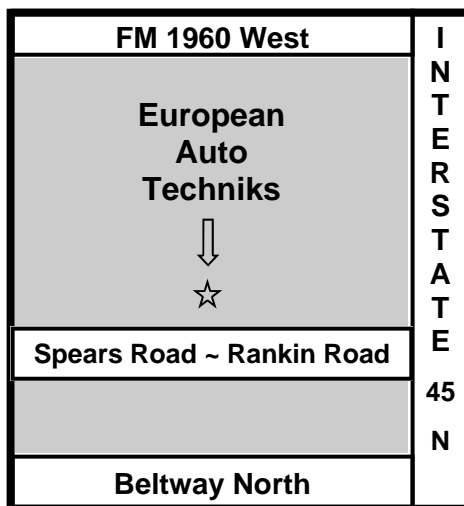
Where: Houston Police Academy (near the IAH airport)
Dates: Saturday, October 6 and November 17
Time: Gates open 7:00 am until 4 :30 pm
Who: For PCA members and non-members (different rates may apply).
More info: lsrpca.com/pds.htm or Steve Bukoski: (832) 454-9411 / pds@lsrpca.com

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Ads limited to 125 words including contact information and one photo. Email addresses are considered one word. Please, no words or sentences in capitol letters, except for acronyms. Editor reserves the right to edit or reject any ads submitted and is not responsible for any errors or omissions. Submission date for ad copy and photos is the 1st day of the month preceding month of publication. This space available free of charge to PCA members. Ads are automatically removed after six months. Non-PCA member Classified ads are \$10. Email your ad to nauteditor@aol.com Don't forget the Classifieds on the LSR webpage lsrpca.com!!



2004 Porsche 911 Cabriolet

Beautiful car, really easy and fun to drive. Only 67,000 miles. Manual transmission. Sticks to the ground around the curves. All the scheduled maintenance followed and performed by Porsche dealer. Only two owners, no accidents etc.

The car has been garaged day and night, and in addition to a spotless soft top a black hard top follows the car. Relocation back to Norway forces the sale. I am asking \$35,000. It's advertised in Autotrader in 77055 and there are more photos there.

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](tel:409-682-8323)

May 12



Set of Porsche OEM wheels and tires for sale:

Factory installed wheels from my 2002 911. These are the 17 inch 10 spoke wheels which were a factory option from 2002 on the 996 cars. Fit both 911 and Boxster. Wheels are 7.5 inch front and 9 inch rear, and are in very nice condition. The set includes the mounted and balanced Pirelli P-Zero tires. Tires are in good shape and have 5/32 (front tires) and 4 to 5/32 (rear tires) tread depth. The factory Porsche crest center caps are included (those alone are worth a bit!). Asking \$900 for the full set, but would welcome offers. Located in the Memorial area, near west side of Houston near Bunker Hill Road. Contact Dave Baumgartner [713 240 0357](tel:713-240-0357) cell, or [713 296 3328](tel:713-296-3328) office. DBaumgartner@Marathonoil.com

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](tel: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](tel:281-488-8214)

Nov 11



1974 Porsche 911 GT-4R Race Car

PCA and NASA Competition

3.0 litre Porsche Engine – Minimum Race Time on the Engine

6 Weber carbs; dual oil coolers; fuel cell; headers;

2 sets of Fuchs wheels and tires; Bilstein coil over suspension

Fully integrated roll cage; Recaro race seat; Cool Suit Reservoir

Fiber Glass Fenders, Doors, Deck Lid, Bumpers and Hood

Weighs 2162 lbs with Driver; Dyno'd 239 HP at the rear wheels

Fabricated and built from scratch in 2009 by Eric Geores, Valkyrie Racing

2011 Recent Top End Engine re-conditioned; New Track Alignment

PCA and NASA Log Books

Over \$65 K invested; Retiring from racing – Interested in a quick sale

24 foot Trailer also available. All Negotiable

Contact Bob Dunn: bdunn46@comcast.net or [281-299-8217](tel:281-299-8217)

Aug 11

Quick lift aluminum racing-style jack w/two steel jack stands. All as new, \$95. FloatCharger battery maintainer, NOT a trickle charger \$30. Joe Foster at hif360@aol.com

Oct 11

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

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

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

May 12

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European Automobiles are Our Business!



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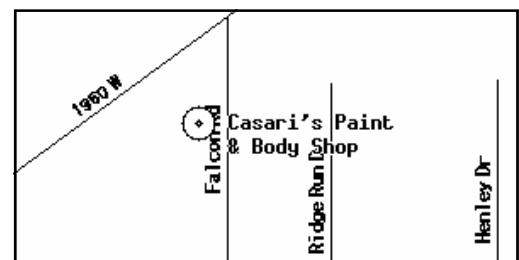
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