

December 2008

PorscheNaut

MAGAZINE

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

**Performance Driving School Recap..
including “The Transformation”
a LSR member’s personal account**

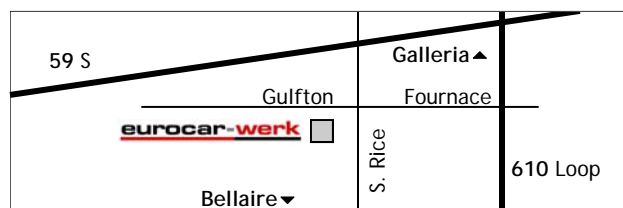


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FEATURES

- 8 Performance Driving School—Matt Kucharski
9 LSR Driving School: A Transformation—Kelli Araujo

DEPARTMENTS

- 3 Lone Star Region Board Contacts
4 On My Mind—Burnell Curtis
5 Committees
5 Calendar of Events
6 2009 Drivers Education dates announced
7 Driver's Education Registration Information
16 Porsche Motorsport News
18 Board Meeting Minutes
20 From the Fast Lane—Lea Safley
25 Membership Report
25 Treasurer's Report
26 Shop Tech—Robert Buchanan
28 Bargain Corner

LSR ADVERTISERS

AXA Financial Protection	10
Casari's	11
CDOC	21
Conley Rose, PC	17
Eurocar Werk	2/32
European Auto Techniks	17
Houston Fix My Computer	4
Independent Body & Paint	29
Joel McGlasson III	9
Koby Motors	30
Manor House Inn	24
MarineMax	23
Momentum Porsche	31
Rodger Gay	15
Retro Motor Works	6
Pro Technik	27
Rennsport	30
Ruf Auto Centre	22
Smith Barney / Citigroup	17
Swiss Garage	13
VictoryMotorcars	27/29
Walter Bregóne— Momentum Porsche	21
YEP Electricity	19

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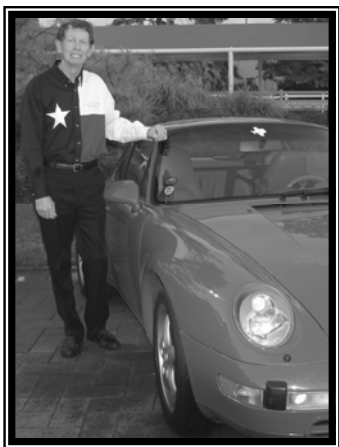
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On My Mind: Burnell Curtis, President

Lone Star Region Porsche Club members, this is my swan song as your president. It has been three years since I took over and it is time to move on. I am delighted that Lynn Friedman is taking over. I have known her for a number of years and I know she is qualified and enthusiastic and will lead the club in a manner that will make all of you proud. Lynn is very fortunate that almost all of the board members are going to continue to serve. The secret to running any kind of organization is to have good people and let them do their job. I have been lucky to have good people on the Lone Star Region board and they have done an excellent job the past three years. I have enjoyed being your president and I want you to know that the best part is the people that you get to know. The worst part is writing this article and the bad part about it is thinking up something to write about. I hope you have not been too bored these past years. I am going to hang around as past president and go to the board meeting and events so I will still get to see you (if you come to events).

Two years ago we got an award for the greatest increase in our membership. I was hoping we would get another award and also get one thousand members in the Lone Star Region club. Last month we had 957 and that was unchanged from the month before. We were on our way to one thousand until the economic mess occurred. I do hope we will continue our upward trend. Only time will tell.

We had a wonderful concours at MarineMax. There were beautiful cars, good food, beautiful boats, door prizes, raffles, and the great people.

It has not been a good month for Porsche mechanicals things. Would you believe it, I had another flat tire. This time it was a screw. I did not know the tire was low and ruined it by driving on it. To make

matters worse, the jack failed and the pump failed also. I repaired the jack by putting another thrust washer in it. The pump will have to wait. That jack could not have been used more than three times. Seems like Porsche should put some of their engineering expertise into the jack. I guess they do not have to now as they eliminated the tire and jack.

In case you do not know, the 993 rear tail lifts up when a certain speed is reached and lowers when the car comes at a stop. There is a shutter that unfolds when the wing goes up. My shutter is broken again. It lasted about four years. Another project to add to my list.

See you at an event soon.
Burnell

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December 2008

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			

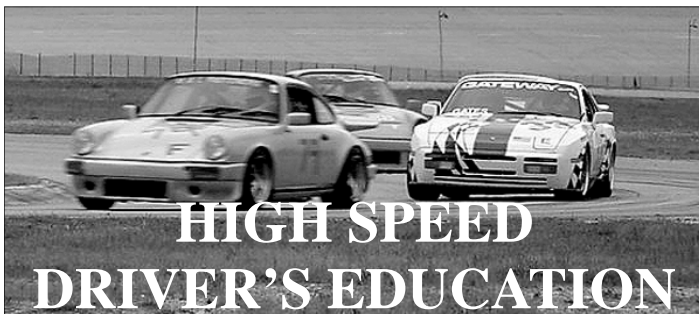
3 Board Meeting
6-7 LSR DE at TWS
7 SCCA Autocross at GGP
14 BMW Autorcross at HPA
25 Christmas

January 2009

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 New Years Day
7 Board Meeting

TWS—Texas World Speedway, College Station
GGP—Gulf Greyhound Park
HPA—Houston Police Academy



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June 13-14
September 12-13
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December 5-6**

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Questions? Contact Richard Jackson at
Email: LSRPCA.Registrar@gmail.com

Tech Notes: A tech form and list of tech inspection stations can be found at www.lsrpca.com/DE/DE.html. In addition, we provide a DE Handbook at the same website or on www.ClubRegistration.net when you register.

For more information check the web. . . www.lsrpca.com under driver's education. . .
or email Richard Jackson, LSRPCA.Registrar@gmail.com

NEW RESTRAINT REQUIREMENTS !

Check the Lone Star DE handbook found on the LSR website for the upcoming requirements.
<http://lsrpca.com/DE/Articles/DE%20Handbook%20Rev%207.pdf>



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A SPECIAL THANK YOU TO CHRIS ALVARADO FOR BEING THE GENIUS BEHIND THE SYSTEMS

Performance Driving School



This past spring, I found myself headed out to Goode Co BBQ to pitch some Autocross ideas to the LSR Board members. I was answering a “Help Wanted” notice on the webpage. As it turned out, Joost Perquin was there pitching a Car Control Clinic...

Fast forward six months, several meetings, countless emails and phone calls, several editions of curriculum and handbooks, and the whole time keeping a finger on the required logistics. Momentum prevailed; we finally arrived... The October 10-12th Performance Driving School marked the rebirth of the LSR PCA car control driving skills clinics and autocross for our region.

These events cannot come to fruition without the dedication of the volunteers and instructors that come together for a common goal. In addition to those volunteers and instructors that gave up their weekends, I'd like to thank the following, in no particular order...

- Joost Perquin and Jim Robertson - together, we gathered information for the curriculum and set the plan into motion.
- Jake Taylor for organizing the PCA instructors.
- Richard Jackson for assisting with registration.
- The Finley's, Baker's and Ricardo Barnes for organizing the BMW instructors and volunteers.
- David and Jim Hedderick for remarking the course, setting up and running timing, and being my go-to resources for GGP.
- Peggy Newman for running Tech.
- Jack Smyth for providing continued suggestions and sources of information.
- Alex Wier for handling the t-shirts and hustling all weekend to cover any missing details.

- Art Vivar, Jeremy Wood, Ken Finley and Kevin Tan for standing in the death zone of the accident avoidance drill.
- Jeremy Wood for organizing the setup at Porsche NH and taking pictures.
- La Marque Fire Department for providing the water trucks.
- Houston Sports Car Club of America and the BMW Club for continued support.
- Gulf Greyhound Park for getting the contractors out and the parking lot repaired.
- Jack McCall and Rodger Gay for hosting us at Porsche NH.
- Laura Grubb for arranging food and drinks, sewing flags, running registration, and otherwise putting up with my BS for the past couple months.

Please enjoy Kelli Araujo's first hand account of the weekend and following her article you'll find some of the other comments that we received following the event.

If you missed us this time, look forward to upcoming LSR events in 2009. As always, the Houston SCCA and BMW clubs welcome us with open arms. Houston is fortunate that autocross is a regional affair and not strictly delineated by club membership. The schedules are posted on the LSR website.

Thanks again. Hope to see you at the next event.

Matt Kucharski

LSR PCA Performance Driving School— A Transformation

When was the last time you stepped out of your car, sweating and breathing hard from the exhilaration and the exertion of really driving? It was a first for me. But it definitely won't be the last.

I signed up for the LSR PCA Performance Driving School with a goal of finding the limits of my car. To be honest, I was intimidated by my car. I really appreciated the music it could make when I was driving, but I knew I couldn't drive the way Porsche had designed a car to be driven. To be a truly good driver requires knowing the limits of your car, knowing when to push outside the limits, AND knowing how to bring the car back.

I have not always been a car "girl". My husband, Ron, on the other hand, is a Porsche guy, and has been for 40 years. I, like so many others, thought folks bought Porsches as a symbol of their status. You can't fault me for thinking that. How can you explain the mystique a Porsche elicits unless you have experienced it for yourself? For me, the moment of understanding happened when I got behind the wheel of my husband's 997. This was an entirely different car than anything I had ever driven. I sensed that to know the real mystery required this car to be driven. By capable, confident hands. That was the beginning of the quest—to learn how to drive a Porsche with confidence and skill.



When we arrived for the classroom session at Porsche of North Houston on Friday night, I was nervous. I was sure all the men in the room were much better drivers than I. My anxiety only increased as we learned about the basics of efficient driving and Saturday's six different drills were explained. Two of the drills flat out scared me: the apex and the pitch-and-catch. I was thinking to myself, "Right. You want me to get my car to slide and then continue driving?" Not going to happen. I even told Matthew Kucharski and Joost Perquin at the break that I didn't think my car could slide. "It is C4S. That's the point of four wheel drive—NOT to slide." I'm sure they were thinking that this, indeed, was going to be interesting.

When I arrived at Gulf Greyhound Park Saturday morning, I thought no matter how bad the day went at least the drive down was wonderful. I had the

sunroof open to let in the cool morning air and the sound of my 993's air-cooled engine. After the safety inspection, we lined up with our run group for the first exercise. Wouldn't you know it? My group's first drill was the dreaded apex drill. The first half of my group started the drill, and those of us on deck were asked to stand inside the apex grid and watch. Amazingly, I felt a bit more relaxed as I watched. A sneaky bit of determination crept in as I walked to my car for the first run. My instructor, Claus, was patient and encouraging as I made my first slow lap. On the second lap, something started to come alive. I have no idea where it came from but the first glimpse of the aggressive driver inside peaked out. On the third lap, I was driving my car harder than I ever had before. It was the fourth lap where Claus sensed I was ready. "Go faster this time. Take the first turn wide and cut in right on the apex, then throttle into the final turn." So it was. The symphony played. On the last turn under hard throttle, the rear end of that 993 slid around the corner and then unbelievable was brought straight again. I shouted all the way off the course.

From that point on, I was all over that car. At every station, I wanted to push it over the limit and then experience the unexplainable feeling of bringing it back. The second station was Braking Point. To be honest, it looked a bit boring. Until Richard Jackson (who was running this station) told us to launch it to the braking cone and bring the car to a stop by the last cone. I'm thinking, "Not going to happen. But, let's go for it." On the first launch, I cheated and jumped on the brakes just past the half-way point. The car stopped twenty feet before the last cone. Each leg of the triangle taught the amazingly short distance my car can stop. On my second run on the

(Continued on page 12)



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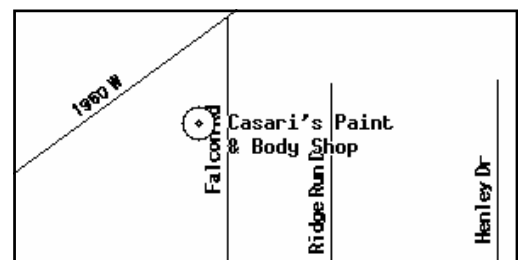
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(Continued from page 9)

course, the temptation to slide the rear around the corner under hard acceleration to the next stop was too much. I could even accelerate just past the braking cone and still stop at the final cone. Now, I can relate to all the talk about Porsche's brakes. It is not just techie, "engineerical" concepts in Porsche publications. For me, it is experiential. Those brakes are unbelievable.

Next up was Pitch-and-Catch. By this point, I was transformed. I'm pretty sure I grew some pointy ears and a solid lead foot. The second most feared drill was now my very favorite. For months to come, I'll re-live throwing the rear end around 180 degrees and inducing a slide at one apex of the triangle and sliding all the way around the second apex (another 'shouting-all-the-way-off-the-course' incident). After the third run on the course, I got out of the car and had to bend down to catch my breath. I was sweating and my heart was beating as fast as if I had been running hard. I won't forget that moment. It was really special.

After lunch, we got to experience the skid pad. On my first lap around the course I totally lost control and slid 360 degrees. (This was not the goal, but it sure was fun.) On the second run, Mike Long was

my instructor and he grabbed the steering wheel and wouldn't let me steer. I was forced to find that sweet, sweet spot of acceleration to drift and deceleration to slide. Holding the wheel immobile and ever-so-gently lifting and pressing the throttle keep you going around the circle. It looks smooth and controlled but actually it is a dance of sliding and gripping, losing control and regaining it. Excellent.

The Slalom. Can I be honest? My performance on the first pass down the slalom was horrible. I even had the audacity to think this drill was no fun. Then, several instructors offered techniques to try. Each pass brought improvement. On the last pass, it all came together. My husband, Ron, told me to tighten my line, control my speed at the start, and then really finesse it as the cones tighten up. Cue the symphony again.

We finished the day at Accident Avoidance. This drill looks boring until you are behind the wheel. It requires a swift, adept response. You accelerate hard at a line of cones and then a flagman directs you left, right, or stop. It takes focus to turn off your natural response to ACT. Barreling at a line of cones without flinching and then reacting quickly upon ridiculously late input is a skill worth having.

Continued page 14



A braking Carrera, driven by Kelly Araujo, prepares to round the cones on the Gulf Greyhound parking lot course.
Photo: Ron Araujo

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Matt Kucharski reviews the Performance Driving School activities with the “students.” Photo: Jeremy Wood

However, I do wonder if my instructors conspired together when one trip down the course left me on the wrong side of the flagman, my engine killed, and my head on the steering wheel laughing.

This was, hands down, the best day I have ever spent in a car. And that is saying something as there have been wonderful days before. This was a magical experience. It transformed me from a timid “woman” driver to an aggressive race car driver in my own mind. On the road now, I have to smile at my fellow drivers. They have no idea there is a tiger behind the wheel in the lane next to them. There is no hint of the pointy ears and full metal foot. I have to laugh as I think of the ladies at my PTO meetings. To them, I am a prim, proper, pencil-skirt-and-pumps lady. I love that I have a little secret that only those people that can relate know about me. I can be transformed by a pair of driving shoes and an adorable yellow Porsche.

To Matthew, Joost, Jim Robertson, and all those who helped organize the Performance Driving School: put my name at the top of every LSR PCA Performance Driving School. No matter how much my driving skill improves, pushing my car outside the limits and bringing it back produces a confidence and an exhilaration that is hard to describe. I highly recommend it for both the experienced, accomplished driver, as well as the novice, timid driver. You will benefit equally from it.

In the sweet spot of drifting and sliding,
Kelli Araujo

Spectacular job. I really enjoyed the experience. The organizers and instructors were incredibly generous with their time. Really remarkable.
--Dayle Pugh

I have never done anything of the sort, so I had no particular expectation of how the class would go. My honest assessment after the fact is that it was outstanding and exceeded any reasonable expectation that I could have had.

The classroom session Friday night was very well done, but I was thinking the whole time, “how good a driver do you have to be to make these principles work in the car?” I found the answer about two minutes into the first day—not too good. By the second lap around the skip pad, I could feel all of the things that Jim talked about in his presentation and actually began learning to put them into practice during those first five laps around the pad. The presentation that was just interesting on Friday night proved to be an excellent foundation for the skills that we practiced on Saturday.

The instructors who ran the Saturday and Sunday sessions were great as well. I learned something from each and every instructor I worked with. I also thoroughly enjoyed the practice autocross on Sunday. Kudos to Laura for keeping everything moving throughout the day. She couldn’t have done a better job of keeping things organized and flowing.
--Jim Coppedge

Even on the drive home Kristina seemed more confident in her driving. I watched her use proper hand technique on the steering wheel going under a freeway. The classroom set up Saturday’s drills very well; the drills really put her in situations to learn new driving skills. The autocross allowed her to feel her car in action.

--Art Vivar

Matt...thanks for making it happen...it was better than 6 Solo AX events combined...I would be very surprised if this is not requested as a yearly or twice a year event for those that have never done this before. I would expect this to be a great introduction to AX...the Solo events just don’t have the same impact, and leave you to fend for yourself. While this was a Porsche LSR sponsored event, I could see this as an AX event with many other brands sneaking in.
--Scott Fendrick

North Houston

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Porsche Motorsport News

PORSCHE SECURES LMP2 AND GT2 MANUFACTURERS TITLES WITH KEY PERFORMANCES BY PENSKE RACING, FLYING LIZARD MOTORSPORTS AT LAGUNA SECA FINALE

ATLANTA - October 18 - Porsche entered today's Monterey Sports Car Challenge, the final round of the 2008 American Le Mans Series, with the LMP2 prototype drivers championship and the GT2 production-based drivers championship already clinched, but the manufacturers titles in both classes were still up for grabs.

But, when the checked flag fell on the four-hour sports car classic early Saturday evening, a Porsche race team in each class scored a third point finish - good enough for the marquee to win both manufacturers championships.

In a race which featured 13 yellow flags and a racing surface which lost its grip due to excessive gravel on the track from the many racing incidents, the 2007 and 2008 LMP2 drivers champions, Romain Dumas (France) and Timo Bernhard (Germany), overcame an offtrack incident of their own to guide their Penske Porsche RS Spyder to a third-place finish- just high enough to edge Acura by a single point in the final standings. Porsche ended up with 214 points, and Acura, with its one-two finish at Laguna, finished second with 213. Penske Racing had previously clinched their third straight LMP2 team title.

In the production-based GT2 class, Porsche had a more comfortable lead of 15 points going into the last event, but a strong contingent of Ferraris threatened to overcome those points with a sweep of the top position in the four-hour finale. But the Flying Lizard Motorsports Porsche 911 GT3 RSR of Patrick Pilet (France)/Johannes van Overbeek (USA) finished fourth in class to seal the manufacturers championship, 220 - 215. Originally, Dirk Werner (Germany)/Bryce Miller (USA) in the Farnbacher Loles Racing Porsche 911 GT3 RSR had finished third, but the car was excluded at post-race tech for a ride height violation due to a broken right front spring.

Previously, Joerg Bergmeister and Wolf Henzler (both Germany) had clinched the drivers championship in their Flying Lizard Porsche, and Flying Lizard Motorsports had sealed the team title - their first.

Hartmut Kristen, head of Porsche Motorsport, couldn't have planned the season any better for this final result.

"To win all six championships - team, driver, and manufacturers titles in both LMP2 and GT2 - is so much satisfying than any individual race that we could win. This team effort included all our teams, their drivers and crews, our engineers - both at the track and in Germany - and all the Porsche AG, Porsche Motorsport, and Porsche Cars North America employees that helped make this happen. A special thanks must go to Penske Racing and Flying Lizard Motorsports, the teams that produced the drivers championships and contributed heavily to the manufacturers titles," said Kristen.

Paul Ritchie, president of Porsche Motorsport North America, was particularly gratified with the success of the 2008 Porsche 911 GT3 RSR after the 2007, when Ferrari got the best of Porsche for the championship.

"Over the winter, the engineers at Weissach, led by Roland Kussmaul, completely revamped the race car, including a new aerodynamic package and a four-liter engine, and provided us with a great package - and our teams did the rest. A special thanks must go to my staff at Porsche Motorsports North America, who provided critical parts and service support to keep everyone on the track," said Ritchie, whose organization is based in Santa Ana, Calif.

Other LMP2 Porsche finishers included Helio Castroneves/Ryan Briscoe in the Penske Porsche RS Spyder (fourth); Guy Smith/Chris Dyson in the Dyson Racing Porsche RS Spyder (fifth); and Marino Franchitti/Butch Leitzinger in the other Dyson Racing Porsche RS Spyder.

Other GT2 Porsche finishers the Darren Law/Seth Neiman Flying Lizard Porsche (fifth); the Joerg

Bergmeister/Wolf Henzler Flying Lizard Porsche (ninth after an early-race accident resulting in a long pit stop for suspension replacement). The Francesco Pastorelli/Nicky Pastorelli/Mark Basseng VICI Racing Porsche did not finish due to an early-race accident.

###

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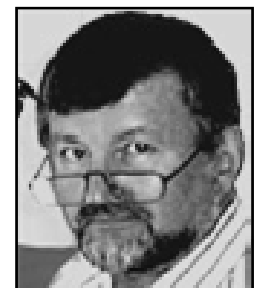
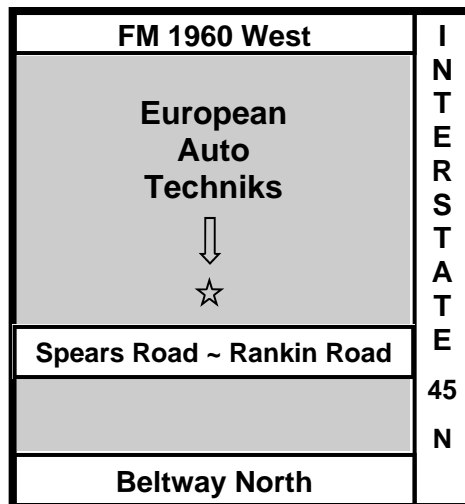
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October Board Minutes

Lynn Friedman- Secretary

LSR PCA Board of Directors

Date: 10/1/2008

Place: Goode Company BBQ, Houston, Texas

Time: 6:30 p.m.

Present:

Burnell Curtis, President
John Smaardyk, Vice President and Safety Chair
Lynn Friedman, Secretary
Jim Heimer, Webmaster
Bruce Gunther, Past President
Sylvia Lanz, Concours
William Wong, Membership
Larry Friedman Nina Midway
Eric Geores Jerry Paladino
Brian Kamery Jake Taylor
Ted Lazarides Chris Thomas

Burnell Curtis, President, called the meeting to order at 6:30 p.m. He announced the nominating committee's slate of officers for 2009 as follows:

President – Lynn Friedman

Vice-President – John Smaardyk

Secretary – Dave Abmayr

Treasurer - Tim Westby

Member At-Large - Ken Tubman

He then opened the floor for additional nominations. There were no nominations from the floor.

Burnell reported on the LSRPCA tour of Houston Ferrari Dealership and Facility. He said between 125 and 130 members attended. Those who came got to see and hear some very special cars, including an F1 driven by Michael Schumacher.

Ted Lazarides reported on the DE. The September DE was cancelled due to Hurricane Ike. Registrants were offered a refund or the opportunity to have their registration transferred to the December DE. He said only 6 people have not responded regarding their registration money.

Jim Heimer, Webmaster, reported that he has been unable to update the web site due to technical difficulties. He said he should have it updated in the next day or so. He asked if anyone has any updates to let him know.

Nina Midway stated that the next "Ladies Only" or "Porschenista" event will be October 24 at Santos, The Taste of Mexico, restaurant. After dinner, they will go next door to Sherlock's Pub to listen to music.

William Wong, Membership, said that he sends the e-mail announcements to members at the end of each month. If anyone has something to include in these announcements, he needs to know before that time.

Jerry Paladino, Goodie Store, showed the latest LSRPCA merchandise. These included a Travel Mug and a Travel Bag. He demonstrated that the Travel Bag could also accommodate a helmet in addition to clothing. The price of the mug is \$15.00 and the travel bag is \$45.00. He will continue to bring LSRPCA merchandise to DEs that he attends. He will also provide some items from the Goodie Store to be raffled at the November Concours.

Chris Thomas of MarineMax reported on the Concours slated for November (Previously scheduled for October and cancelled due to Hurricane Ike) He is planning to have 4 to 5 captains available to shuttle people by boat to the Kemah Boardwalk hourly during the Concours. He stated that he has received much local support for the event. MarineMax will provide lunch and refreshments. There will also be live entertainment. He has also invited MarineMax clients to come to the Concours.

Sylvia Lanz, Concours, said that cars should arrive at MarineMax by 9:30 a.m. Judging will begin at 11:00 a.m. and the event will conclude at 4:30 p.m.

Jake Taylor stated the LSRPCA Performance Car School is still scheduled for October 10-12 at Gulf Greyhound Park

There was no Old Business.

There was no New Business

Sylvia Lanz made a motion to adjourn. Jerry Paladino seconded it. The meeting was adjourned at 7:30 p.m.

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From the Fast Lane

Lea Safley—*PorscheNaut* editor

First I would like to wish everyone a joyous holiday season and may it be filled with happiness and good will.

I also want to extend a “thank you” to fellow LSR member, Ken Hajdik. For the last three years that I’ve been editor of the *PorscheNaut*, Ken has taken care of invoicing our newsletter advertisers, leaving me free to do the monthly newsletter layout and dealing with our new advertisers. Regrettably, Ken has had to relinquish this voluntary duty due to home and work commitments. As a token of my appreciation, I’m nominating Ken for the club’s vice president position. All kidding aside, thank you for your hard work for the club. I’m sure in time my appreciation for your work will be compounded as I assume this duty.

In case you didn’t notice the recent web site updates and the information on page 4 of this newsletter, we have elected a new club president. Just because Hillary couldn’t pull off a win didn’t mean that our own Lynn Friedman couldn’t do it! Congratulations Lynn, I’m sure that under your leadership, the LSR will be in good hands and we will continue to grow as we offer our members first class events in which to participate. With Lynn’s incoming, we must say good-bye to Burnell, whose hard work and dedication as president of the Lone Star Region was first class. The next time you see either Lynn or Burnell, be sure to offer a congratulatory welcome or thanks for a job well done!

With Lynn’s election win for president, her vacant secretary position will be filled by Dave Aymar. Dave has been LSR secretary in the past and again will benefit the club with his wealth of PCA procedural knowledge.

We’re fortunate to have kept Vice President John Smaardyk, Treasurer Tim Westby and Member-at-Large Ken Tubman in their respective positions. Each of these gentleman puts forth a great deal of time and effort to keep our club moving forward and addressing issues as necessary. It is because of the

hard work of all of the elected board members, the appointed chairpersons and the numerous volunteers that our club maintains a high membership renewal rate as well as winning awards for membership growth.

While we’re on the subject of board members and chairpersons, have you attending a board meeting recently? Our board meetings are open for membership attendance, giving you an opportunity to hear about the club’s on-goings as well as allowing you the opportunity to make comments or to bring up suggestions or concerns. Our meetings are generally held the first Wednesday of every month but be sure to check the newsletter calendar (see page 5) or the LSR website (www.lsrpca.com) for dates, times and locations.

As a frequent traveler to various scenic sites in this great country of ours, I’m always on the look out for Porsches. Scanning the on-coming traffic as well as the soon-to-be passed traffic, I have a watchful eye for anything Porsche. In many cases, the time spent behind the wheel can easily reach triple digit mileage and occasionally exceeds 1000 miles. I guess the yearly cross-country trips as a child with the family has remained in my blood.

Anyway, on a recent trip to the Pacific Northwest to visit family and friends, it wasn’t until the day of our departure from Central Oregon that the first Porsche was sighted, a Cayenne. Within an hour, the second and last sighted Porsche went cruising past, an air-cooled 911. Our first 6 days and 1100 miles were void of Porsches. Seventy-five percent of our driving was on major highways with Portland, Oregon as our beginning and ending point. Even though the weather was nice during our time in the Portland area, the previous weeks rain must have been enough that P-car pilots didn’t want to risk a wet journey out and about.

Several days were spent in a quaint B-and-B located approximately two hours east of Seattle in the town of Leavenworth, Washington. Situated at the base of the Cascade Mountains, the town’s “Little Bavaria” nickname is apparent in it’s architecture and activities.

The majority of the buildings look like they've been moved from Germany and their festivals, including Oktoberfest, have become annual events. Their outdoor activities coincide with the weather. We had cool weather which made our afternoon hike along the Wenatchee River invigorating. We also visited the Nut Cracker Museum, filled with over 6,000 examples, some dating back several hundred years.

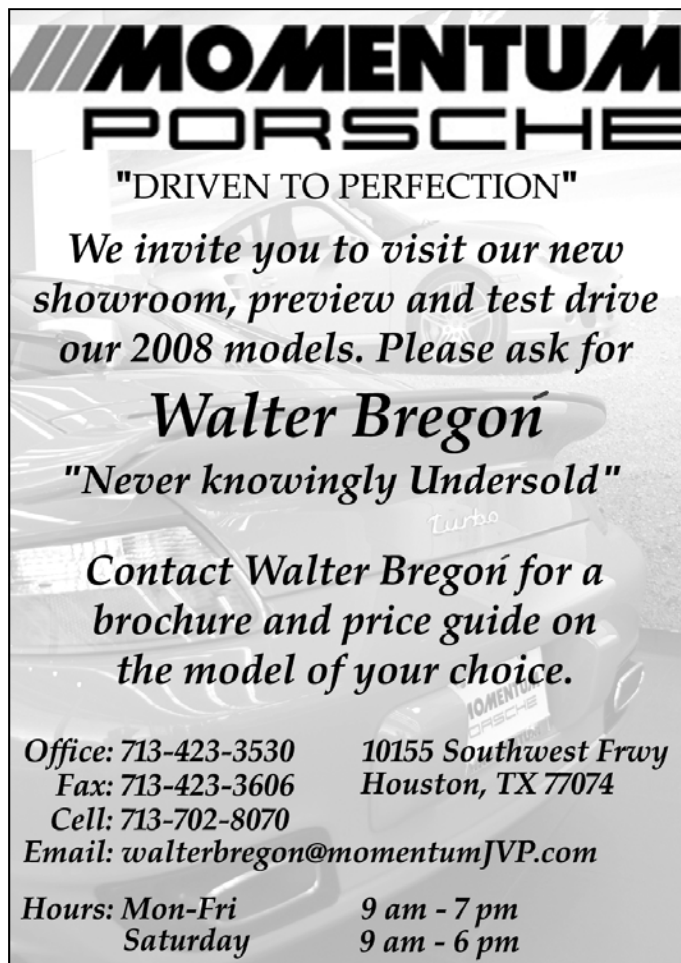
But wait, getting back to our "sightings," even with all of this German influence a Porsche sighting eluded us during our stay.

Traveling from Central Washington to Central Oregon was done under the cover of night and deer watching became priority one!

Fortunately, it was after spending several days in Central Oregon *and* before Porsche withdrawals set in, we made our first Porsche sighting while seated in a brewpub enjoying, what else, a microbrewery beer crafted following the German traditions.

Ahhhh... life is good!

Happy motoring,
Lea



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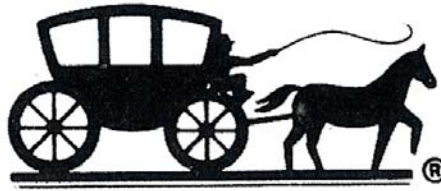
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Treasurer's Report

Tim Westby - Treasurer

For October:

Checking:

10/01/08 opening balance: 52,582.27
 credits: 51.60
 debits: (26,608.60)
 10/31/08 closing balance: 26,025.27

Money Market:

10/01/08 opening balance: 27,098.13
 credits: 9.51
 debits: -
 10/31/08 closing balance: 27,107.64*

*excludes six CDs purchased for \$25k/ea, current value approximately \$159,425.03

Revenues (excluding interest) totaled \$51.60 from Goody Store sales.

Expenses totaled \$26,608.60 and consisted of: \$178.56 for DE; \$984.20 for Goody Store stuff; \$11,951.91 for the Club Race settle-up with HCRPCA; \$11,778.18 for newsletter printing and mailout; and \$1,715.75 (\$758.56 barbecue, \$300 La-Marque Fire Dept, \$474.94 for sandwiches, and \$182.25 for miscellaneous expenses).

Our checking account balance as of today is \$25,904.46. I have outstanding checks totaling \$14,728.07.



Membership: October

William Wong - Membership

Lone Star Region welcomes our newest members!

Aaron G. & Lisa K. Carlson	2008	997	Transfer-ins		
Mark A. Counts & Susan M. Webb	2000	911			
Blake Davidson	2002	911 Turbo	Ken & Marsha Hayes	1967	912
Conrado D. & Ismael Deleon	2008	997	Stephen J. Morris	1982	928
Kenneth Dobbie	1988	928			
Terry & Janna Eleftheriou	2008	911 C4S			
Chet Farmer	1995	993			
Bryan V. Fruge	1985	911			
Orlando D. Gutierrez	2007	911S			
Jon K. Hansen & Sebastian Braeuning	2005	911			
Margaret J. Hong	2007	Carrera 4S			
Kevin R. & Kenny Kan	2006	Cayman S			
Bruce F. Karger	1986	951			
Albert W. Kinnard	2008	Boxster S			
John R. & Laura Nagle	2008	997S			
Bob & Pegi Newhouse	1999	911			
Jeri & Carolyn Platt	2004	Carrera			
Mark C. & Becky Pye	2008	Cayman			
Chuck & Charelene Wolfe	2000	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!

SHOP TECH

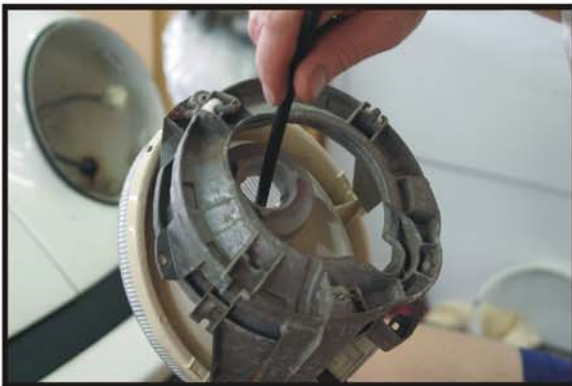
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HOW TEN CENTS SAVED \$250.00 (part one)

I recently purchased a well used '88 911. The tech performing the PPI wrote, "H5's need replacing due to weathering." Hummm....H5's are glass

I told myself and resolved to wait and see.

The H5's did have a film...on the inside. The rest of the lens looked great and was useable. I removed the cloudy lens....

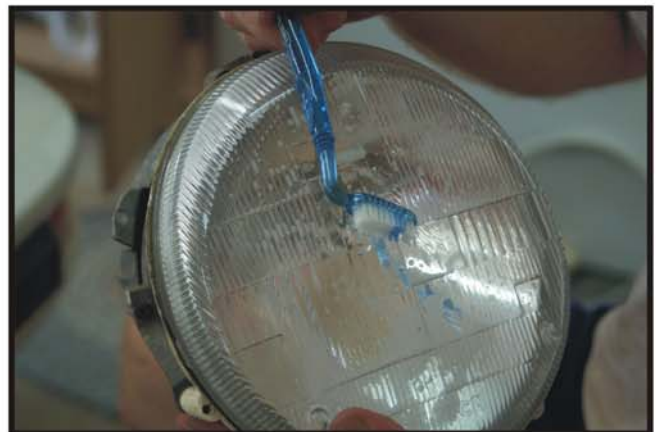


After removing the bulb I used a section of plastic coat hanger and a piece of old t-shirt (does not leave lint) to clean the inside of the lens. I used Glass Plus. On a stubborn section of film I used an old toothbrush that I had heated and bent into a 90 degree cleaning tool.



Cut-off Plastic
Coat Hanger

Robert Buchanan



Toothbrush modified to reach flat to glass.

Inside the H5 is a small metal bracket that is a heat deflector for the bulb. This takes a bit of maneuvering to get around but is no issue.

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Dec08



1996 911 Turbo Coupe, Special Order (One of Two Manufactured). Factory Lightweight. Iris Blue Metallic / Classic Grey Leather Interior W/ Black Racing Style Sport Seats. Fikse Wheels, 3-M Clear Bra, Car Cover. Deleted Power Sunroof, Deleted AC, Deleted Rear Seats and Rear Model Designation. Excellent Condition. Garaged. No Accidents, NonSmoker, No Rain. All Books and Records, Including Original MSRP. Fully Serviced. 33,700 mi. \$85,000. Contact Leon Seligman, Huntsville, TX. 936-594-9669. LeonSeligman@hotmail.com

Nov08



Porsche, 1986 911 Carrera, Targa Turbo-Look 5 speed manual transmission wide body has 3.2L engine with 217 HP. 1 of 2 built in 1986. It has been very well maintained and is not a garage queen, it has been driven. Guards Red, black leather interior, 930 sport steering wheel, turbo tie rods and H1 headlights. Alpine radio (AM/FM/CD) and upgraded speakers. Cruise control, M-491 wide body turbo look package, locking differential, auto heat control, power windows, power mirrors, power drivers seat, rear wiper, front and rear spoiler and Porsche mats. 17" RUFs - 9" and 10" with Bridgestone Potenza ZR 730 makes this car look great. 126K well maintained miles. Has the spare tire, air compressor, jack, tool kit and mirror covers. These wide body cars are the last of the 'bullet proof' Porsches, and this one's exceptionally fine. Email for more photos or information. Price - \$28,000 Ctc Rob - Rgreeny2@yahoo.com (Maverick Region)

July08



1985 Porsche Targa Carrera Coupe, black, mileage 123,000. Purchased in 1992, well maintained with records available, original owner's manual runs well, new tires, garage kept (covered) body is in excellent condition, as well as interior. Located in SE Houston, near Johnson Space Center. Asking \$18,500. Ctc Herb Miles 281-333-3886, 281-660-8259 cell, amiles2@verizon.net

July08

2001 C2 Rear decklid Excellent condition and not currently being used. Recently replaced with decklid with a wing. Cost new \$817.00 and priced to sell at \$275.00! Pictures upon request. Contact Tom Sanders at 713 907-4921 or thomas.sander@ubs.com.

Sep08

Set of 4 18" Bridgestone Potenzas-\$200

RE040, 225/45R18 Tires came off a new Mazda and have about 450 miles on them. They were manufactured in the 40th week of 2006. They can be seen/picked up in Montgomery, TX or at TWS on a track weekend. Ctc Dave Hawkins-936-588-3259-home, or 936-232-9821-Cell, or email him at razerbak@hotmail.com

Nov08

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996 Cabriolet Wind Deflector (Screen) available. Fits all 996 Cabs. Installs behind the seats to reduce wind stream when the top is down. \$50. Cte Jerry Landon at j.landon@comcast.net Nov08

Colgan Custom Bra - like new, used on my '03 Boxster S 3 or 4 times. This is a Colgan part #PR1211 and is the "fenders not covered" model with license plate opening. It comes in two parts: hood section and lower (front bumper) section. Owners manual included. \$60 plus shipping. Also two mirror bras \$20. Contact Norm Pursley at 281-488-8214 or email purs95us@yahoo.com Sep08

Colgan Customs Bra The bra is from 2002 and was on a 1999 Porsche Carrera Cabriolet (996). I NEVER used it. It came with the car when I bought it in late 2002. The previous owner did use but the use was limited. It has been stored in an air conditioned storage facility. It's in excellent shape! I really don't know what bra's are worth? So I guess make me an offer. I really don't know if a bra that fits a 996 will fit 993s and 997s, too? Please email any questions and offers to SCUDERRIA@AOL.COM. Aug08

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