

The

Lone Star

December 2013

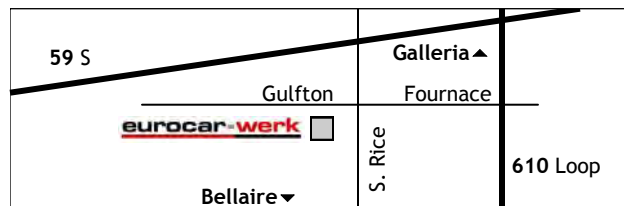




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The Lone Star

December 2013

The Calendar of Events

The calendar of events is current at the time of printing. Date/time/event changes may be necessary. For the latest details and updates go online to the Lone Star Region website or visit us on Facebook.

www.lsrpca.com

www.facebook.com/groups/lsrpca/

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On the Cover:

Thanks to Michael Tribolet for this great photo of the TRG GTC cup car chasing the Flying Lizards through the corners at COTA in September. TRG Drivers Damien Faulkner and Ben Keating (Port Lavaca, TX) staged an epic battle with Sean Edwards before scoring TRG's first GTC win of the year. This race was a highlight of the American Le Mans Series (ALMS) debut weekend at COTA. Sadly, Sean Edwards was killed in an accident in Australia just a few weeks later.

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December 2013

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

- 4 Board Meeting at the Houstonian
- 5 Christmas Party at the Houston Gold Exchange (tentative)
- 7 City-Wide Coffee and Cars - Vintage Park
- 7-8 LSR DE at TWS
- 14 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 19 Third Thursday Social
- 21 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 28 PCar Get-together (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall

January 2014

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	

- 11 LSR Day Drive to Austin



On My Mind:

Greg Platt, President
Lone Star Region PCA

An Act of Heresy?

This past spring, I did something that some of you may find disturbing to the point of asking that my mental health be checked (not the first time that's happened!). I sold my 2010 GT3 and bought a 2010 Cayman S.

Of course, the reason for any outrage is not related to how I went about doing this. After all, this is the fourth Porsche that I have purchased on the Internet and committed to sight-unseen. (I would be happy to discuss the hows and whys of doing so, but that is beyond the scope of today's story. Please feel free to contact me if you would like to hear more.)

No, any heresy stems from the thought that the current Porsche model offering is a sacred structure that everyone should seek to ascend. Since Porsche is good enough to publish prices for their cars, one can easily ascertain the relative ranking of each model. The goal would be to one day possess a Porsche at the very height of the tower, with the thought that one must never descend from his or her current level.

But, I don't look at my cars that way. I still have my 2001 Carrera Cab for nice weather and an old sedan for rainy days or when I need to carry more than one passenger. The Cayman is my third Porsche coupe. I use my coupe for the track and when it's too hot for the Cab. The coupe should be safe, reliable and, to a degree, comfortable. Most of all, it should be fun. There are very few manufacturers who build such a product and Porsche is at the top of the list. The number of car brands that one can drive to College Station, spend the weekend at TWS and then drive home can be counted on one hand.

The GT3 certainly seemed to fit that bill, and it never let me down on the track. It's raw power, balance and cornering ability can be used by a skilled driver to dominate the track. Unfortunately, I came to realize that when it came to the GT3, I wasn't that driver. I found myself approaching the end of each straightaway with just one thought in mind: don't hurt this expensive car. Such thinking doesn't lead one to safely develop one's driving skills, and, more importantly, it's not fun. Further, with over 400hp, the GT3 could quickly close on other cars even if I missed the corner. I could "win the DE" without having to become a better driver.

However, the one thing that I missed most with the GT3 was the hands-on pleasure of working on the car. Surprisingly, the major intimidation to me was neither the cost nor power of the car, but all the concerns that I had in performing even routine maintenance. I enjoy doing this kind of work, as it gives me both a feeling of accomplishment and a more intimate knowledge of my cars. I can change the brake pads on my Cab in about eight minutes per wheel and have performed all scheduled mileage tasks up to now (the left front spark plug on a 996 is a bear to remove).

Over time, I became hesitant to do this work on the GT3. For instance, in order to change the GT3's rear brake pads, one must remove the rear calipers and be sure to use new, correctly torqued bolts to put them back. Some owners have failed to follow this procedure, and, if internet stories are to be believed, ended up with a caliper coming loose and anchoring the rear wheel - a very bad day on the track or street.

But the final straw was the GT3's use of center lock wheels and all the headaches that came with them. It's one thing to have to buy a new torque wrench for hundreds of dollars that won't even fit into the car (a trailer for just the torque wrench?); it's another when the simple task of mounting your wheels requires a second person to stand on the torque wrench.

The recent recall stemming from the GT3's center lock wheels finally pushed me over the edge. The rear hubs had come loose and damaged the expensive ceramic brake discs (the discs' replacement costs = one used spec Miata), and thankfully Porsche replaced them under recall. However, since I cannot afford a full time pit crew, I had lost my confidence in the car.

But after saying all that, I did enjoy owning the GT3 and I believe that it will be a great car for someone who is more confident about driving and maintaining it. I look forward to upcoming DE events when I can bring the Cayman out to TWS and see what it can do. I'm not saying that I'll be throwing my Cayman around like I picked it up for lunch money, but the level of intimidation will be significantly lower and my smile will be much bigger when the checkered flag flies.

Greg Platt

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New Stars and Their Cars

William Wong, Membership

March of 2013

Pedro Dambrosio & Silvia Garcia	2004	Cayenne S
Markus Dyson	2013	911
Scott Edwards	2010	911
Stephen & Gayle Evans	2001	Boxster
Antonio Flamenco	2006	Boxster S
Mark & Kathy Huse	2013	Boxster
David W. Kinsey	2005	997
Jeffrey E. & Joy Lee	1997	911S
Craig H. Lubin	2009	Cayman S
George F. Manzelmann	2005	911
Jeffrey J. & Sarah McParland	2013	911S
Robert J. Mecchi	2001	996TT
Robert W. & Kathleen Morris	1990	911
Robert L. & Victoria Pigott	2008	911S
Archie Rodriguez & Julie Bennett	2011	Cayman S
Cynthia K. & Derek Roesler	2008	Cayman
Brian S. Roy	1990	944 S2
Cyrus Sallee	2010	911 GT3
Paul Saputo	2004	911 turbo
Cephas Sekhar & Enoch Varner	2013	911
Charles S. Turet, Jr.	2009	Cayenne GTS
Michael D. White	2009	911S
Melody & Ben Williams	2010	Panamera S
Jeffrey K. & Emryss Winkler	2012	911
Wesley W. & Aimee Yuan	1998	911 C4S
Mark Zitterich	2013	Boxster S

Transfer-in

Ian & Chris Curtis	2003	911
Thomas G. & Cindy Roy	1990	928
Richard M. Sperling	2002	911
Ed L. & Beth Stewart	2008	Boxster
F Edward & Betty L. Waechter	2013	Cayenne

April 2013

Hein Benninga	2002	911
David A. Crockett	2010	Boxster S
Steven Dahl	2013	Boxster
Robert A. Dupree	2013	911S
Alan C. Engberg	2011	911
Paul Garnier	2008	Cayenne
Pierre-Olivier Gourmelon	2006	Cayman S
Joseph S. Lammers & Hamzah Hezam	2002	996TT
Seth & Shannon Lemke	1990	911
Travis & Jessica Milner	1987	911
Casey O'Shea	2013	911 turbo
Albert Peacock	2014	Cayman
Christopher A. Phillips	2013	Boxster S
Keith M. Remels	2001	911
Faye L. Roach & Mike Denney	2012	Panamera
Carlos R. Sanchez	2003	911
Philip Saweris	2006	911S
James Short	2006	911S
Daniel G. Simoni	2007	911S
Ron D. & Ann Smith	2007	Cayman
Joseph R. Tasch	1987	911
Michael & Lynne True	1986	944
Brian D. Wiggins	1988	911
Shu Yuen Wong & Janet Cheung	2011	Cayman
James R. Woodfin	1997	993

Transfer-in

Richard C. & Barbara Humphrey	2004	911 C4S
Philip A. & Ina Kuehnhoefler Riley	2008	Cayenne S

May 2013

Ryan & Nickoel Adler	2007	Cayman S
Juan Carlos & Franco Agolia	2010	911 GT3
William C. Alvarez	1983	911 turbo
Robert & Laura Burton	1999	Boxster
Kerry P. Chrapliwy	1987	924S
Dennis W. & Debbie Conner	2007	Cayman
Elias Cortina	2003	Boxster S
Billy & Olivia Dana	2013	Boxster
Stephen C. & Roxann Dazet	2013	Panamera
Daneshmund Desai & Nali Spencer	2006	911S
Margo Love	2004	Boxster
Robert A. & Pauline Maybee	2013	Cayenne GT
Lance C. Pate	2008	911 C4S
David & Lisa Pitts	2012	911
Kevin W. Smith	2007	Cayman S
William E. Sweeney	1991	911
Julien Toniolo	2014	Cayman
Weldon G. & Julie Uptmor	1984	911
Travis P. Vest	1984	911
David Wittoesch	2009	Cayenne
Samuel Young	2010	Cayman S

Transfer-in

Marshall D. & Jeanne Byrd	??	
Kenneth T. Lee	1981	911SC
William E. Sweeney	1991	911

June 2013

Alex Bos	2008	Cayman S
Rodrigo Dominguez & Stephanie Martinez	2013	911
Alexander A. Forrest	2006	Cayman S
Susan & Martyn Greensmith	2013	Cayenne
Alton L. Holmes	2007	Cayman
Lee Jordan	2004	911
Robert Keathley	1986	911
Richard M. Linnehan	1996	993
Ronald K. Martin	1982	911SC
Amine Matta	2009	911
Stephen W. O'Leary	1981	911SC
Victor M. Palafox	2013	911 C4S
Don D. Peak	2003	911
Randy L. & Barbara Stephens	2011	Boxster
Pamela Lea Warner	2003	911
Nancy Welch	2001	Boxster
Oanh Yamaguchi	2010	Cayenne

Transfer-in

James G. & Altha S. Hayes	1995	968
Garth Heuchert & Patricia Chou	2006	911
Jacquelyn Nemcik	2000	911
Raymond Noble	2012	911S
Fred & Deborah Poteet	????	????

July 2013

Bridget Barrow	2010	911
William M. & Brian Beckenbaugh	1969	912
Mark G. Cash	2007	997TT
Steven Chang	2009	Cayman S
Brian K. Dunn & Tiffany Ngo	1997	911
Simon Gonzalez	2008	Cayman
Susan & Martyn Greensmith	2013	Cayenne
Tony D. & Greg Maxwell	2000	911
James W. & Isabelle McClung	2006	911S
Jim & Suzan Phenicie	2010	Boxster
Cameron W. & Jordan Remelje	2004	911S
Rene J. & Karen Robichaud	??	??

Maynard L. Sawyer	2006	997
Joseph & Melissa Tacchino	2014	Cayenne
Renato Varella	2009	Boxster S
Antonio Veal	2012	Cayenne
Robert Villa	2008	911
John C. & Randy Wagner	1990	964
David R. & Janet Wallis	2011	911TT
George W. & Diana Warren	2014	Cayman S
Clint Wilkinson	1999	Boxster

Transfer-in

Bruce A. & Ann Johnson	2007	911S
Todd K. Torgerson	1998	911S

August 2013

Quinton D. & Lee Anderson	2013	Boxster
Jon Blickwede	2007	Cayman S
Clayton R. & DD Carpenter	2009	911
Stephanie Cole	2007	Cayenne
Christopher A. Cooper	2007	911 turbo
John E. Cruickshank	2014	Cayman
Chris & Jayme D'agnolo	1982	911SC
Mitch & Sue Dauzat	2014	911S
Jerald J. England & Sheila Calkins	2013	Boxster S
Wesley C. & Priscilla Flanagan	2013	Boxster
Brandon M. & Courtney Foster	2011	911S
Derrick Garza & Danielle Nguyen	2007	911S
George Glass	1989	911
Neil A. & Connie Holder	2013	911 C4S
Matthew M. Hoops & Derrick Fell	2009	Cayman S
Travis B. & Mark James	1987	944
Ronald C. Johnson	2007	911S
Robert & Tiffany Kuhl	1986	944
Richard E. Link	2010	Panamera
Arne Lyngholm & Hilde Igeltjoern	2009	911 C4S
Ralph Maddalena	2014	Cayman
David & Maryanne Maldonado	2013	911
Joseph J. & Toni McConnell	2011	Panamera S
Joel S. McTopy	2014	Cayman
Nicholas Purday & Catherine Coon	2007	Cayman S
Timothy Quach	2006	Cayman S
Meghan L. & Kirby Reed	2007	Cayman S
Tim C. & Cinnamon Schlather	2006	911S
Robert Villa	2008	911
John & Val Ward	1997	Boxster

Transfer-in

Tary & Susan Burritt	2001	911 turbo
Edward J. Greeves	2013	911 C4S
Edward G. & Caroline Mann	2006	Cayenne S
Michael B. & Katrina Rawski	2007	Cayman S
David E. Ruck	2014	Boxster
Bernard Salvetat	2002	911 C4S
Lenny Zwik	2009	911 turbo

September 2013

Derek W. & Paul Aegerter	2014	Boxster S
Daniel Barber	1995	911
Gerardo E. Chirinos	2010	Boxster
Cathy L. Clark	2008	Cayenne S
Jose G. Cobian	1976	911 turbo
Dorothy L. & Mike Cortner	2010	Boxster S
Lisa A. Coryell & Phil Britt	2006	Boxster
George E. Cushing	2001	Boxster
Rick L. Day	2008	911S
Thomas V. & Andrew DiBello	2011	Cayman
Richard Falco	2003	Boxster
Avrim B. Fishkind & Wendy Hawkins	1984	911
Rafael D. Gonzalez & Luisa Montilla	2014	Cayman
Mark J. & Margie Harris	2007	Cayman
Nathaniel D. & Wendy Hartwig	2014	Cayman S

Robert J. Heckel	1999	Boxster
Krista K. Highfield & Ernie Galliani	2006	911 C4S
Clay Hundley	1977	911 S
Jeffrey G. Jenkins & Christine Devine	2012	911 S
Campbell B. & Jill Kinnear	2012	911 S
Alan & Susan Kirshner	2002	911
Derek McKaskle	2009	911
Daniel P. Norberg	2008	Cayenne
Lawrence Robinson	2003	911 C4S
Daniel S. & Julia Traber	2013	Boxster
Jan Van Beek	2002	911
Herman & Claudia Van Dijk	2011	911
Charles & Chryshanthi S. Vethan	2013	911
William M. & Nicole Waldrop	2004	911
Enrique L. & Enrique (III) Zanelli	1992	911

Transfer-in

Rick V. & Keisha Smith Anderson	1987	928
Sean Baig	2008	Cayman S
George K. & Jacquelyn Gitschel	2002	911 turbo
Hector G. Torres & Alejandra Lozano	2000	911
In Soo Yo	2007	911 S
Santiago Zamudio	1971	911T

October 2013

Horace Cooper & Joe Brannon	2008	Cayman S
Julian & Tiffany Cudmore	2011	997 GT3RS
Laird Doran	2008	911
Chris & Ashley Frysinger	2001	911 turbo
Alan & Susan Kirshner	2002	911
Justin McClung	2008	911 turbo
Jairo A. Peralta & Raquel Diaz	2014	Boxster S
Johnnie L. Priola & Derena Tuck	1986	951
Daniel K. Rawstron	1996	911
Alexandre D. Rezende	2008	911 turbo
Prasant Sainani & Pavitra Timbalia	2011	911S
Robert W. Scheigert	2014	911
Rafael Serrano	1985	911
Zoltan D. Stiffel	2005	911 S
Philip J. Walsh	2006	911
Kurt M. Zettlemoyer	1984	911
<i>Transfer-in</i>		
Kirk L. & Cynthia Chandler	2008	911 S
Eduardo Flores	2011	Cayman
Daniel Gomez & Elysia Yeager	2010	Cayenne
John R. Hayworth & Dina Stephenson	2004	911 C4S
Angel Merino-Torrealba & Elia Fernandez-Gomez	2007	911

Welcome!

The Lone Star Region of the Porsche Club of America (LSRPCA) would like to extend a warm welcome to all our new members! Reasons for joining the club are many, but rest assured you are not alone in your endeavor as the owner of one of the very best, if not the best, high performance automobiles in the world. If your ambition is to challenge your driving skills and your Porsche's performance handling, our High Speed Driver's Education (HPDE), Autocross (AX) and Car Control School events are just for you. If you prefer a more relaxed atmosphere, our Concours events are held throughout the year 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 one of LSR's many other events is just for you including Boxstoberfest, the international dinners, or other "Drive N' Eat" trips around Texas! Remember, it's not just the cars, it's the people.



A *Hello* From The Lone Star Staff. . .



Mike Phifer



Nicole Goldman



Greg Fuller

Nicole Goldman

If you hear an accent at an LSR event, and it isn't Texan, it just might be Nicole Goldman. Nicole is one of the many LSR members who grew up in Europe and moved to Texas. Nicole is an avid driver and golfer, who originally hails from Holland, where she was the editor of the club magazine for a private golf club.

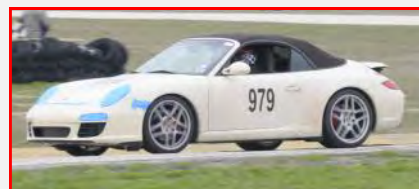
Proving that Porsches come in many wonderfully engineered shapes and sizes, Nicole has owned a wide variety. In 2008, Nicole got her first Porsche, a stick shift Boxster, a sweet birthday present compliments of her husband. The Boxster was a great car, but after daily driving a manual on the streets of Houston, Nicole decided to switch to a Porsche Carrera S Cabriolet Automatic in 2009, and then to a Cayenne Hybrid in 2013. Nicole's husband, Edwin, drives a Silver 911 Turbo.

As with so many LSR couples, Nicole and Edwin enjoy both track events and the many other social activities that LSR has to offer. They have participated in several weekend LSR driving trips as well as LSR Formula One dinners and the 2012 and 2013 Formula 1 races at COTA.

In 2011 Nicole earned a Certificate of Completion for the LSR Car Control School with her Porsche Carrera S that got her hooked on Porsche performance. In 2012, she followed up with an HPDE at TWS in car # 979.

Nicole's latest track adventure was scaring her Mom during a parade lap at TWS in October, when Nicole got carried away in the corners in Cayenne sport mode. Although Nicole had a big smile on her face while sweeping through the turns, she heard this from Mom in the front passenger's seat: "Ahhhhhhh!, Nic please stop, I don't like this, I want to get out of here, Help!!!"

Next time you see Nicole on the track, I bet her Mom will be safely watching from the sidelines.



Mike Phifer

If you see a black 993 on the grid at TWS with a huge rear wing and #473 outlined in red, it's Mike Phifer. When Mike Phifer was growing up in Nashville in NASCAR country, American cars ruled the streets and a Porsche was something seen only in a California car magazine. Even the country stars all drove American, with Johnny Cash always in his pickup, and Waylon Jennings spinning around Music Row in a white drop-top Eldorado.

Moving to the wide-open highways of Texas, Mike fell in love with his first Porsche, a Guards Red, Whale Tail Cabriolet that he couldn't afford at the time, but still lusted after for the next twenty-five years. Scrimping together all of his spare cash and with more than a little help from First City Bank, Mike finally walked away from the old Don McGill dealership on the Katy Freeway with a 1987 Porsche 944. What Mike didn't realize, until after he had driven the Porsche off the lot, was that a year's worth of State Farm insurance would cost at least another six car payments each year. Which came first, the car or the rent? It was a dilemma not easily solved.



With cars, rational thought quickly goes out the window. That Diamond Blue Metallic 944 was worth every penny of financial agony, as it was the sweetest handling car Mike has ever driven with its perfect balance of weight and momentum driven speed. He was hooked on Porsches for life.

After giving up Porsches for kids, marriage and SUV's, Mike returned to the fold in 2006 when he bought a 40th Anniversary 911 that was promptly rear-ended on Washington Avenue. To replace it, Mike finally found the Guards Red Cabriolet that he had been lusting after for so many years. Unfortunately, the Cabriolet came with a generous helping of Turbo boost that led to many unfortunate introductions to law enforcement.

Wise men often appear when needed most. One day, Jake Taylor came by and said to Mike, "You need to take that car to the track with LSR". When Jake speaks, one should listen, and so Mike became an LSR member and regularly goes to TWS with the LSR HPDE program. Without a rock chip anywhere, the Cabriolet was simply too pretty for track rash, so Mike found a black 993 for sale on the PCA Mart that had been converted to a track car. Where was the car located - nowhere else but Nashville, which proves that all things come around in time.

When LSR Vice-President Mike Globe asked for volunteers, our gallant trio jumped at the opportunity to bring back the club magazine. Well, maybe we didn't jump, but we did electronically raise our hands by return email.

It's been eight months since the last PorscheNaut was delivered to your mailboxes, so we decided to make a clean break with the past and come up a new name that would better identify the magazine as our club's. Due to the potential for it to be confused with an official company publication, Porsche prefers that we do not use the brand name in the title. Also, we could never quite figure out if Naut referred to astronauts or Argonauts. Either way, it sure didn't sound like an authentic Texas car magazine.

Over countless hours and bottles of beer and Malbec, we carefully considered such original names as "Fast, Furious and Expensive", "Lift at Your Own Risk", and "Mid-Life Crisis", but all were rejected in the calmer, more reasoned light of alcohol-free mornings.

"The Lone Star" - simple, but the name immediately identifies this magazine as ours. LSR is one of the best and oldest PCA regional clubs, with over 2000 great members, and a wonderful array of activities for its members and their families to enjoy.

We want every issue of The Lone Star to meet the high standards that LSR represents, and we want everyone who reads our magazine to know how proud we are of our club, our members and our activities. To do this, we need your help in the form of photos and articles that showcase our club, our cars and our members.

We hope you enjoy this issue, and we look forward to bringing you many more. On behalf of The Lone Star Staff, Happy Holidays and have a blessed and safe New Year. We will see you again after the calendar clicks to 2014 for another great year of driving fun.

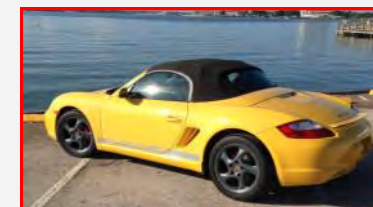
For a little more about each of us, just keep on reading.

Greg Fuller

Motorcycle versus Porsche - is it really a hard decision? Born and raised in Texas, except for a short stint in Washington State, Greg loved the sunshine and wind in his face. He assumed this meant owning a motorcycle, which was great fun, until he ran over a dead dog in the pitch dark on Galveston Island with his wife, Susan, on the back. Yes, Susan is still married to Greg, which proves that love is stronger than anything else in this crazy world.

After retiring the motorcycle, Greg figured there had to be a better way of enjoying the sun and wind. So he started his search with the knowledge that he had to have a convertible and sports car rolled into one. Naturally, after looking at three different cars, his only clear choice was his first Porsche, a 2001 Speed Yellow Boxster. A few months later, Greg joined PCA and became a member of LSR.

Since joining LSR, Greg and Susan have been to many LSR events, rallies and get togethers including Boxstoberfest, an instant favorite. For Greg, LSR is about the cars, but most importantly it's about the people and experiences. Greg recently sold his 2001 Boxster that he still misses from time to time. But, naturally he sold it only to buy another Porsche. Now when you see a 2005 Speed Yellow Boxster S with a Cayman front fascia pull up, that's Greg and Susan. But if you see them, just don't mention motorcycles.



To all our
Lone Star Members,

*Merry Christmas,
Happy Holidays
and a
Blessed New Year*

No Texas snow, how's Santa gonna go?
In a 911 Turbo - Ho, Ho, Ho



Christmas in a 944

by Mike Phifer

It was the night before Christmas 1987, as I drove my Diamond Blue Porsche 944 over miles of cold, deserted Mississippi highway while the hands on the dashboard clock swept upward toward midnight with German precision. Outside, bright moonlight drifted down through barren winter pines making the road ahead easier to see. Inside, it was toasty and warm; although it took years for the Germans to finally figure out air-conditioning, heaters were never a Porsche problem. Except for my girlfriend who was curled up asleep in the passenger's seat, and the Allman Brothers singing "Midnight Rider" on the Blaupunkt, it was just me and my car.

Unfortunately, there was no resupply of caffeine or gasoline to be found anywhere in the whole Magnolia State. Every gas station was closed, every fast food joint was closed and even the truckers had stayed home. What had seemed like such a wonderful idea earlier that afternoon was now being considered much more carefully.

Every great road trip is conceived with boundless energy and high hopes, but now, around midnight, this trip seemed endless. Over 450 miles were behind me, but I still had more than 350 miles to go before I could begin to dream of presents under the tree. Fortunately, the 944 was one of the most fuel efficient Porsches ever built, and with 15 gallons left in the tank at 25 miles a gallon, the 944 would have just enough gas to make it home, but I would have finish the ride stone cold without coffee.

Why was I road tripping through Mississippi at midnight on Christmas Eve? I was taking my girlfriend to Nashville for my Mom's country ham, sweet potatoes and chocolate pie. The night before, we had closed down the bar at the old Birraporretti's on West Gray in Houston. When we finally woke up around noon, we faced that eternal Christmas dilemma of hung-over orphans everywhere who can't cook - where would we find a restaurant open on Christmas Day? After no real thought or planning, a luxury of being young and foolish, an 800 mile road trip to Nashville seemed to be a perfectly reasonable response. So we packed up and gassed up, grabbed the Allman Brothers and Elvis and finally drove down Bunker Hill to get on I-10 East around 4 pm.

Way beyond the point of no return, and with motel choices severely limited, I reluctantly began to do the actual math of miles, speed limits, and arrival time. Anyone who remembers 1987 also remembers one of the most stupid, hated and mean-spirited laws in U.S. history, the National Maximum Speed Limit - in the country that had perfected the big block V-8 and muscle cars, 55 miles an hour was the speed limit from New York to Texas to California. So, I had only two choices: break the law or watch the sun come up from behind the wheel. It was one of the easiest decisions I ever made.

A 944 will never shatter any 0-60 speed records. I was blown

off at so many Houston redlights that I quickly learned to just forget about it when it came to drag racing. But asking the 944 to drag race is like asking a ballerina to run the 100 yard dash - a silly waste of beauty and talent.

The 944 is a momentum car with a perfectly engineered balance of weight that gives it impeccable handling at high speed. Ask anyone who tracks a 944, and they will never stop talking about the 944's sweet spot of balance, momentum and inertial speed.

Betting on every state trooper in Mississippi being asleep or at a Christmas Party, I down shifted into 3rd, watched the tach creep to the red-line, and shifted into 4th. Immediately, I was very awake. I then shifted into 5th, and held the wheel as the 944 tracked a perfect, speed-driven line through Mississippi. By the time I crossed the state line into Memphis and saw the exit for Graceland, I had already shaved almost two hours off our arrival time, so I slipped Elvis into the Blaupunkt and listened to the King sing "Suspicious Minds", his sad but true song about the loss of Priscilla and Lisa Marie.

In Memphis, the speed equation suddenly changed. Anyone who has ever driven through Memphis knows that I-40 simply doesn't go in a straight line. It twists and curves around some of the most dangerous freeway on and off ramps anywhere, because a simple straight line would have taken I-40 through Overton Park Zoo. So, I drove 55 for what seemed an eternity.

After finally reaching the 200 miles of Tennessee highway that lay past the Memphis city limits before Nashville, I accelerated again and hurtled through the flat cotton fields that rise up out of the low Mississippi Delta. Two hundred miles later, the flat cotton fields disappeared into rolling Tennessee hills and the rhinestone lights of Music City.

My Dad's front porch light was still on when I pulled the 944 into the driveway just as the yellow fuel warning light finally came on. As I unlocked the door to the house, I saw my Dad waking up in the living room recliner. Like so many nights when I was in high school, he had patiently waited up for me because he could never sleep until I was home safe.

My Dad is gone now, but I will never forget Christmas 1987 or the Porsche that got me home in time to have Christmas dinner with him and my Mom. The 944 was often unwanted and unloved with a four cylinder engine in the front, retractable headlights and water cooled - because it wasn't a 911, many considered the 944 an orphan unworthy to be called a Porsche, but anyone who has ever driven a 944 has fallen in love with it. And that night, in that 944, I came to understand why, and I came to love Porsches forever. On Christmas Eve of 1987, still young, reckless and fond of endless adventure, I got one of my best Christmas presents and became a Porsche fanatic for life.



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A Targa Comes Home To Houston

by Michael Tribolet

As I flew out of Houston, a Guards Red 1989 Targa whale tail, one of the last air-cooled 911's, was patiently waiting for me in Atlanta, Georgia. A Porsche search that started on an airplane was now ending on an airplane. I fly about 100,000 miles per year for work, usually with my head buried in my computer, but I always carry several Porsche magazines with me including Excellence. Excellence usually has at least one article in every issue about a well-restored, air-cooled 911.

For the first thirty-five years, every 911 was air-cooled. The last air-cooled 911 rolled off the Porsche assembly line in 1998, fifteen years ago. But if you ever drive one, the distinctive sound and driving experience always tugs at your memory.

Did you ever regret selling a car that you loved? After every article I read about the old, air-cooled 911's, I began to miss more and more the 1987 Carrera Targa that I had sold when I bought my 991. I missed the whoosh of its air-cooled engine, its go-cart like steering, and the simple feel of a car without all the modern electronic systems.

So, I set out to find a 1987 to 1989 Carrera Targa. While the later 964 and 993 series had a few more creature comforts, I kept coming back to the direct, connected performance of the cars of the late 1980's. While the 1984 model year 911 Carrera brought Motronic and the 3.2 liter engine, the 1987 model year introduced the more robust G50 transmission, as well as slightly upgraded horsepower and torque. The 1989 model year ended the type 911 serial numbers forever, with the 964 series coming next. The 1989 Targa had an MSRP of \$52,435 or roughly \$98,000 in today's dollars. Even in 1989, Porsches were not known for ease of purchase.

In addition to Autotrader and Craigslist, I kept an eye on Pelican Parts and Rennlist for a true national search. After about a month, I spotted a Guards Red 1989 Targa with 72,000 miles on Pelican. It was located just south of Atlanta. The Targa had Fuchs wheels in great shape, a 930 steering

wheel, a refurbished Targa top by Cars Inc. and the factory front spoiler and correct 1980's Carrera whale tail rear spoiler. The owner also included the original Blaupunkt Reno AM/FM cassette that is becoming very hard to find. The car had original paint, except for the front hood, that had endured a less than perfect repaint at some point. Because only 800 1989 Targas were imported into USA and Canada, it was a relatively rare car.

When you are buying a car almost twenty-five years old, it's good to know the weak spots that have appeared over time. For due diligence, I read through all the owner's postings on Pelican's 911 Technical Forum, a great resource for researching

problems and fixes and getting questions answered. Also, if you are interested in the air-cooled 911's, I would highly recommend a book by Peter Zimmermann, "The Used 911 Story". It is available on Amazon and objectively describes each year and the model changes along with the problems commonly experienced.

Buying an older Porsche from another PCA member is al-

ways a good idea. PCA members typically love their cars and treat them well. The Targa's owner was an officer in the Air Force, a multi-year PCA member and very helpful with all my questions. After answering a number of these questions, the owner and I arrived at a fair price via email, subject to a pre-purchase inspection (PPI) and my final walk-around of the Targa.

A full Porsche engine rebuild can cost from \$14,000 - \$16,000. The PPI is the final step to a happy marriage between car and owner. In my search for my previous Targa, I had passed on a car after the PPI identified a broken head stud. Now, through Rennlist, I was able to find a well-recommended and independent Porsche mechanic near the owner. I had a leak-down and compression check done, along with a thorough once over of the car. Other than a loose plug coupling to the windshield wiper switch, this Targa checked out very well.



Fortunately, this Targa had also had a number of the systemic weak spots updated, including a new clutch, rear crankshaft seal and upgraded air conditioning. But the AC in the 1980's cars, even when upgraded, is still marginal compared to newer vehicles and especially under the hot Texas sun. The 911 series cars have a rather byzantine climate control system with separate fresh air, recirculating AC and exhaust manifold in-cabin heating in three separate systems. And I have read that the old 911's had 40 feet of air-conditioning hoses that allowed a tremendous amount of refrigerant leakage. Barrier hoses to prevent refrigerant leakage are commonly retrofitted.

Within days of getting the good news about the results of the PPI, I was now on my way to Atlanta to finally see the Targa in person for the first time. It was beautiful. After the owner and I exchanged title for cashier's check, I left before he could change his mind.

Why rent a car hauler when you can drive yourself? Just

before leaving on the 810-mile road trip to Houston, I took one more long, hard look at the PPI report. I made it about 140

miles to Montgomery, Alabama that night, and I was on the road again at 4:00 a.m. Leaving in the darkness before sunrise, I figured to lessen the time that the Targa and I had to endure the 95-degree summer heat. I ran into some showers, but made it to Steamboat Bill's in Lake Charles by 11:30 a.m. for lunch and Houston by 2:15 p.m. .

My new, but slightly used, Targa ran as great as she looked. I averaged a little over 70 miles per hour on the road and the car got about 25 mpg with oil temps just at 180 degrees. These Porsches may be called air-cooled cars, but they are really oil-cooled, so manageable oil temperatures are crucial.

After getting back to Houston, I still had a few things to do. There were

a few rattles in the Targa top to be chased down and fixed, but all in all the previous owner had treated the car well and so would I.



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LSR Autocross (AX) at Houston Police Academy

September 29, 2013

By Ryan Lansford, Autocross Chair



The Houston Police Academy's driving course was full of Porsches and orange cones on September 29th. With over 40 cars competing, LSR had a very successful restart to our Autocross program. Although morning rains in North Houston caused a little delay, the afternoon shaped up quite nicely at the Houston Police Academy course near Bush airport.



David Hedderick, previous Autocross Chair, had designed a very fast course that took up every inch of the police academy asphalt. His design was great, and I knew it would get first timers hooked on this wonderful sport.

Autocross competitors included 26 Porsches and 16 other brands, with entries ranging from Boxsters to 911 GT3's. All of the driver's scores are available on the LSR website,



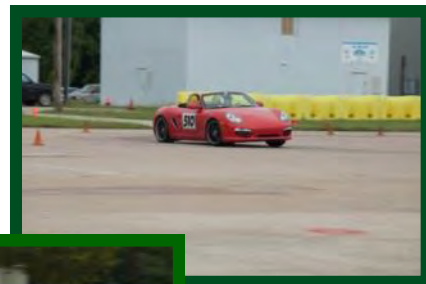
but on average, the folks that had participated in the LSR car control school held the day before at the HPD academy scored in the top 10 fastest lap times.

Hats off to our LSR instructors,

Chris D'Agnolo and Joost Perquin, who were the most successful instructors at the event. Both Chris and Joost successfully improved their student's lap times by 5 seconds

from slowest to fastest.

Be sure to check our LSR calendars and emails for the next Autocross event. Successfully navigating all those orange cones requires precision, and Autocross really helps to improve car-handling skills. It's a sport that everyone can safely participate in and enjoy, and spouses can take turns and share the same car for bragging rights at home as to who was the fastest.



Great first effort, looking forward to more events!

- Chris D.



LSRPCA Board Minutes

Carl Fehres, Secretary

November 2013 Board Minutes

Started 6:30pm

Present:

Greg Platt, President
Mike Globe, Vice President
Carl Fehres, Secretary
Ramez Botros, Treasurer
Ken Tubman, Member at Large
Ryan Lansford, AutoCross & TT
Eric Serrell, Get Togethers
Michelle Serrell, Store
Dee Cannon, Charity

Ed Cannon
Lynn Friedman, Past President
Larry Friedman
Ron Baklarz, Rally and Tours
Curtis Burnell, Tech Advisor
Mike Phifer, Lone Star Editor
Steve Bukoski, CCDS
Jim Heimer, Website
William Wong, Membership

Ryan Lansford and Steve Bukoski have set dates for next years Car Control Clinic and AutoCross events. These events are setup in Clubregistration.net and drivers can sign up for these events now. Car Control Clinic events are held on Saturday with AutoCross following on Sunday. Feb 22/23, Apr 26/27, Oct 4/5, Nov 22/23.

William Wong noted that LSRPCA has hit new membership records. Primary membership now sits at 1387. Total membership is now 2265

Jim Heimer discussed some changes in the LSRPCA website. He has removed a few sections including the classifieds and tech Q&A.

Ron Baklarz is setting up a Tour to Austin for January 11th. Details will be posted on the website as they become available. Details on website eventually.

Dee Cannon is collecting for the adoptive family program.

Lynn Friedman gave special thanks to Greg Platt and Mike Globe who helped at the ALMS event. Lynn received two articles from people who were impressed by the event. These articles appeared in other magazines.

Eric Serrell is working with the Kemah Boardwalk to setup a Concur event on March 2nd 2014. Eric noted the last Concur event held at the Houston Gold Exchange was well attended. There were several comments on the outstanding support received from the Houston Gold Exchange.

Ramez Botros noted the 2012 taxes are in process.

Mike Phifer, our new Lone Star Newsletter Editor, is working on the latest edition. The latest edition is in review, retains the same overall format but features more

color articles. This edition should hit the printers on November 15th. Mike discussed the name change from PorscheNaut to The Lone Star. The LSRPCA club logo will be displayed prominently throughout the publication. Mike and the team are planning on releasing 6 editions/year moving forward.

Greg Platt stated that annual budgets for 2014 are due in January.

Mike Globe - Registration for the Fall Mixer at the Tasting Room on November 24th is now open. This event costs \$35/person and includes hors d'oeuvres and a cash bar. Mike noted the Tasting Room requires a \$1500 minimum to reserve. LSRPCA is responsible for the difference if the total spent by participants is short. Mike moves to approve \$1500 to cover the event if the event does not cover the entire amount. Ken Tubman 2nds the motion. Discussion was held regarding a cancellation if the registration is low. We are looking for a minimum of 20 participants to move forward. Motion carries. Ken Tubman will send a blast out about the event.

The LSR PCA Christmas Party will be held on December 5th at the Houston Gold Exchange. The Houston Gold Exchange is also inviting some non-PCA participants to the event. Mike discussed LSRPCA's supporting an outdoor tent to contribute to the event. Mike noted it should cost around \$1800. Mike moves for \$1800 allocation for the tent. Greg Platt 2nds the motion. Discussion, there is no charge for this party. The Houston Gold Exchange has been a great supporter of the club. The tent will handle the overflow due to the relatively small facility. Greg Platt and Mike Globe will review total available number of people who can attend. RSVP will be sent out to members by email. The tent includes AstroTurf, red carpet leading to entrance but no tables or chairs. Dee Cannon and Lynn Friedman recommended allocating cocktail tables with some decoration. Mike noted that the Houston Gold Exchange is responsible for providing lights. Mike moves that we allocate \$2200 to include tables. Greg 2nds the motion. Motion carries.

Greg Platt reports on behalf of Pamela Fitzgerald. The beer social on 17th of October had a good turnout with 2 new members joining the regulars. Twenty-two attended the International Dinner at Kiran's Indian restaurant on October 26th. The beer socials will commence again in January 2014.

Greg Platt reminds everyone to vote for officers. Greg needs to allocate money to start commitments for the 2014

Texas World Speedway Club Race. Track rental is increasing and corner workers cost is going up %15. Last year's budget allocation was \$80,000. LSRPCA spent \$75,549.50. Total revenue for the event was \$84,908.12. Greg moves for a budget allocation of \$80,000 for the 2014 TWS club race. Mike Globe 2nds the motion. Motion carries. Greg is starting to look for volunteers for the 2014 club race including a timing and scoring assistant. Ken will put out a blast to help Greg get additional volunteering support.

Ken suggests that we change the email address for the Lone Star editor to editor@lsrpca.net. Everyone is in agreement and Jim will make the change.

Greg moves to adjourn 7:18pm. Ken 2nd the motion, motion passes.

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German Hospitality with a Texas Twist

by Gloria Lair

The Mayor of Fredericksburg was there to proclaim the beginning of Boxstoberfest 2013. Could there have been any more perfect setting for our LSR rally than the old German town of Fredericksburg in the Texas hill country? Since Texas independence, Texas and Germany have shared a deep historical connection due to the many German immigrants who settled in Texas after arriving in America through the Port of Galveston. Fredericksburg is one of the prettiest towns they founded while making a fresh start in the New World, and driving our Porsches around Fredericksburg and the surrounding countryside made for a wonderful and relaxing weekend.

My husband, John, and I arrived at the Hangar Hotel in Fredericksburg on Friday afternoon to collect our rally documents from Ed and Dee Cannon, who were busy handing out Boxstoberfest goodie bags and rally instructions to the hundreds in attendance. The Hangar Hotel, located at the county airport, was a wonderful weekend location. Built from the ground up to resemble a 1940's airplane hangar, the wood and leather interiors bring back the warm charm of bygone days.



Meghan and Gloria looking forward to Boxstoberfest 2014.



We also arrived just in time for happy hour at the Officer's Club bar. LSR rallies are a great way to meet other club members, and in no time, we had made a bunch of new friends. Over a few, or maybe a few more glasses of wine, comparisons were made and we resolved to stop at one or two of the Fredericksburg area wineries on Sunday after the rally ended. After happy hour, we ventured off to dinner with our new friends.

One of the best things about Boxstoberfest was being able to share the weekend with my family. My daughter, Meghan, who also loves Porsches, and husband, Kirby, arrived late Friday night, driving Meghan's Carmon Red Cayman. Yes, we were the only mother and daughter drivers that weekend! And, of course, Meghan and I got to pilot our Porsches first on Saturday morning while our husbands helped navigate.

Early Saturday morning, everyone lined up our beautiful cars (or babies as some of us like to refer to them) along the airport runway with Porsches parked as far as the eye could see. I have never seen so many beautiful cars in one place! Afterwards, we broke into our respective rally groups and received driving instructions.

Getting into the driver's seat to start, I admit I was just a little nervous. This was my very first rally, and I had heard that the twisting, up and down course could be challenging. Because rallies involve covering a measured

course in a certain amount of time, with intermediate checkpoints on the route, accurate driving and precise navigation are necessary.

But, I knew my '03 Dark Teal Targa could keep up, and what a blast I had! After driving around the hill country in our parade of Porsches, we had lunch at the local biker joint in Leakey, Texas. The looks on the bikers' faces were priceless as over 100 Porsches pulled into the gravel parking lot alongside the motorcycles.

For some reason, John often tells me that it is really not that much fun to just "ride along." So, after Saturday lunch, I reluctantly switched seats with John so that he could drive. After "riding along" all afternoon in the co-pilot's seat, I have a whole new respect for John. To be really honest, I usually keep both sets of my Porsche keys in "special" places so that "Teala", as my car is affectionately called, does not go missing! My daughter and her husband also switched seats on Saturday afternoon, and I am happy to report that both are now both hooked on LSR, our events and most importantly the friendship and fellowship afforded to everyone.

After a full Saturday of aggressive driving under the

hill country sun, all of us were tired and ready for some much-needed refreshments. After cleaning up, we joined everyone for cocktails and dinner down in the Pacific Ballroom of the hotel, a reminder of the romantic south seas of the 1940's with its Palm trees and Tiki bar.

I often tell my kids, I wish I had done this sooner. The excitement and pleasure that everyone derives from their Porsches is amazing and infectious.

Our passion for our cars creates common ground, but in the end the camaraderie keeps us coming back. Truth be told, John and I were never car enthusiasts until we purchased our first Porsche. Now, I can proudly say it will not be the last!



Lunch in Leakey with the bikers."



Can't say it any better!

Photos courtesy of Gloria Lair and Phyllis Wolfe.

RIDES & ROLEXES PORSCHE CONCOURS

By Eric Serrell



THE WINNERS
ARE IN!



Was I scared to enter a Concours? Sure, I was! When I first heard the word “Concours”, images of Pebble Beach and white gloves came to mind. After all, my car is a daily driver. How could I possibly get it ready for a white glove inspection?

Well, LSR Concours are NOT white glove events. LSR Concours are about getting the visible parts of your car clean and rocks chips are OK. With that knowledge, I started competing. I really think of them as show and shines. So, I set out to get my car all cleaned up for the Houston Gold Exchange Rides and Rolex Concours on October 13th. This would be the second event that HGE has held at their Westheimer location. All I can say is WOW, what an event! With over 30 cars preregistered, the competition could be tough.



Early morning started off with grayish clouds forming in the skies, and a clap of thunder in the distance. Surely, it would not rain all over these beautifully washed cars including a 1965 365 that had not seen a drop of rain in 26 years. But no one tells Mother Nature what to do, and the rains came down. Would this wash away our cars and kill the show? Nope! It only lasted five to ten minutes and then the sun came for the rest of the day. With 45 minutes left before rags down, we started quickly drying off our cars to get ready for the big show, but then a rain reprieve came our way as a drivers

meeting was held to let us know that water spots would not be counted off.

Once all the cars were judged and scores tallied, awards were given. The judges spend five minutes on each car. They judge the exterior cleanliness, fit and finish, interior cleanliness, and then the dreaded storage areas. I always lose a point or two on the battery compartment and that was true again. Next time, I start with there first. While people were waiting for the cars to be judged, they enjoyed the great food that HGE had catered for the event.

As with all LSR Concours events, the awards and door prizes were great. All entrants had a chance to win 1 of 4 Seiko watches donated by HGE. Raffle tickets were sold for an auto detailing kit donated by Vive. Porsche North Houston donated shirts, hats, and the use of a 2014 Panamera for the weekend. The Concours committee also gave away fun prizes including great Griots cleaning supplies and a “Panamera Hybrid” remote control car. Then, if all those were not enough, Brad Schweiss of HGE also threw in a Porsche 911 chronograph and a \$1000 gift card for HGE!



Who would HGE get to MC? None other than radio host Sam Malone.

Thanks to our wonderful sponsors - Porsche of North Houston, Vive Auto Finishing & Detailing, and Houston Gold Exchange. I would like to also personally thank Kelly Wolf, Rodger Gay, & Randy McCall from Porsche North Houston, Anson Lau from Vive, Brad Schweiss and Donald Bond from HGE, and all the 2013 LSR Concours Committee members and volunteers for putting on another fantastic event. I can't wait for Kemah next year!!



Thanks to Donald Bond Photography, Randy McCall of Porsche North Houston, and Gerardo Chirinos for providing these great pictures.

2013 Concours Winners

- P1 Hugo Zagana 143 1965 356
- P2 Ross Blue Stone 144 1983 911Sc
- P3 Juan Sola 145 1998 993
 - Ed Cannon 144.5 1990 991 Carrera 4
 - Bill Fraiser 139.5 1995 993
- P4 Jeff Tanner 147 997 2009 997
 - Rick Franke 145 2001 996
 - Eric Serrell 144 2007 997 Turbo
- P5 Tom Roy 145 1984 928S
 - Andy Kay 138 1987 928
 - Don Carter 127 1986 928
- P6 Greg Fuller 147.5 2005 Boxster S
 - Roger Murray 144.5 2008 Cayman S
 - Alton Homes 141 2007 Cayman
- P7 Ryan Lansford 135 2009 Cayenne
- Best in Show Tom Roy 1984 928 S
- Dirtiest Cat Roy Dove 1967 912

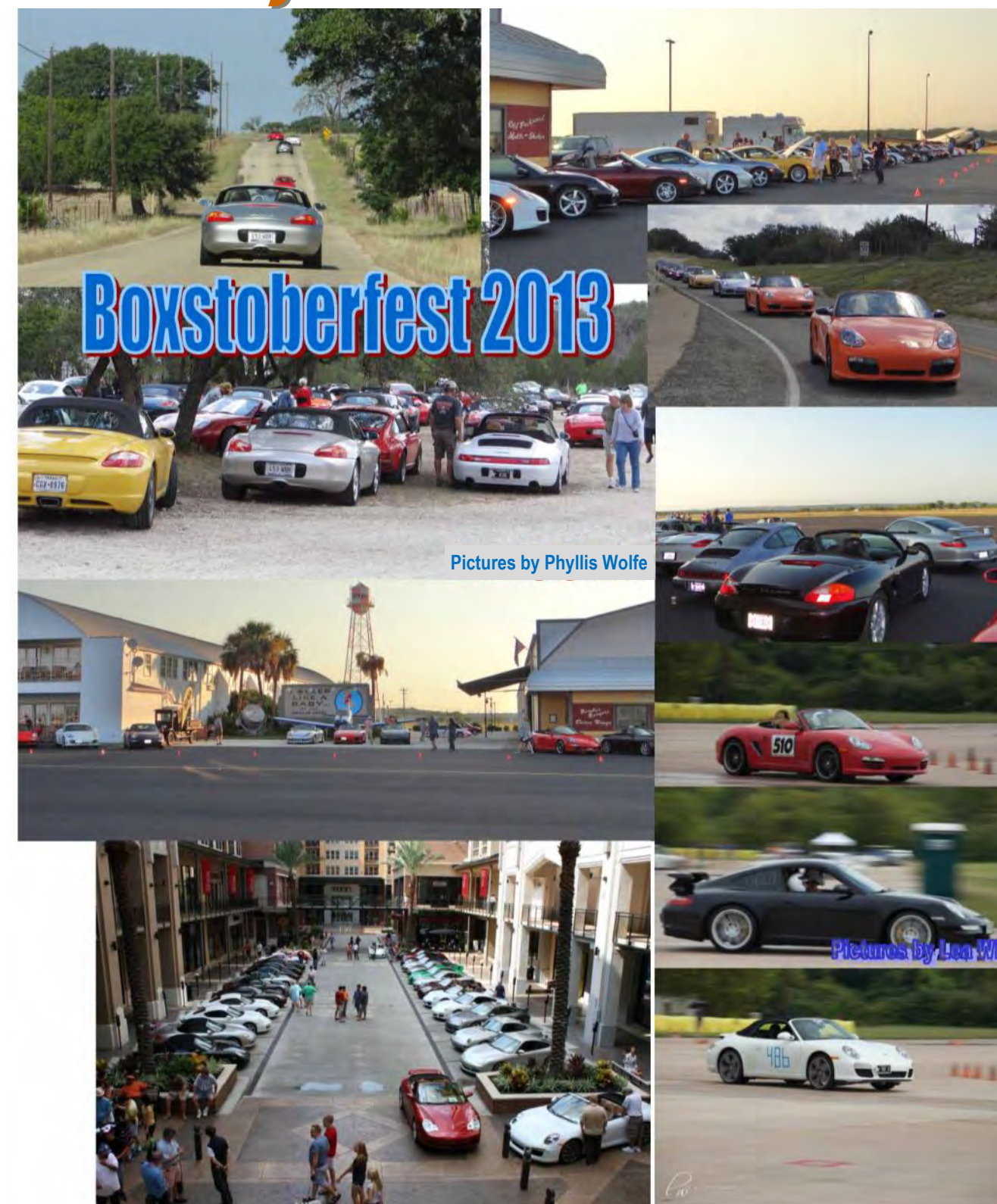


LSR Happenings



Pictures by Sam Toscano

Come join in the LSR fun!



Pictures by Phyllis Wolfe

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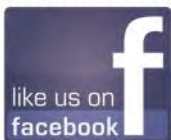
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Track Safety Matters

November 2013

Mike Globe, Safety Chairman LSRPCA

How much do you do to stay safe?

Let's take a moment to look at some of the most important aspects of track safety that you have in your control.

Brakes:

Your mechanic should be monitoring your brake pads and rotors each time you have a tech inspection done. It's easy to learn how to do this yourself as well. LSR requires that you flush your brake fluid at least every six months. If you are in the upper run groups, and have not yet, it's probably time to move to a high-performance brake fluid like ATE, Motul 600, or SRF. These fluids have much higher boiling points than stock fluids. You only need to boil your brake fluid once to understand that you don't want to do it again!

Wheels:

While you are looking at your brakes, inspect your wheels carefully looking for cracks in the spokes. Even high-quality rims can develop cracks over time and fail catastrophically. Avoid cheap rims that are not made by either your car manufacturer or a reputable racing rim maker. Yes you may save a significant amount of money, but you will pay much more than that when they fail at the worst possible moment. I've seen this happen multiple times.

Sounds expensive!

How much do you spend on tires each year? Can you justify spending money on tires, but not on protecting your life? The safety of your car impacts you and the instructors who volunteer to ride with you. Their lives are in your hands. And remember, if your car does not meet PCA's safety standards, you will not be allowed on track!

Seats:

Are you using or thinking about using aftermarket seats? If you are going to put in racing seats to use with harnesses, either use seats from your car maker, or go with a manufacturer that is in the business of making seats for racers. Preferably go with an FIA rated seat. Avoid cheap knockoff seats. Imagine what could happen if you have a wreck and your seatback breaks.

Seatbelts:

How old are your seatbelts? Are you driving an SC, 3.2 Carrera, 964, or even 993? It might be time to consider putting in new belts. The fabric loses some strength and elasticity over time and with exposure to UV light. Yes, replacing them may cost \$300 per side, but how much do you value your safety?

Are your harnesses current?

If you have harnesses, PCA requires that you replace them every five years. Check also to make sure your harnesses are installed correctly. Here's a great guide on harness installation

http://www.schrothracing.com/sdocs/2009_Competition_Instructions.pdf

Does your car pass the broomstick test?

If you drive a convertible, your car is required to have a roll bar, roll cage, or factory rollover protection. Your car must pass the "broomstick test". This test requires that the driver's and instructor's helmet is below a bar placed on top of the roll bar and windshield. You will not be allowed on the track if your car does not meet this test.

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Dreams of a COTA Volunteer Paddock Marshal

by Mike Phifer

Unlike racing, dreams are cheap. Since I volunteered as a Paddock Marshal for the Porsche Club Races at COTA, hosted by LSRPCA in May, I have the same dream three times a week. My brand-spanking new GT3 Cup Car, silver on sky blue, Number 1 decals, is gridded for the finals. One of my pit crew is revving the engine, while I'm still sitting in my air conditioned battleship of a car hauler visualizing my last qualifying heat on a 42 inch monitor, and having one last, cold swig of water on a hot Texas day.

I can already taste the Cuban victory cigars. Just before the race starts, I zip up my silver racing suit, stuff the cigars inside and jump into a Kawasaki Mule with three of my pit crew for a ride over to the grid. Of course, we illegally park the Mule right against the grid fence on top of the fire lane. As I get out, two crewmembers part the fence, and another carries my helmet behind me.

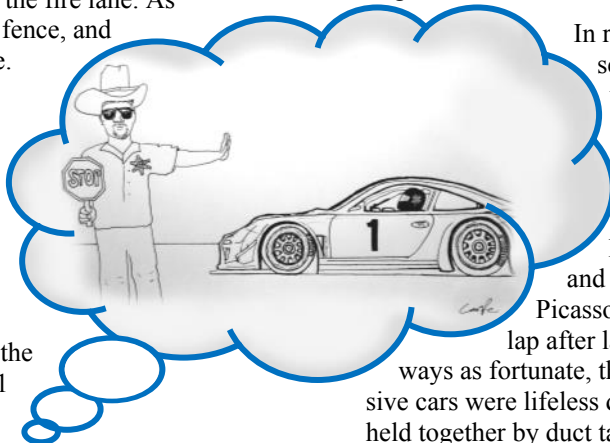
I'm on the pole position of racer's heaven. As I walk to the GT3, waving to the crowd, another crewmember wipes down my windshield and another opens the driver's door. They hand me my helmet and Hans, I cinch up the harnesses, and all five stay with me so they can start the GoPro before control waves us onto the track. And, of course, with Number 1 decals, I'm waved out first, right behind the pace car.

But, the best racing plans often get wadded up in reality. Chasing the win, I turn in too early, too fast and too tight on the very last turn, and as the GT3 arcs into the front straight, its tail wickedly comes loose. I'm praying that I catch it, but I'm tired after four days of practice, qualifying heats, drinking champagne and racing. Past the point of no return, I start looking for the safety of the gravel runoffs, but the tail is too far gone, and red and white composite fencing is coming at me at 100 miles an hour. The GT3 boomerangs off the fence in an explosion of metal and racing slicks, breaking off the right rear wheel and leaving me stranded in the middle of the track just twenty yards from the checkered flag.

My once beautiful GT3 RSR is wadded up like a demolition derby car. I'm physically okay, but my wallet is hundreds of thousands lighter. Adding insult to injury, COTA brings me a bill for \$25,000.00 to repair its fence, and \$10,000.00 to repair its asphalt where my rear spindle dug in and brake fluid spilled.

All my victory cigars are now crumpled and broken, and I really need a big hug. But Mule, pit crew and hugs are nowhere to be found. So I slowly walk the fifty yards back to my garage alone, head hanging down, carrying my helmet and Hans.

When I finally wake up from this nightmare, I always remember what LSR Member Haas Fogle once told me, "How do you make a small fortune? Start racing with a large fortune."



In reality, as a volunteer, I had a wonderful seat for some great Club racing. In addition to our own LSR members, we had drivers from across the United States including Klaus Viljanmaa, Peter Collins, Jim Buckley, Pat Williams and Tim McKenzie. Watching Tim McKenzie race his bumblebee black and yellow 914 at COTA was like watching Picasso paint apexes as Tim consistently turned lap after lap at 2:22. Other drivers were not always as fortunate, though. By Sunday evening, some expensive cars were lifeless donors for parts, while others were being held together by duct tape. Tow truck drivers made a killing.

Powerless to stop a runaway GT3 in my dreams, while I was wearing my banana yellow Paddock Marshal's shirt and black hat, I could stop one with the simple wave of a hand. Stationed at the grid edge, I was told to block the shortcut that so many drivers tried to use again and again to cut the long grid line. And my fire lanes were cleaner than a Spec's parking lot on Sunday morning, as pit crews quickly learned not to park there unless they wanted to walk back to the garage. Chris Alvarado and I moved a lot of Mules that weekend.

If you want to see great racing and beautiful cars, volunteer for the Porsche Club Races. But you can't have my yellow shirt, and whatever you do, don't park in my fire lane.



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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)



Thanks for Bringing a Very Merry Porsche Christmas to a Deserving Family

The Christmas Holidays are right around the corner and at our October 12th Concours event we worked to bring a little joy to a deserving family in our area for Christmas. At the Lone Star Region Concours we awarded a People's Choice Trophy based on the most votes for that vehicle. Stickers were purchased and applied to the vehicles for the People's Choice Award. The winner of the People's Choice Trophy was Eric Serrell; great job Eric. This was a fun way of choosing the winner of the People's Choice Award and a great way of giving to back to the community.



Eric is all smiles with his Trophy.

We collected \$350.00 at the Concours, \$50.00 mail in from the Robinsons who are stationed overseas, and \$100.00 at the October 19th NW GTG. We will continue to accept donations through December. We will be able to purchase new toys and clothing and deliver them directly to the family / families via Porsche Claus and his helpers. All gifts will be distributed to the families no later than Monday, December 23rd. Thanks to everyone for their donations and have a

Merry Christmas.





Our Zone 5 Rep, Lynn Friedman, gets her vroom out.

September 21, 2013

PoschePlatz – ALMS/WEC Races at COTA.

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Each PCA member gets a discounted 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 wait 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



December 7 - 8, 2013

2014 Dates:

February 1 - 2 • March 14 - 16 SOLO ONLY DE held in conjunction with 2012 LSR Club Race
May 3 - 4 • June 7 - 8 • September 20 - 21 • October 25 - 26 (HCR) • December 6 - 7

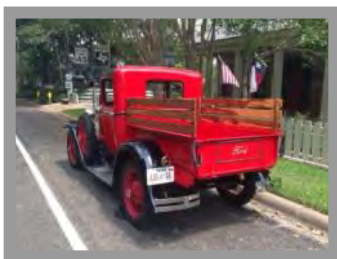
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Chocolate and Wine Festival Tour

September 21-22, 2013

By Linda Flora

Salado, Texas in Bell County was our September weekend Porsche destination, but only ten cars showed up for this wonderful tour due to torrential rains the day before. One LSR member even brought his Ford pickup afraid that the water would be too deep for his P-car. (He claimed that it had a Porsche engine, but it sure sounded like a Ford.)



Our trip started at Starbucks at Vintage Park near 249. We had not gone two miles, before a Porsche driver from Dotham, Alabama called to say that he was on his way to join us. So, we pulled over long enough for him to catch up.

After Tomball, we took the scenic back roads through Plantersville, Magnolia and Wood to Navasota. Fortunately, there was no rain or water on the roads that we picked for this spirited drive through Montgomery and Grimes counties. After Navasota, we skirted the south side of College Station before heading through Tunis, Caldwell, Rockdale, Val Verde and Holland to Salado at a safe, but impressive clip. (The Ford pickup never fell behind – maybe it really was a Porsche engine!)

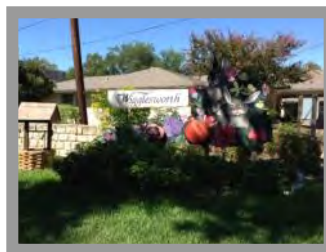
We arrived in Salado at 11:30 A.M. with plenty of time to tour the town, the shops and the Chocolate and Wine Festival. They say that good things are often found in small places, and Salado certainly fits that description. For a town of only 2,000 people, Salado is a shopper's paradise with 80 shops, 8 art galleries and several restaurants.



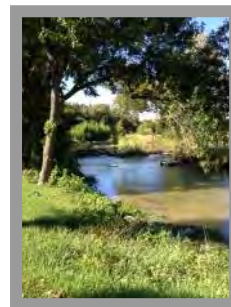
The Salado Chocolate and Wine festival is held once a year with 8 serving stations set in different town shops. At each station, handmade chocolates are paired with wonderful wines.

Despite the rain on Friday, Saturday was beautiful, with clear skies and low humidity and plenty of people attending the festival.

Dinner on Saturday night was in THE RANGE, a gourmet restaurant set in a beautiful, old Texas limestone house. The Range is probably most famous for having catered the wedding of Jenna Bush at the Crawford Ranch. With an extensive and tasty menu, the restaurant had planned a choice of 5 different meals for our intrepid group.



On Sunday morning, a group of us gathered for a chocolate flavored brunch at Inn on the Creek. Inn on the Creek is a wonderful bed and breakfast nestled along Salado Creek with rocking chairs and hammocks on the front porch. The chocolate inspired treats included Bruschetta finished with a chocolate balsamic reduction, salad with white chocolate vinaigrette and, of course, chocolate deserts. A quiet nap in the hammocks was awfully tempting after brunch, but home was calling, so we all took our own individual journeys safely back to Houston or wherever we call home.



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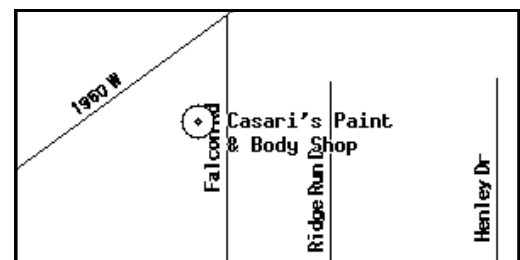
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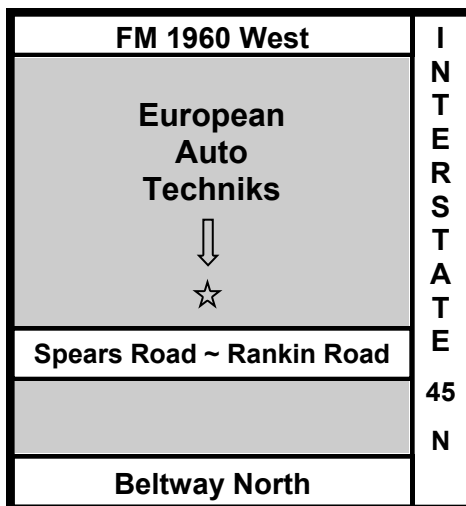
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For more information, contact
Autocross Chair Ryan Lansford at
AX@LSRPCA.COM



“Hey, who took my wheels?”



The ALMS GTC Champion WeatherTech GT3, campaigned by Alex Job Racing, sits on jack stands in the paddock patiently waiting for its wheels prior to the start of the ALMS GTC Race at COTA on September 21, 2013. Although technical problems caused Drivers Cooper MacNeil and Jeroen Bleekemolen to finish sixth, they held a slim four point series lead heading to VIR. In October, at Road Atlanta, they went on to win a 2nd consecutive ALMS GTC championship.

Many thanks to Tony Gonzalez for this wonderful photo. Please check out his other great photos at www.TonyGPhotography.net



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