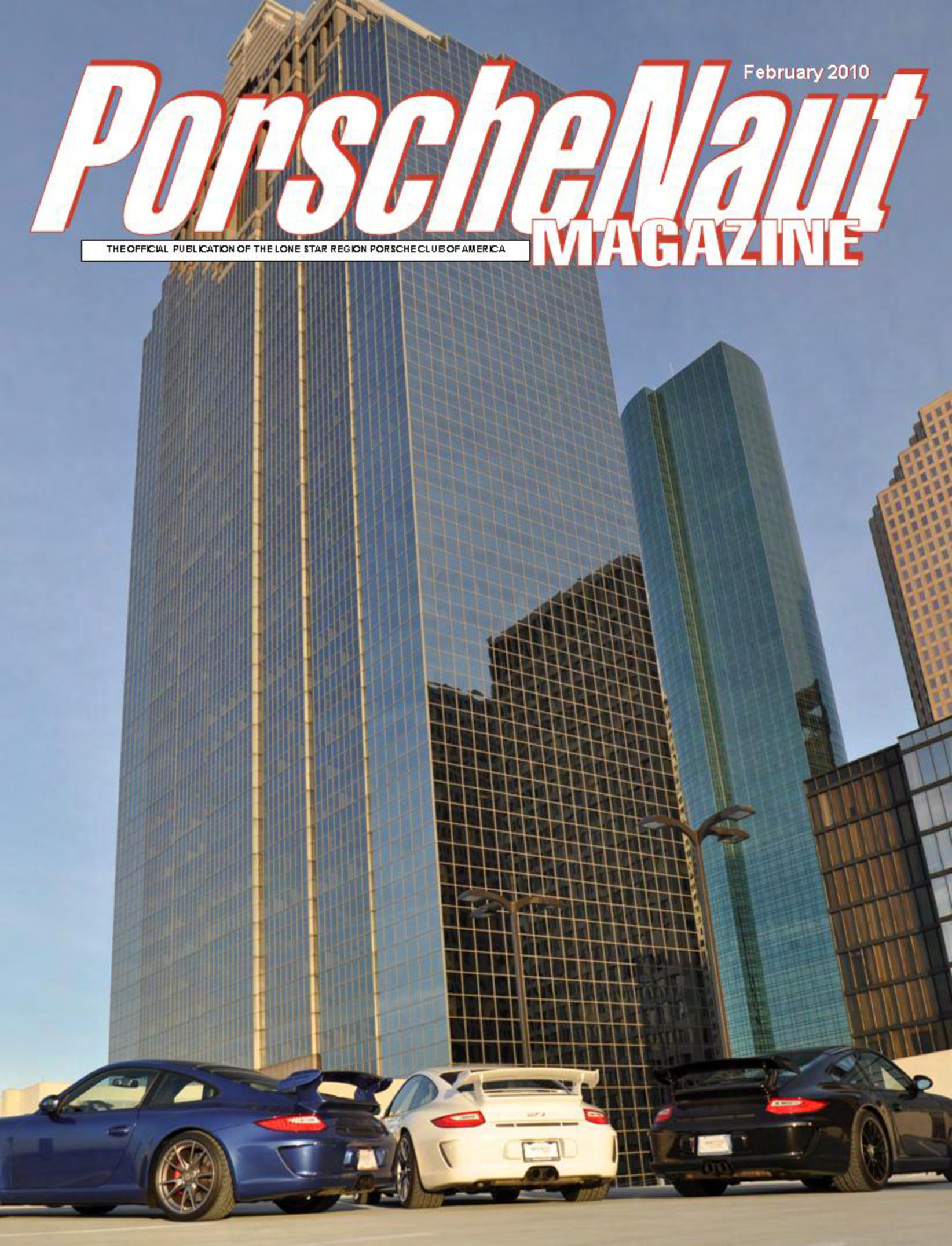


February 2010

PorscheNaut

MAGAZINE

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

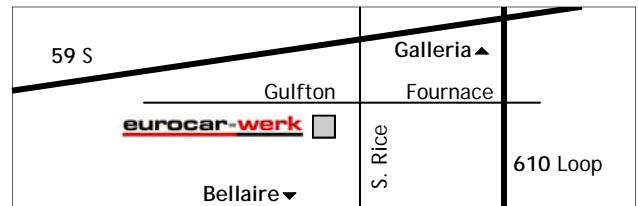




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Cover shot: Several of Houston's high-rise works of art tower over three of Porsche's finest work of art, the GT3....photo Hugh Brazier

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On My Mind: Lynn Friedman, President

Now is the time to start marking your calendars for Lone Star events this year. Things are getting in gear again for the year starting with our DE (drivers Education) at TWS on February 6 and 7. Don't forget the **Pcar GTGs** (Get ToGethers) for coffee. Members meet Feb 13 in the Clear Lake area and February 27 in the Woodlands. These are a fun and casual way to meet fellow members over coffee, and of course, check out each other's rides. In March, back by popular demand, is our **"Porsches and Pirogues"** Dinner Cruise on Clear Lake. Our "pirogue" will be the 100' multi level entertainment yacht, the Star Gazer. There will be a dinner, dancing, music and casino-like entertainment as we cruise on the waters. Space will be limited so be sure to sign up early. (www.clubregistration.net)

"Come for the Party, Stay for the Race!" March 19-21 is the date for the **Texas Two-Step 2010**, the annual LSR PCA Club Race. Don't miss this opportunity to experience some great Porsche racing. Racers come from all over the country to compete, including our areas own "superstar" racers. There will also be a solo-only DE. Nor a racer or not participating in the DE? - Then the "Drive, Dine and Display" might be just for you. More information on the Pcar GTGs, "Porsche and Pirogues" and LSRPCA Club Race can be found on the website (www.lsrpca.com)

"To Plate or Not to Plate, That is the Question."

This dilemma confronts many a Porsche owner - especially those owners with late models that may be faced with having to drill (EEK!!) holes into their Porsche's nose to order to install a license plate holder. Personally, I just like the way my car looks without them.

When we purchased our Boxter new in 1998, the dealer installed the license plate holder in advance for us, so we never gave it a lot of thought. (Yes, it would have looked better without the plate, but it was there, and that was that.) But after a few years, it started coming loose and was threatening to fall off.

It was very easy to just "pop" it off from the front of the car. In fact, I always removed it before a DE event for fear it would come flying off. "Popping" it off and on probably did not help its ability to stay put, and I ultimately ended up just keeping it stowed behind my passenger seat. (And I did like the look of the car much better with the plate off.) I saw plenty of other cars in town that did not have front plates, and there some folks even said that the law was soon to change. I was not worried, and thought if a rare chance did pull me over by the police, I could quickly present it and plead my case. Done deal...NOT!

However, it *is* Texas law to have plates on both the front and rear of your car. According to the Texas Department of Public Safety's website (<http://www.txdps.state.tx.>)

"State law requires that you display two (2) license plates, one to the front and one to the rear. Placement or mounting of license plates is not defined"

This was also the view of the HPD officer who decided to pull me over one day - as well as the judge who presided over my case in court. When the officer asked me about my front plate, I immediately presented my license plate and holder that I kept behind my seat. This impressed the officer so much that he also decided to give me an additional ticket for an obstructed plate. (But that is another story!) So after taking an afternoon off from work to go to the courthouse, paying for downtown parking and pleading my case, I decided it was much better to firmly secure the front plate to the car, and vowed to keep it there. I was reformed.

So when someone new to Texas asks me about keeping a plate on the front of his or her new car, I highly recommend it. . It may not look as good, but it isn't worth the hassle, and most importantly, it is the law - at least for now.

See you on the road,

Lynn

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February 2010

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						

- 3 Board Meeting
- 6 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
- 6-7 LSR DE at TWS
- 13 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
- 19 Porschenistas - Ladies Networking
- 27 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall
- 28 BMW Autocross at Houston Police Academy
- TBD National PCA Meeting
- TBD Zone 5 PCA Meeting

March 2010

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 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
- 9 Registration opens for the Porsche Parade 2010 (through June 15)
- 13 Porsches & Pirogues: Dinner Cruise on the Bay, Kemah
- 13 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
- 19 Porschenistas - Ladies Networking
- 19-21 LSR PCA Club Race and DE
- 20 Drive-Display-Dine Tour to the Club Race at TWS (details to follow)
- 27 Car GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall
- 28 BMW Autocross at Houston Police Academy



**TEXAS
TWO-STEP
2010**

**MARCH
19-21**

**TEXAS
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Six Hours Track Time
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Green and Blue Drivers:

Get the Second-Best seat in the house at the 2010 LSR Club Race—March 19-21!

Work all three days and earn a free DE at a future LSR Event!

The second-best seats at the annual LSR Club Race are not in the grandstand; instead they are at a corner station, working with those folks who wave the flags and talk on the radio!

Put on your white clothes (long sleeves, long pants, hat, shoes, and sunscreen) and come on out to volunteer. We will put you at a corner with two other experienced workers who will show you the ropes.

And LSR will reward your three days of work with a free DE at any future LSR event within 12 months of the race!

This special offer to Green and Blue drivers (well heck, let's open it up to all club members!) is an invitation to become part of the LSR Work/Drive program.

Sign up at:

<http://clubregistration.net>

just as you may have done in the past to drive in a DE. But please note that there are two LSR events shown on the website for the same dates. One is for racer-participants, and the second one is for worker-participants. Be sure to sign up for the worker event.

We will be able to take a limited number of new volunteers for this event. We can only allow one new volunteer per corner.

Finally, working corners will help you with your on-track driving performance at future events, allows you to make a valuable contribution to the club and is a lot of fun.

Play Safe!

George Bigham
LSR Flag Chief Emeritus

p.s. The first best seat is behind the wheel of a race car – but you knew that..;-)



It's NOT Louisiana!

Looking for something to do over the holidays? How about making plans to attend the annual Porsche Parade in 2010 being held at the Pheasant Run Resort from July 3 - 8. The host is the Milwaukee Region, and the Pheasant Run Resort is in St. Charles, Illinois, which is 40 miles west of the Windy City (that would be Chicago).

The Porsche Parade is an annual gathering of PCA members from across the US and from several foreign countries. Last year the Parade in Keystone, Colorado, attracted nearly 2,000 attendees, who drove 650 Porsches from as far away as Alaska. St Charles is approximately 1,000 miles away – a comfortable two day drive through East Texas, Arkansas, along the Missouri-Tennessee border, and across Illinois.

For 2010, we would like to organize a group from the Lone Star Region to take part in the Parade. You can participate in the Concours, Rally, Autocross, Tech Quiz, or one of the many other events, including the driving tours that will take place. You could volunteer to assist with some of these events. Or you can just be there for the activities and banquets, visit with representatives from Porsche, tire manufacturers, and other vendors of Porsche parts in the display area, or just stay a few days and take this opportunity to do some touring of your own before heading home.

On-line Registration will open on March 9th, 2010, and preliminary information is available at <http://parade2010.pca.org/>. You will get an e-mail notice from PCA, and there will be announcements in the Panorama as March approaches.

If you think you might be interested, drop a note to the webmaster at (lsrweb@earthlink.net), and he will make sure you get an update on the Region's plans.

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Porsches and Pirogues* - The Big Event Returns!



**March 13, 2010
7-11 p.m.**

**Join Lone Star Region Porsche Club of America
for a very special evening on the tranquil waters of
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*** Our LSR "piroque" will be the Star Gazer, the "Flag Ship" of the Star Fleet Yachts. The 100' multi level yacht was specially designed for entertainment, can float in only 3½' of water (we don't plan to test this!), and at 26' wide, she is by far the most stable vessel in the Star Fleet.**

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December Board Minutes

Cynthia Crawford- Secretary

LSR PCA Board of Directors

Date: Dec 2, 2009

Place: Houstonian Fitness Center

Time: 6:30PM

Present:

Lynn Friedman, President

John Smaardyk, Vice President

Cynthia Crawford, Secretary

William Wong, Membership

Ken Tubman, Member at Large

Burnell Curtis, Past President

Sylvia Lanz, Concours Chair

Nina Midway, Social Chair

Jim Heimer, Webmaster

Greg Platt, LSR Store Chair

Ron Baklarz

Anne Retzler

Larry Friedman

Jake Taylor

Rodger Gay

Lynn called the meeting to order at 6:30 p.m. Lynn recognized the new officers, and all expressed their appreciation to Dave Abmar for his many services to the club including his latest role as LSR Secretary. Lynn and Nina Midway attended the Coffee & Cars at Uptown Park where there were a number of Porsches and new members were recruited. More on this when William Wong reports. Lynn reported that the George Ranch picnic was very successful despite the rainy conditions. Over 100 people, including many families with children and grandchildren enjoyed the food, "People Choice" car judging, historic home tours, and other activities. Thanks to everyone who worked to make this event successful. She thanked Zo Curtis (not present) for stepping in at the last minute to work registration. Lynn reminded the officers to submit budgets for 2010. Financial statements prepared by Tim Westby were circulated and a discussion ensued regarding ways in which the club can better track expenses and overall finances. Ken Tubman volunteered to speak with the accountants regarding the accounting system and make recommendations regarding fine-tuning financial tracking and reporting. Lynn reported that she will deliver the check to Magnificat House for the club's 2009 commitment. The Board has been in-

vited to visit Magnificat House and several Board members expressed an interest in participating.

Nina reported on the successful visit to Drivers Source. Over 30 people enjoyed touring the facility and viewing the car collection. Nina will look into a possible a Horses and Porsches event to be held during the Spring Thoroughbred racing season at Sam Houston Race Park.

Jim Heimer reported that the website was receiving over 2500 hits/month with the calendar and news pages being the most visited. Jim also reported that the Wings and Wheels event which followed the visit to Drivers Source was a success with 15-20 cars participating despite the rain.

William Wong reported that 35 new members had joined in November for a total of 1015 members.

Sylvia reported that the Concours at La Centerra was well attended. The raffle was particularly successful with much interest shown in the Porsche knife set. The Board expressed its appreciation to its Concours sponsor, Victory Motorcars, for its support throughout the year. Sylvia brought up for discussion of idea of locations for future Concours. The pros and cons of one location versus multiple locations was held. It was decided that having the Concours at multiple locations allowed for more member participation and provided for greater exposure and publicity for the club.

Ron Baklarz thanked everyone who contributed to the articles in the PorscheNaut and the publishing of it. He feels that the PorscheNaut is an important aspect of the club which brings the membership together. Ron suggested that the Spring tour be held in the Natchez/Whisky Bay area of Louisiana. This suggestion was greeted with enthusiasm by the group. Ron and Jim agreed to work together to being planning the event.

Old Business:

There was no old business.

Lynn reported on behalf of Richard Jackson that the December DE was almost full. Richard is working on blocking rooms in an additional hotel for DE weekends in 2010. She also reported on behalf of Lea Safely that all articles or information for the PorscheNaut must be received by December 7 to make the early deadline because of the printer's holiday schedule.

Lynn reported in behalf of Matt Kucharski. Matt met with the BMW group to discuss the local AX series and to try to collaborate with their established program. He would like to provide additional events that would count toward the BMW point series, and hopefully create some cross pollination between the two clubs. The dates LSR submitted to HPA are: May 8-9 or 15-16 for a PDS/AX, July 11, and Nov 13-1 for PDS/AX. Based on approval of these dates, he will attempt to fill in three additional events throughout the year. He is exploring other sites to hold AX/PDS events, such as Baytown Dragway, Grand Sport and a few others. Matt's report also stated that in the past, our Practice AX events have been held in conjunction with the PDS school. The AX events have always broken even financially, or have made a small profit. The only sizable costs per event are the rental fee and the portacans. For HPA,

Greg Platt moved to adjourn. Burnell seconded, all agreed, and the meeting was adjourned at 8:00PM.

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Sincerely,
Rodger Gay

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Treasurer's Report

Tim Westby - Treasurer

We're still counting our quarters, nickels and dimes for our end-of-the-year report.

Check this space next month for the results of the past couple months.

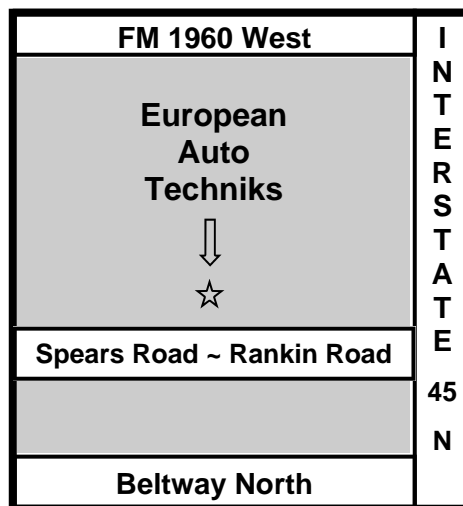
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The Editor

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EAT Owner Michael Cayley says:
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LSR Member George Bigham says:
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Boxster Maintenance: Replacing the Ribbed V-Belt

Story/photos by Lea Safley

If you own a Boxster, a routine task of maintaining your Boxster is replacing the poly rib belt. I had read about this task online using a Boxster owners forum and by reading different postings found under a Google search. In each instance, the task was described as being one that could be performed in a couple hours, depending on how much detailing you chose to do while performing the belt change.

I purchased the replacement belt for my 2000 Boxster at the dealership. My car has A/C and uses part number 996 102 151 66. I suspect that different belt sizes may be available due to the part I.D. found on the description label on the box. If you can take your old belt with you to the dealership to compare, as I did, this may save you a trip back to exchange it.

If you perform any maintenance on your car, the tools required for this project are those which you should have in your tool chest already. You will need a 10mm socket, a 24mm socket, a ratchet and if available a long handled ratchet wrench. If you want to tell your significant other that a nice 4-post lift is required, that is up to you. It didn't work for me.



I'm not a tall or large person so gaining access to the belt and pulleys required me to only slide the seats to their forward-most position and then tilting the seats forward. Once done, you will see the carpeted fire-wall. In the photo above, I had yet to remove the speaker box or the carpeted engine cover.

Removing the carpet requires that you remove the four plastic grommets on the upper lip of the carpet.

Once you have these removed, you will see the shiny engine access panel (see below) which is held in place by seven bolts and two nuts. Once the fasteners are removed, the access cover is removed to gain access to the belt and the pulleys. .



Other mechanicals are also visible after removing the engine access panel although their removal and replacement will not be covered in this article.

Using the chart on page 17, you will find the belt tensioner identified as #7. Find the belt tensioner on your car. Using a 24mm socket and the long handled ratchet, loosen the tension on the belt by rotating the belt tensioner clockwise.

Care should be taken when releasing the tension as the spring-loaded pulley will spring back to its "tensioned" state when you are no longer turning the nut clockwise.



- 1 Coolant pump
- 2 Alternator/Generator
- 3 Deflector rollers
- 4 Power Steering pump
- 5 Air Conditioning compressor
- 6 Crankshaft
- 7 Belt Tensioner
- 8 Deflector rollers

I found it unnecessary to use a “cheater bar” to perform this task, although it was mentioned when I read the internet information.

With the tension on the belt released, slid the belt off the pulley, carefully releasing the pressure on the tensioner nut.

With the belt removed, extract yourself from the car. You may (will) need to do a couple minutes of stretching to gain your perfect posture.

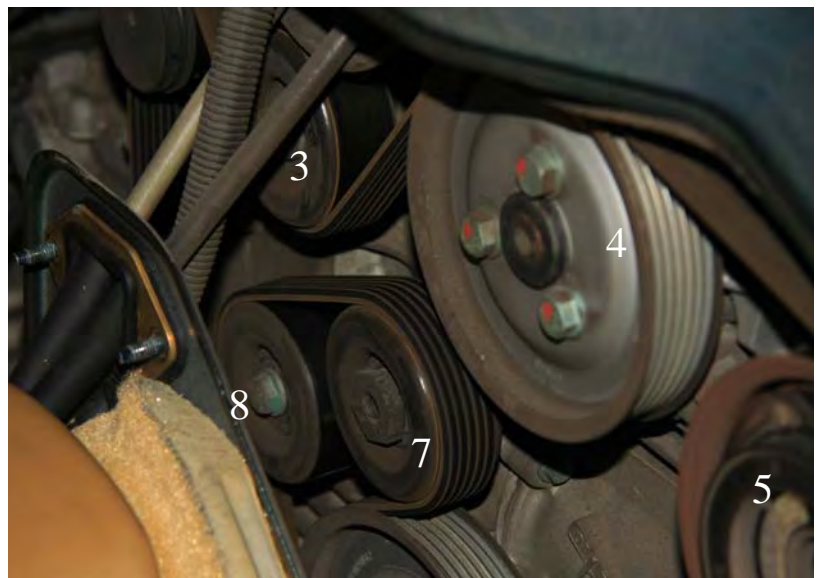
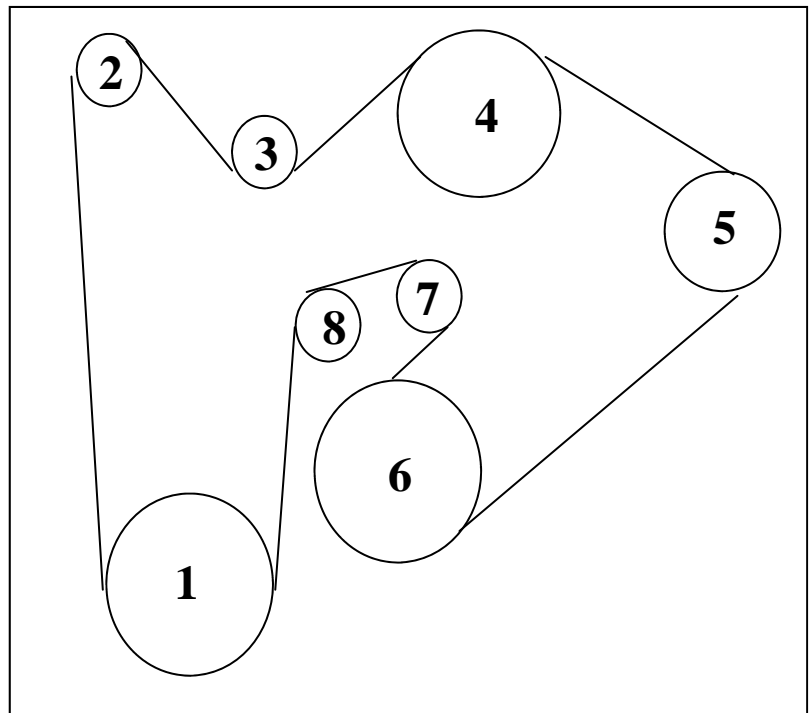
Replace the belt, routing it under and over the pulleys and mechanicals as shown in the diagram above. I found it easiest to leave pulley #2 for last but your choice may differ depending on which side of the car you’re working from.

In any case, you will need to once again locate the belt tensioner and again loosen the tension by rotating the belt tensioner nut clockwise until you are able to properly locate the belt on each individual pulley and belt.

For those who are a bit more adventurous, you may want to take this opportunity to replace the belt tensioners and/or deflector rollers. Worn deflectors may be a source of occasional squeaks and noise as the belt rotates. A worn belt tensioner allows your belt to become slack, preventing the belt from maintaining the necessary tension.

Complete the project by replacing the engine access panel and the rear firewall carpet.

Start your car and take it for a drive.



Bob Brooks

BPM Group

Brooks Project Management

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713-661-8881 Phone 713-666-9369 Fax bbrooks@bpm-texas.com



Letters to the editor

Lea Safley—PorscheNaut editor

January 24, 2010

Letter to the LSR PorscheNaut Editor

I want to thank all of our members for the ground swell of support this club has given in time, money and parts to the kids I am helping. As the article last month highlighted, I have taken the next step in helping kids by teaching how to build a car as a way of connecting with them in the absence of a valuable role model. Specifically teaching them with the clunker I bought for them. You don't have to look too hard to find boys that have no clue what an air tool is or the difference between a socket and a wrench. Heck they struggle on what is a flat versus Phillips head screwdriver. But I will say that after 6 months of teaching them, these kids have with their own hands disassembled these cars and have learned valuable lessons.

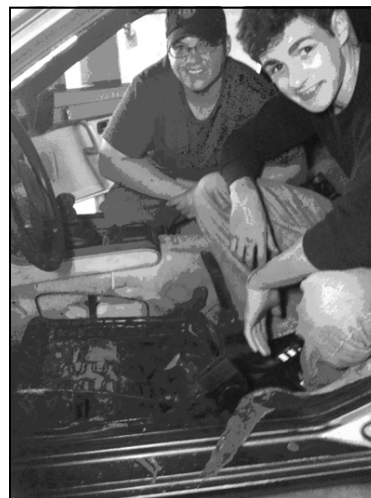
I found two Porsches that would have ended up in a scrap heap if it weren't for the dedication of so many to help me build these with these kids for them to have some day. We have received many parts, whole interiors, money and yes even valuable time (Joost Perquin, with his family waiting in The Woodlands, comes down every Wednesday night to help).

This is a very generous club to support the work we all do individually as we give back to our community. With so much debate on how giving should be handled, I just want to say THANK YOU to the many that have contacted me and given to these kids. I haven't formalized this into a charity of sort, but being charitable doesn't require a tax break. You have given from your heart and many letters photos and emails have come from folks that say this as a real need in many many kid's lives. I feel encouraged and feel we are doing the right thing.

We still need more parts and money for these kids to finish. We are progressing well to hopefully finish these cars by the end of this year. Our needs now are more in line with repairing the damage on these engines. One is extensive and will need \$800 of work at the machine shop and the other less damaged still will require \$600 of machine work. This cost along with the need for new gasket kits, put us in great need for more support.

Thank you again LSRPCA. You are a very generous and charitable.

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The Space Shuttle and Commercial Airplanes Use Nitrogen In Their Tires. Should You?

The answer, it would appear, depends on who you ask. You see, Nitrogen is used in the space shuttle and in commercial airliners mostly because it is non-combustible. The likely hood of the tires on your Porsche getting hot enough, during normal driving, to explode is fairly slim. However, there are other reasons to consider Nitrogen.

Potential Problems from Using Compressed Air in Your Tires

Most tires are inflated with compressed air, (a combination of gasses made up of nearly 78% nitrogen (N₂), 21% oxygen (O₂) and 1% argon (Ar) and a few other trace gasses). There are a number of possible problems with this mixture and reasons to think about Nitrogen.

Air Leakage: The molecular makeup of rubber is such that regular compressed air can permeate through the rubber allowing the pressure in your tires to drop at a rate of 1 to 2 PSI per month (assuming constant temperatures).

Pressure Changes: Along with the normal components of compressed air comes moisture/water and water isn't good for anything tire related.

This moisture is usually a result of humidity in the air and the act of compressing it greatly increases the concentration of water by volume.

Don't believe me? Try this, next time you're at a gas station and you plan on topping off your tires, depress the chuck on the hose for a few seconds with your thumb. Chances are your thumb will feel moist and you may even see water. It's this water/moisture that gets into your tire, reacts to temperature changes and can change the pressure of your tires. This is why it is always suggested you check your tire pressure "cold" before you've driven the car and heated the tires and the moisture within.

Oxidation: Oxygen corrodes aluminum and steel possibly weakening your wheels. Additionally, oxygen reacts with rubber, in a sense, "corroding" it too (possibly making your tires unsafe). Rust and dust

created from this oxidation can clog valve stems, causing them to leak. Lastly, rough surfaces on wheel flanges and tire beads (due to corrosion) may not seal properly, causing additional leaks. Combine this with the moisture mentioned above and your expensive tires can possibly be damaged.

Why Nitrogen May be Better in Your Tires

For some, especially those that drive race cars or who regularly participate in Driver's Education and other high speed events, Nitrogen provides a number of benefits:

Air Leakage: Nitrogen molecules are actually larger than those of compressed air. So much so, that while they can still "permeate" the rubber or leak through, they do it at a much slower rate. If you fill a balloon with air by blowing into it, it will shrivel up in a short period of time (that's the compressed air escaping through the skin of the balloon). Fill that same balloon with Nitrogen and it will remain filled for a much longer period of time. Compressed air leaks at a rate of 1 to 2 psi per month. Nitrogen leaks at a rate of 1 to 2 psi every six months.

Pressure Changes: Unlike compressed air, Nitrogen is dry. No moisture means fewer, if any, pressure fluctuations. For those of you who race and want to dial in your suspension, you already know this. For those of you spending more time on the track in High Speed Driver's Ed events, it's something to keep in mind.

Oxidation: Nitrogen is far less reactive than compressed air. It won't cause rust and corrosion on steel or aluminum. More importantly, it won't degrade the rubber.

Add the three factors above together and you have a recipe for constant pressure and better wheel/tire wear. More consistent pressure translates into better gas mileage and longer life for your expensive tires (not to mention a fine tuned suspension dialed in to your track needs for that particular day).

If Nitrogen provides such great benefits why is there even a question about using it?

Nitrogen isn't anywhere near as available as compressed air, yet. While you can purchase cylinders of it from various suppliers, filling stations are few and far between.

Compressed air is inexpensive compared to Nitrogen. Most gas stations have compressed air available for free or a nominal fee of fifty cents or so. Shops may charge as much as \$30 per tire for a nitrogen fill (although \$10 is a more reasonable fee and some places will even fill for free with a tire purchase).

Lastly, and most importantly, you can get pretty much the same results (for street use) from compressed air by simply checking your tire pressure more frequently. Checking and adjusting your tires as little as once per month can provide the same benefit(s) that you get from Nitrogen for most drivers. If you're a racer, then most likely you're already using nitrogen and rightfully so. If you're a Porsche enthusiast who enjoys a spirited drive now and then, simply purchase a nice gauge like the Porsche one or this one available from Moroso".

This article and other interesting Porsche related articles can be found at www.PorschePurist.com.

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Porsche Automotive News

BLOOMBERG NAMES THE NEW PORSCHE PANAMERA ITS 2009 CAR OF THE YEAR

'Sports car for four' is praised for its driving dynamics and comfort

ATLANTA, Dec. 10, 2009 - Bloomberg News today announced the 2010 Porsche Panamera as its Car of the Year for 2009. This is Bloomberg's first-ever Car of the Year selections, with seven categories in all, including Car of the Year, Green Car, Economy, Family, All-Around SUV, Sports Car and Executive Sedan.

All eligible contenders were evaluated by Bloomberg's weekly auto columnist, Jason H. Harper, who drives and tests hundreds of luxury, sports and alternative-fuel autos each year. The selectees were evaluated in terms of overall performance, intelligent design and smart style, desirability and build quality. To qualify, models must have been new or significantly revised for model year 2010, and be on sale by the first quarter of 2010 (article link: <http://www.bloomberg.com/news/spend/auto.html>).

"The Porsche Panamera has broken the sports-sedan category wide open, producing a truly desirable auto that combines the best elements of a sports car and comfortable four-door," Harper said. "Fast and fun, the Panamera is a car with real appeal."

Porsche's first four-door car and the company's fourth model line went on sale in October, joining the company's successful stable of performance thoroughbreds: the mid-engine Boxster and Cayman, the Cayenne SUV and the iconic 911 Carrera.

The Bloomberg recognition comes on the heels of the Panamera receiving an Edmunds Inside Line Editors' Most Wanted 2010 trophy at the 2009 Los Angeles Auto Show (article link: <http://www.insideline.com/features/2010-edmunds-inside-line-editors-most-wanted-awards.html>).

All Three Panamera Models Deliver High Performance and Low Fuel Consumption Initially offered in three versions - the 400-horsepower, two-wheel drive Panamera S and all-wheel drive Panamera 4S, and the 500-horsepower, twin-turbocharged, all-wheel drive Panamera Turbo—the new Panamera provides Porsche performance and quality, as well as a level of comfort absent among true high-performance cars.

The Panamera is the first premium car to feature an automatic engine start/stop system used in conjunction with seven-speed double-clutch transmission. This system saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a stop light. All engines have advanced and fuel-efficient Direct Fuel Injection (DFI), as well. Porsche engineers also focused on weight savings and lightweight technologies to further enhance fuel efficiency. As a result, the Panamera S and Panamera 4S deliver 16 mpg city/24 mpg highway (19 mpg combined), while the Panamera Turbo achieves 15 mpg city/23 mpg highway (18 mpg combined). Amazingly, these figures were achieved without activating the standard auto start/stop system. All Panamera models are not subject to the gas guzzler tax and provide the best fuel economy in their competitive set.

The manufacturer suggested retail price (MSRP) for the Panamera S is \$89,800, while the Panamera 4S and Panamera Turbo retails for \$93,800 and \$132,600, respectively.

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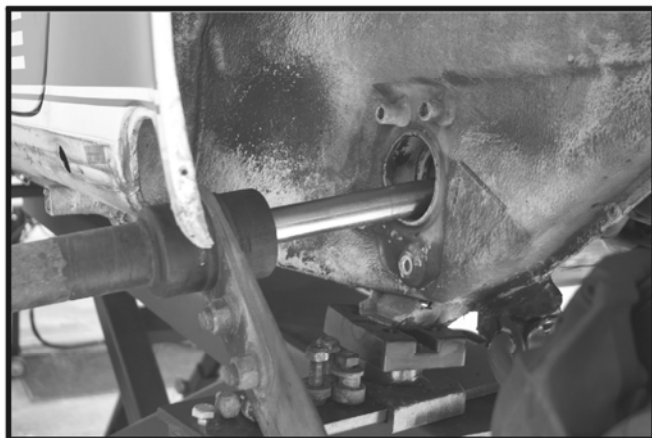
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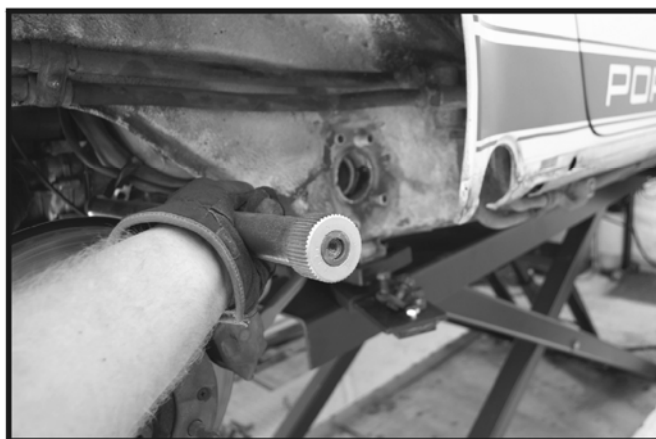
Eighties Carrera Suspension Upgrades

On my DE car some suspension upgrades were in order. With simple planning the final results are fantastic.



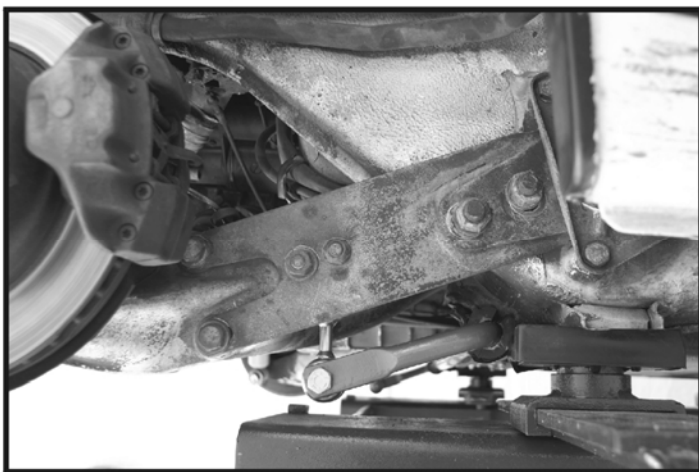
The left photo shows the old torsion bar removed and the new heavier bar going in. It's really quite simple to remove the various bolts and pry the torsion bar plate off with a couple of large screwdrivers. With a little coaxing the bar just popped out. I found that the large rubber trailing arm bar bushing had been worn on the top side only. I simply swapped the left and the right trailing arms and bushings. Viola! Nearly new factory bushings.

At right is the new larger torsion bar. This is a 29mm bar replacing the factory bar. This makes the ride much stiffer while allowing for some street use. While I was there I refurbished the sway bar bushing and drop links. This task was super easy. The bushings simply fall off when the bolts are removed holding the brackets. Don't forget to use the correct torque values. Replacing bushings is the recommended route so be advised. Always be safe if you question any part of your Porsche.



This last photo is the completed assemblies. The trailing arms have been swapped from left-to-right, new torsion bars installed, and the sway bars have been removed, cleaned and painted then re-installed with new factory type rubber bushings and drop links. The fronts are much easier to accomplish, so I did not show them here. Be careful under your car, have fun, and enjoy the "new car" feel that this upgrade offers. In total, an eight hour project. Have your car professionally aligned and corner balanced if you plan to DE.

Robert Buchanan





Membership: December

William Wong - Membership

Lone Star Region welcomes our newest members!

Richard H. Bodecott	2006	911
Austin M. Brooks	2006	911
Mark W. Brooks	1999	Boxster
Keith & Shauna Brown	2004	911 turbo
Greg T. Clariday	2009	911S
Daniel L. Duncan	2005	Boxster
Gary S. & Pam Greenwood	2009	911S
Steven Gurley	2006	911 C4S
Steven L. Snodgrass & Scott Stevens	2007	Cayman
Mark & Kimberly Sparrow	2003	911 C4S
Brad C. & Julie Watts	2009	Cayman
David L. Youngblood	2001	911 turbo

Transfer-in

No transfer in

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!



Viewing the new Porsche GT3 from *any* angle is one that you will certainly find appealing. Shown above are three examples of Porsche's finest work.

Photo: Hugh Brazier

Bargain Corner

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1995 Porsche 911 Cabriolet, Aventurine Green, Black top and boot, Grey leather interior, 79,000 miles, Euro M030 suspension with Bilstein HD, 6-speed manual with Porsche RS short shifter, Brey Kraus strut brace, Alpine iPod Stereo, 18-inch turbo twist wheels, cold A/C, garage kept, well maintained, great condition. pgweller@gmail.com \$22,500 or best offer

Feb10



2004 GT3, silver, black interior with black wheels. 43,xxx miles. Sport seats and rear seat delete. A fast and fun car, ready for the Houston highways or the thrilling experience of TWS or MSR! The car is in nice shape, and can be considered "experienced" but could benefit from a few routine maintenance "refreshments" to return to A+ condition. Asking \$52,000. Contact Marie 713-240-1134 or email mdewit@coair.com.

Dec09



Pair of Black fabric Recaro Porsche GT3 Seats for 964 or 993. Includes slider rails. Also have pair of Simpson 5-point harnesses. Make offer. 832-229-8839

Feb10



DAS Sport Bolt-In Roll Bar for Porsche 911 Cabriolet 1990 to 1998 (964 and 993). Do-it-yourself install, can be put in and removed easily without cutting upholstery. I paid around \$1,350 with shipping cost and black powder-coating. Asking \$600 or best offer. Contact 832-229-8839

Feb10



2006 Porsche 911 Cabriolet—30,600 miles, Tiptronic, Certified, Red Exterior/ black interior \$48,50 Direct inquiries to cceasy@flash.net or (281)362-7633.

Sep09

17" Turbo Twist wheels and tires. P/N 996.362.126.05 (Rear), 996.362.124.00 (Front). Fitted w/Kuhmo Ecsta ASX tires - 225/40R17 (R) and 205/50R17 (Frt). Fronts have 80% rubber left. Rears at 40% (typical tread wear on a Porsche). Wheels in very good condition, but not perfect. Some minor scuffs, and one chip. Center caps not incld. More pics at <http://picasaweb.google.com/shassere/Wheels>. \$700, obo. Ctc: Michael Shassere; 832-693-5319 or shassere@gmail.com

Feb10

FREE USED TIRES: Continental Sport Contact 2 (N2), 225/40ZR18, 11/64" tread depth. Bridgestone Potenza RE050A (93Y), 285/30R18, 15/64" tread depth, Contact Bob Brooks at 713-419-5152, bcarchrb@aol.com.

Dec09

Wanted: 996/986 black leather dash and instrument cluster piece. Must be in good condition. Email Randall with pix and price at randall@touchusa.org.

Nov09



2004 Cayenne S 43k miles, Crystal silver/blk leather int, great cond., well maintained, auto trans, AWD, Xenons, sunroof, tow pkg, nav, rear DVD player, 6 CD changer/prem sound, Turbo look wheels with plenty of tread left on tires. 40k service recently performed. CPO warranty till 6/2010. 32.5k OBO. Cct Mark McIntyre at 281-255-8519 bikrcr2@yahoo.com Oct09



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1986 911 Turbo Coupe, guards red/black, 70,550 mi, exc cond, no accidents or track time, kept in garage, sunroof, upgraded B&B exhaust, intercooler & turbo, factory exhaust kept, owner's manual & all maint recs, 3rd owner. \$36k, Ken Rozek, Houston, TX, 832/489-4844. k.rozek@sbcglobal.net. Oct09



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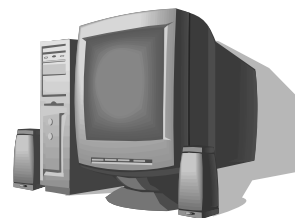
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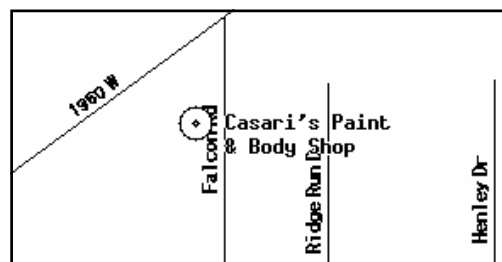
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"How do I sign up?"

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 be found on our web site at http://www.lsrpca.com/linked_docs/de/Multi%20Region%20DE%20Handbook.pdf

"Will I learn to drive better?"

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