

February 2011

PorscheNaut

MAGAZINE

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

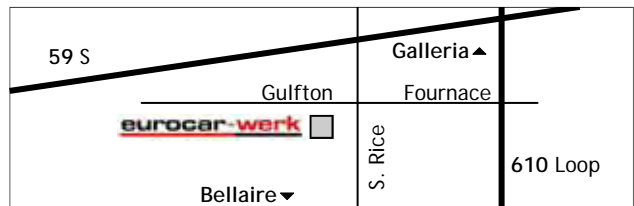




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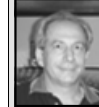
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president@lsrpca.com

Vice President Mike Globe
vp@lsrpca.com



Secretary Cynthia Crawford
secretary@lsrpca.com

Treasurer Tim Westby
713-228-8000
treasurer@lsrpca.com



Member At Large Ken Tubman
memberatlarge@lsrpca.com

Past President Burnell Curtis
pastpres@lsrpca.com



Membership William Wong
281-332-2965
membership@lsrpca.com

Club Race Chair Jim Troxel
713-529-7050
clubrace@lsrpca.com



Concours Chair Sylvia Lanz
concours@lsrpca.com

Autocross Chair Matthew Kucharski
ax@lsrpca.com



Performance Driving School Chair Joost Perquin
pds@lsrpca.com

DE Chair Greg Stewart
de@lsrpca.com



DE Registrar Greg Platt
registrar@lsrpca.com

Social Chair Nina Midway
social@lsrpca.com



Store Chair John Haworth
jsh1686@yahoo.com

Rallies/Tours Chair Ron Baklarz
rallytour@lsrpca.com



Charity Chair Anne Retzler
charity@lsrpca.com

Web Master Jim Heimer
web@lsrpca.com



PorscheNaut Editor Rob Quarles
pnaut@lsrpca.com



On My Mind:

Lynn Friedman,
President
Lone Star Region PCA

As I write this letter, I know many of you are busy getting your cars ready for the 2011 LSRPCA Texas Two Step Club Race. Our Annual Club Races gets better and better, and this year will be no exception. Racers come from all over the country to compete at our race held at Texas World Speedway, March 18, 19 and 20. One of the most exciting parts for me is having the opportunity to see our "homegrown" boys (and girls) out on the track. Along with our seasoned racers, Lone Star Region is producing rookies who are giving them all a run for their money.

If 'prepping your racecar' is not in your vocabulary, consider joining the tour group that drives up from the Houston area for the day to check it all out. Your P-car will love seeing its racing brethren, and you will have the opportunity to watch some racing and get a behind the scenes tour. The group concludes with a dining experience prior to heading back to Houston.

Be sure to check the website and the "Look Ahead E-Blasts" for more information about the event, and the always popular group drive up to the races.

See you at the races!

"Keep your eyes on the road,
Your hands upon the wheel.
Keep your eyes on the road,
Your hands upon the wheel."

*From "Roadhouse Blues" Written and performed by
Jim Morrison and The Doors, 1970*

I never realized 40 years ago when I was singing with Jim Morrison (ok, singing vicariously via an 8 track tape) that I would be expressing these words, often accompanied with a few obscenities, to fellow drivers on the streets of Houston today.

My words, mostly kept to the confines of my car, (no road rage here...) can be prompted by such circumstances as being behind an extremely slow vehicle in the left lane oblivious to the traffic behind to those wondering in and out of their lane.

I used to generally attribute this behavior to those little old white haired ladies driving their Cadillac land yachts home from the beauty shop or from an over indulgence in adult beverages. Now it seems everywhere you go, you can see it. What is happening? People of all ages are allowing themselves to be distracted. Distracted away from driving responsively.

There are tons of distractions available to us today. Cell phones, navigation systems and computers are only a few of them. Eating and drinking from the fast food lane. (gasp! Not in my Porsche!) Let's don't forget primping and make up applications in the vanity mirror - even communicating with others in the car can be a distraction. And, we have all been guilty of being distracted in one way or another, and it can be dangerous.

So next time you take to the road, think about what might be distracting you from being a safe driver. Plan ahead. Never trust that every other car out there will be driven safely and defensively. Watch out, be alert and patient, and like Jim says... "Keep your eyes on the road and your hands upon the wheel..."

Lynn



From the Fast Lane:

Rob Quarles,
PorscheNaut Editor

Hi Gang,

Due to a number of unforeseen circumstances, I regrettably need to step down as editor of the PorscheNaut. It appears that Nel and I will be moving away from our beloved Lone Star Region due to a pending job opportunity.

We will certainly miss all of the great LSR events, and

above all, the wonderful members who went out of their way to make us feel welcomed.

I have thoroughly enjoyed my time as PorscheNaut editor. I really appreciate all of the great articles and photos you've submitted. Keep up the good work!

If anyone is interested in becoming the new PorscheNaut editor, or if you just to help out, please contact Lynn Freidman via email at; president@lsrpca.com

Sincerely,

Rob Quarles

LSR COMMITTEE CHAIRS

Activities Chair

Nina Midway
social@lsrpca.com

Autocross Committee

Matthew Kucharski
ax@lsrpca.com

Charity Chair

Anne Retzler
charity@lsrpca.com

Club Race Chair

Jim Troxel 713-529-7050
clubrace@lsrpca.com

Concours Committee

(partial listing)

Sylvia Lanz
concours@lsrpca.com

Andrew Barry 281-778-8501
Andrew.barry@weatherford.com

Performance Driving School

Joost Perquin
pds@lsrpca.com

High Speed DE Committee

(partial listing)

Chairman
Greg Stewart
de@lsrpca.com

Chief Driving Instructor
Ken Tubman
cdi@lsrpca.com

Registrar
Gregg Platt
registrar@lsrpca.com

Ted Lazarides
Ted@Lazarides.com

Mike Globe
vp@lsrpca.com

Rallies/Tours
Ron Baklarz
rallytour@lsrpca.com

PorscheNaut Editor

Rob Quarles
pnaut@lsrpca.com

Store

John Haworth
jsh1686@yahoo.com

Webmaster

Jim Heimer
web@lsrpca.com www.lsrpca.com

February 2011

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					

- 2 Board Meeting
- 5 Coffee and Cars, Marq-E Center from 8:30 to 10:30 am
- 5-6 LSR DE at TWS
- 12-13 Tour to Rockport and Aransas National Wildlife Refuge
- 13 PCar GTG (S) - 8:30 am at Starbucks in Webster
- 18 Register for Club Race DE in March
- 19 PCar GTG (NW) - 9 am Starbucks at 290 and Spring/Cypress
- 19 "What Makes a Porsche a Porsche" at Momentum Porsche
- 26 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

March 2011

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		

- 2 Board Meeting
- 5 Performance Driving School at Houston Police Acedemy
- 5 Coffee and Cars, Marq-E Center from 8:30 to 10:30 am
- 8 Registration Opens for 2011 Porsche Parade (through date TBD)
- 12 Performance Breakfast at Momentum Porsche with PCA & Vendor Exhibits
- 13 PCar GTG (S) - 8:30 am at Starbucks in Webster
- 18-20 LSR PCA Club Race and Solo DE at TWS
- 19 Drive-Display-Dine Tour to Club Race at TWS
- 19 PCar GTG (NW) - 9am Starbucks at 290 and Spring Cypress
- 26 PCar GTG (N) - 8:30 am Starbucks at Market Street by the Woodlands Mall
- 26 "What Makes a Porsche a Porsche" at Momentum Porsche
- TBD Zone 5 Regional Presidents' Meeting

The calendar of events is current at the time printing. Date/time/event changes may be necessary. For additional details of the events listed above and for events scheduled after printing, please check the Lone Star Region web site at www.lsrpca.com

LSR PCA— High Speed Drivers Education

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Each PCA member gets a discounted \$265.00 entry fee and priority in the registration process. Registration opens one month prior to the event, promptly at noon. We usually sell out within three hours of opening of registration, so don't hesitate to sign up!

"How do I sign up?"

DE event registration *MUST* be completed on-line at www.clubregistration.net. Additional detailed information can be found on-line at www.lsrpca.com/drivers_ed.htm. The Texas regions DE handbook can 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?"

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?

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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



2011 dates: Feb. 5-6 / Mar 18-20 (Solo Only) / May 7-8 / Jun. 11-12 / Sept. 10-11 / Oct. 15-16 (Hill Country) / Dec. 3-4

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No prior performance driving experience required. Those that do; you will have a blast! Guaranteed.
Registration opens at noon on February 5th at www.clubregistration.net Special rates for young drivers!

Where : Houston Police Academy (near the IAH airport)
When : Saturday March 5th, from 8:00 am to 4:30 pm
Who : For PCA members and non-members (different rates may apply).
More info : lsrpca.com/pds.htm or Joost Perquin: (832) 419-4655 / pds@lsrpca.com

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Membership: December

William Wong,
Membership

**Lone Star Region welcomes our new members
as of 01/01/11 for the month of December 2010**

New members

Theodore A. & Yulanda Glutz	2011	Boxster S
Einar H. Goerland	1987	911 Turbo
Dennis & Margaret Holifield	2000	996
Timothy K. & Sam Johnston	1991	944
James L. & Debra Justice	2004	Boxster S
Richard T. & Nancy Kendall	2011	Cayenne
Roy Kumar	1997	911
Curtis E Perry Jr. & Irma Perry	1997	911
Michael L. & Casey Phiher	2005	911 Turbo S
Howard M. Reiner	2010	911
Alan R. & Torie Riffle	2008	911
Jim A. Slater	2010	911 C4S
James S Thigpen	2010	Boxster

Transfer-in

Frank T. & Nichole Hammons	1978	911SC
Richard T. & Nancy Kendall	2011	Cayenne

Welcome!

For those of you who are new to the Porsche Club, the Lone Star Region would like to welcome you! Reasons for joining the club are many, but rest assured you're not alone in your endeavor as the owner of one of, if not the best high performance automobile available today! If your ambition is to become one with your car, testing your driving abilities and your car's handling characteristics then our Drivers Education (DE) or Autocross events are just for you. If you prefer a more relaxed atmosphere, our concours events are held at various venues around the Houston area. If wearing a helmet isn't your cup of tea and you've decided that washing and waxing is best left to the detailer, then you're sure to find that participating in one of our "Drive-n-Eat" socials is just for you!

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AUG 28-29	NOV 20-21	AUG 14	SEPT 17	NOV 19
SEPT 18-19	DEC 11-12	AUG 27	OCT 15	DEC 3
			OCT 22	

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2011 PORSCHE PARADE



LSRPCA Board Minutes

January 2011

Cynthia Crawford, Secretary

Date: January 5, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Mike Globe, Vice President

Cynthia Crawford, Secretary

Ken Tubman, Member at Large

Burnell Curtis, Past President

William Wong, Membership Chair

Jim Troxel, Club Race Chair

Sylvia Lanz, Concours Chair

Greg Stewart, DE Chair

Greg Platt, DE Registrar

Nina Midway, Social Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Jim Heimer, Web Master

Leonardo Docanto

Larry Friedman

Rodger Gay

Lynn Friedman called the meeting to order at 6:30 p.m. Lynn reported that the PCA National dues increase went into effect on January 1, 2011. A one year membership increased from \$42 to \$46.

Jim Troxel reported that preparations continued for the 2011 Club Race.

Greg Platt reported that registration opened today for the February 5-6 DE and that it began filling up very quickly. Payment through ClubRegistration.net went smoothly. He reported that the September and October DE's were both on Texas A&M home football game weekends and that it was going to be difficult to obtain hotel rooms. The Manor House is holding some rooms for DE participants.

Ron Baklarz reported that he was receiving a good response for the Tour to Rockport scheduled for February 12-13. He requested that the Board authorize the expenditure of up to \$1200 to cover the cost of the whooping crane boat tour in the event there is an insufficient number of participants to cover the cost. Ken Tubman so moved, Greg Platt seconded and the motion passed.

Greg Stewart reported that he and Ken Tubman were considering holding a DE at MSR Houston this year. They are evaluating possible dates and how the event would be run given the length and configuration of the track. They will provide further information as they work out the details.

Jim Heimer reported that the website had received 17,195 unique visitors in 2010. He discussed improvements he continues to make to the website.

Nina Midway reported that she is working on scheduling the F1 dinners.

William Wong reported that the membership stands at 1085.

Sylvia Lanz reported that the November Concours was well attended. There was a lively discussion regarding possible new venues for Concours in 2011. Sylvia will check into the suitability of the suggested locations.

Old Business:

Jim Heimer requested input from the Board regarding planning the Club's 50th Anniversary celebration. The Board discussed a number of possible options, with the primary focus being to hold an event that would interest and involve as many members as possible. Greg Stewart volunteered to contact MSR Houston to explore the possibility of renting their facilities for a day during which members could participate in activities such as DE, PDS, AX and Concours, as well as dinner and a silent auction.

Lynn stated that historically the August board meeting was very sparsely attended due to summer vacations; therefore, the Board will be in recess during August this year and will not hold an August board meeting.

New Business:

Lynn presented the proposed 2011 PDS budget on behalf of Joost Perquin who was unable to attend. After discussion, Mike Globe moved to approve up to \$12,555 in expenses for the 2011 PDS program. Burnell Curtis seconded and the motion passed unanimously.

Greg Platt moved to adjourn. Ken Tubman seconded, all agreed, and the meeting was adjourned at 8:00 p.m.



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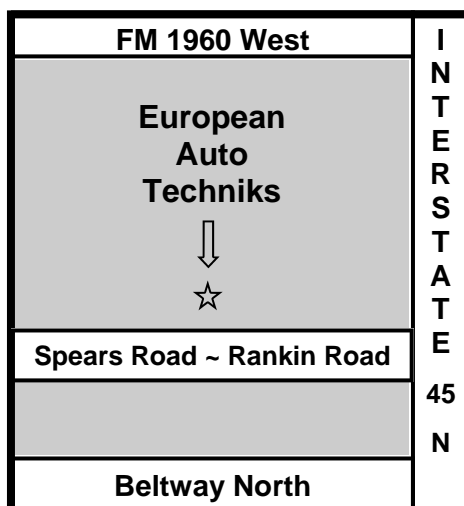
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OUR ZUFFENHAUSEN VISIT



The Saunders Family outside of the Porsche Museum in Zuffenhausen Germany. Behind them are new 997's in colors representing the German flag, honoring the German Soccer Team who were playing in the 2010 World Cup.

Below and Opposite Page:

Story and Photos By Bob Saunders

I am a first-time Porsche owner, having purchased a 2007 911 Carrera in February of last year. My family (wife Cindy and son Patrick) had already planned a trip to Germany in late June to visit the family of a German exchange student we hosted in 2007 in Katy, so we decided to make a side trip to the Porsche factory and the museum in Zuffenhausen. Now for those of you who have already made this trek, these comments will be old news, but for newbies like me this was a most enjoyable event. Although the badge on my hood says Stuttgart, the 911 is actually produced in Zuffenhausen, which is a suburb of Stuttgart.

The arranging of the factory tour took some doing, but was accomplished via email and anticipatory waiting. I didn't want to make any hotel arrangements until I knew for sure we had the tickets, but the approval finally came a few weeks before the trip. There are groups of tours and we were assigned a time and advised to not be late. to install the front and back windows. The tour takes about 2

hours and was very interesting. It made me appreciate my car all the more.

We met at the Porsche dealership, which is between the museum and the factory, although the factory is actually spread out a bit. We were not allowed to take pictures in the factory. We toured a number of stations to see how the cars are assembled. One of the recent directors of Porsche brainstormed with some Japanese car makers in order to improve the efficiency of the production process. When a car is ordered from the dealer, every car is unique and the order is bar-coded. Everything from that point on uses that barcode in the production process. We were told that in the U.S. many cars are bought off the floor from models that the dealers have selected, but in other parts of the world, most cars are custom ordered by the client and from that point it takes about 90 days for the individual to take possession. Once the barcode is activated to start the assembly and the chassis enters the assembly line, a signal is sent to the engine room and

the engine is assembled over the next several hours. It arrives at the assembly line at a time appropriate for installation. This is known as “just in time production” and has reduced storage time for engines and essentially all other items that require prior assembly. The engines are no longer hot tested which used some fuel and a radiator, but are now cold tested, which means some other device turns the engines over and the compression is tested by gauges in the injector openings. We saw how leather hides are scanned by a computer system and imperfections marked and cut out, so only the smoothest leather is used. Tires are inflated in a chamber that pushes the air in around the rim of the wheel, instead of through the valve stem, which would take too long. The workers go through a 3 year apprenticeship and then are hired for life. The only robot used is to install the front and back windows. The tour takes about 2 hours and was very interesting. It made me appreciate my car all the more.

The museum is spectacular and has a café and an elegant restaurant in it. The World Cup tournament was on during our stay, and German flags were everywhere. In front of the museum were three new Porsche 997's; black, red and yellow to represent the colors of the German flag.

There are many, many vehicles in the museum in fabulous condition. I thought one of the more interesting displays was the one for the Rothman's 956. In this display it was suggested that if a car could go fast enough, the law of downforce would allow it to be driven on the ceiling.

All in all, this was a most enjoyable day and I highly recommend the factory tour and Porsche Museum if you are planning a trip to Germany.



Patrick Saunders at the Porsche Museum display for the Rothman Porsche 956. According to the theory of downforce, when this 956 reaches a speed of 321.4 km/h, it theoretically could drive on ceilings.



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PORSCHE

Attention Green and Blue DE Drivers!

Get the Second-Best seat at the 2011 LSR Club Race on March 18-20!
Work all three days and earn a DE at a future LSR Event!

Airplane passengers tend to see flight attendants as people who help everyone find the right seat, and then serve drinks and food once the plane is in the air. Of course the whole airplane crew, including the flight attendants, has passenger safety as its primary responsibility.

At races as well as at high-speed drivers education events, drivers tend to see corner workers as people whose main job is to “Blue Flag” those pesky slower drivers out of the way. But of course, just as with that airplane flight, the whole staff of the event, including the corner workers, has driver safety as its primary responsibility.

Unlike flight attendants we don’t generally have to tell drivers to fasten their seat belts...but at grid we do check for windows rolled down and about 43 other safety-related details. And once vehicles are on the track we are always watching for smoke, fluids dropping, as well as pieces of cars falling off. It is a key part of our job to help protect drivers from endangering themselves and others on the track.

For our DE events we have come to rely a lot on students from the Texas A&M car club for corner workers. They are smart, quick learners, responsible, local (no travel time or travel expenses), they are enthusiastic about doing the work, and they can make good use of the money we pay them. There are enough weekend events at TWS that for some of the A&M students, working weekends at the track is just about a part-time job.

Races are a whole different thing, whether you’re behind the wheel of a high-performance Porsche, or behind the barrier at a corner station. So for our annual club race, we have been fortunate each year to be able to recruit a number of experienced SCCA corner workers. Almost every SCCA event they work is a race, so they have the level of race experience that we can draw on to run a safe and successful club race once a year.

The third group of corner workers is of course Porsche club volunteers, primarily from our own club, as well as from Hill Country and Maverick. These categories of workers begin to blur when you consider that a number of our workers are both PCA and SCCA members. PCA racing is somewhat different from SCCA racing, and our workers are able to “translate” between the two sets of rules for everyone’s benefit.

If you have attended a previous club race, you probably didn’t notice that any of this was going on. And that is just the way it is supposed to be. Just like the security guard at the bank, or the flight attendant on your last airplane trip, we corner workers are doing some of our best work when we are almost invisible.

But our goal is to be always ready, should an incident occur. We believe that Murphy prefers targets of opportunity, so it is by planning ahead that we have so far been successful, for the most part, in keeping him away from our events.

And LSR’s special offer to Green and Blue drivers this year (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 this time, since it is the Club Race and there will be no Green or Blue run groups, sign up to work the event, rather than to drive in it.

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

Finally, working corners will help you with your on-track driving performance at future events, will let you contribute to making the event a safe and successful one, and is a lot of fun.

Play Safe!

George Bigham
georgebigham@pdq.net
Flag One for the Club Race (again)



George Bigham at the track with the unofficial “Blonde Flag” which is displayed to drivers who have done something really stupendous, like a 360 on a dry track without leaving the pavement...

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Story and Photos by Jim Robertson

I would like to start by letting you in on a conversation I had with a fellow chapter member prior to our first Time Trail.

Me: Hey did you see the notice regarding the Time Trail on October 9th?

Fellow member (FM): I did, I love DEs.

Me: No it's not a DE it's a Time Trial.

FM: Oh yea, sorry, I haven't autocrossed in years but will give it a try.

Me: It's not an autocross, it's a Time Trail

FM: What the heck are you talking about?

What I am talking about is the most fun I have had in a long time driving my car. But first things first, if its not a DE and its not an autocross what is it? A Time Trail is typically held on a road racing course in this case Grandsport Speedway South of Houston, it IS a timed event, and it IS competitive, very competitive judging from what I saw at the event. A Time Trail is run in accordance with DE event rules rather than autocross rules as it tends to have higher speeds and is run on a track.

Here is how our event worked; cars were placed into groups of three based on a driver's prior driving experience and car capability. Three drivers at a time were released on to the track approximately 20 seconds apart for a timed 6 lap session. There is no passing allowed, not even with a point by, if you catch up to another driver you come in to the pits and are given a re-run. Each of your six laps are timed and your best time is used to group you for an afternoon second session.

The afternoon session, well,, did I mention competitiveness, this is where cars/drivers are grouped by their best prior lap time? The groups of three are now very closely matched, everyone knows the course, the temperature is up so tires are a little sticker, and the competitive juices are flowing! The groups of three are again released approximately 20 seconds apart for another timed 6 lap session. Once released it is up to you and your car, can you find a faster line, get on the brakes a little later, the gas a little sooner, can you find those elusive few tenths of a second? It was the afternoon session I found to be so much fun, it was competitive like an autocross, but on the big track like a DE, for me a perfect combination! And, judging by the smiles and the conversations after the second session I don't think I was alone.

As I mentioned, this was our first time trail for the LSR PCA and as such we had less than full attendance, but I

LSR TIME TRIAL



think that those who came out will be back for our next event that is now being planned. For those who came out and watched and those who weren't sure about a Time Trail and did not attend, watch for the next event. Sign up for our next time trail and test your driving skills and car's capability. And, like all LSRPCA events its always fun to be around like minded car enthusiasts, for me the social aspects of our events are as fun as the driving.

If you go to our website, lsrpca.com, and click on Activities and then click on Time Trials you can view the results. Note the variety of cars that participated, how close the times were and the fact that a Porsche Boxster had the best time of the day! You see it's not just the car and its not just the driver, it how well the car is prepared and how well the driver and car mesh on a given day and a given track.

And finally, many thanks to our autocross chairman, Matt Kucharski, and his co-Chair, Dave Hedderick, for bringing our first chapter Time Trial to fruition.





International Racing Elite to Compete in Porsche 911 GT3 Cup Race Car

Stuttgart/Atlanta - November 16, 2010 -- The Porsche 911 GT3 Cup is the most-produced race car in history. To date, over 2,000 vehicles have been delivered to customers around the world. And now, the 450 hp GT racer from Weissach belongs to the official competition cars at the Race of Champions, where a number of the world's most talented and famous racing celebrities from the most diverse disciplines come together in Dusseldorf, Germany on November 27 and 28.

Joining the ranks of the world class starter field is Porsche pilot Jeroen Bleekemolen. The 29-year-old driver from the Netherlands won the GTC class of the American Le Mans Series with Tim Pappas this season at the wheel of a 911 GT3 Cup and knows the car from many years of racing. In 2008 and 2009 he won the Porsche Mobil1 Supercup, the fastest international brand trophy series. In 2008 he earned a victory in the LMP2 class at the Le Mans 24 Hours with a Porsche RS Spyder.

In Dusseldorf, Bleekemolen will be up against the likes of Formula 1 pilots Michael Schumacher and Sebastian Vettel as well as World Rally Champion Sébastien Loeb and World Touring Car Champion Andy Priaulx.

"I'm proud to be part of the Race of Champions for the

first time," says Bleekemolen. "Obviously, I'm hoping to contest as many heats as possible with the Porsche 911 GT3 Cup - not one of the participating drivers knows the car like I do."

The Porsche 911 GT3 Cup, based on the road-legal 911 GT3 RS sports car, is powered by a 3.8-liter, six-cylinder boxer engine delivering 450 hp. The spectacular-sounding race exhaust system features a fully controlled catalytic converter. The rear-engine concept and the wide track give the racing 911 excellent traction and razor-sharp handling. Pilots operate the sequential six-speed gearbox manually. Power from the high-revving engine (max. 8,500 rpm) is distributed to the wide rear wheels via a mechanical differential.

"I'm very pleased that the racing elite from all over the globe will be seen driving the world's most produced race car, the Porsche 911 GT3 Cup," says Hartmut Kristen, head of Motorsport at Porsche. "I'm sure that fans and drivers alike will have just as much pleasure in the spectacular sound and the superb handling of this vehicle."

This marks the return of the Race of Champions to Germany since its first meet here in 1989. The event will be broadcast by the German national TV, ZDF. "Aktuelle Sportstudio" provides coverage on Saturday, with "Sportreportage" broadcasting the spectacular action from Dusseldorf's Esprit Arena on Sunday. Get more information and follow the action on the event's official site www.raceofchampions.com.



Photo courtesy of Porsche Cars North America, Inc

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Aug10



2010 911 GT3 Coupe, WP0AC2A95AS783469, Black, 6100 miles, never tracked, 19" center locking wheels, chrono package +, dynamic engine mounting, PSM, TC, PASM, adap Sports seats, front axle lift, dyn crnr lights, PCM, blue tooth, universal audio interface, LoJack, clear bra, \$134,000 orig, always garaged, immac car \$115,000 Chuck Yost, Spring TX 713-298-7816 chuck.yost@merlinassociates.com



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Oct10

Seat protectors/covers tailored for 911 seats. New, gray/black, CoolMax center insert, cover squab & front of seat back.

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993 right taillight, Bosch LF foglight lens, 9004 halogen headlight bulbs, shims for steering box when lowering 911, Bosch Pt tip spark plugs for 911, drain valve for dry sump oil tank. Clip-on wings for wiper arms to stay on windshield at speed, Vintage OEM SS mounting arms for early 911 driving/fog lights as on factory rally cars. Contact [hj360@aol.com](mailto:hjf360@aol.com)

Oct10



Track Wheels for Sale: Four 16" BBS Wheels, 8's and 9's. Four slightly-used Toyo RA1s on them. 225/50-16 fronts and 245/45-16 rears. The rims were straightened and cleaned just before the Toyos went on them. Asking \$900 for all. Can be seen at TWS anytime the track is open but especially at LSR events. George Bigham georgebigham@pdq.net 281-866-9728-office 713-705-3219-cell Jan11



2004 Porsche C4S, 50,500 miles. New tires. Always garaged work and home. Never smoked in or tracked. All Porsche maintenance performed as suggested by Porsche and done by Porsche dealer service only. \$42,000. 407-617-4322

Sept10

Chamberlain WaxMaster 9" random orbit waxer/polisher with applicator pad and terry cloth bonnets.

Lil' Sucker 110V/600 watt car vacuum, new, compact design, powerful/quiet/efficient, attachment hose/three tools, replaceable three-filter system, shoulder strap.

FloatCharger electronic battery maintainer, can be mounted onboard, reads battery EMF [back voltage], shuts off when battery fully charged, will not overcharge. Contact hjf360@aol.com

Oct10



2004 Carrera 996 Coupe, 51k miles, Speed Yellow over black leather with yellow interior accents, one previous owner, special order program car, always a southern car (FL & TX) and always garaged, Tiptronic, Sport Seats, Bose, PSM, Xenons, Champion Motorsport RG5 Monolite forged alloy wheels, 11x19 rears and 8.5x19 fronts, recent services include new brake pads front and rear, oil change, brake fluid flush, new air filter, serpentine belt and battery. \$36,000 obo, rob.quarles@yahoo.com

Feb11



Recaro Race Seat for sale. (No rails) Make offer. Call 832-563-9575 or email gums@hal-pc.org

Dec10

Do you have a computer sitting around collecting dust because you've upgraded to the newest mega-speed system available?



Have you thought about what you're going to do with the old system? We have a solution for you. Donate it to our club charity, Magnificat Houses! If your system is in working order and meets the following requirements, we'll be happy to take it off your hands.

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Pick-up of your equipment is available. Email pnaut@lsrpca.com if you wish to make a donation which will help the residents of our club charity, Magnificat Houses.



Porsche Design Watch Gift Set : Brand New, never worn, I really would like to get this sold. Contact David Waldron, ilovelucy42@sbcglobal.net, (979)-865-8897

Aug10

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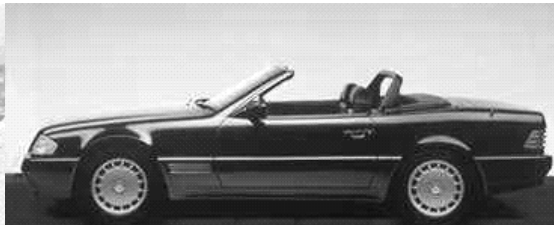
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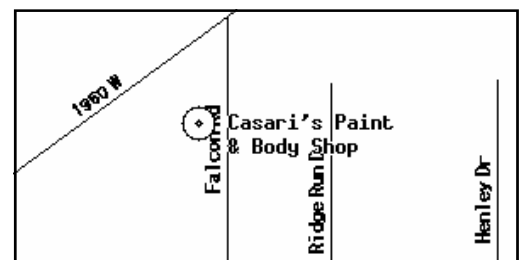
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