

PorscheNaut MAGAZINE

January 2010

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

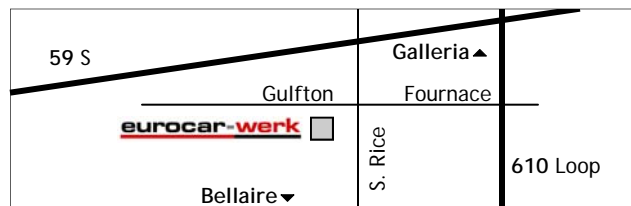




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On My Mind: Lynn Friedman, President

Happy New Year!

I find it hard to believe it is really 2010, much less what is the proper way to say it...twenty-ten or two thousand and ten? Either way, this past year has been a great experience for me. I would like to thank you for the opportunity to continue as your president for 2010, and look forward to the upcoming year. I would also like to extend my deepest appreciation to the 2009 officers and board. I am fortunate to be a part of this dedicated group. Thank you all.

I would like to extend a special thank you to Dave Abmayr for his service as Secretary the past year. Dave has served LSR many years in many ways, including Grid-In Master, Secretary and Vice President. Following in Dave's footsteps as Secretary is Cynthia Crawford. Cynthia heads up our DE Mentor Program at the track and we welcome her to the board.

On My Mind....

This morning I am getting ready to go to the December LSR DE event in College Station. Along with all of the usual gear I take to the track, I am wondering if I need snow chains! As I look out my window, it is beginning to snow. I mean really snow - big chunky swirling flakes. Not another cold and wet Porsche weekend! It seems like all of LSR events since the first part of November have challenged by inclement weather.

Beginning in November, threatening dark skies hovered over the LSR Concours at La Centerra. Despite, those clouds, there was a great turnout. The cars were parked all around the fountain in the square, and provided a wonderful display of the marque. A light drizzle off and on kept members busy until it was "rags down"

If you have not come, or better yet participated, in a Concours, you are really missing something. Not only are there great cars, camaraderie, awards, and "freebies," but also the now traditional "Raffle of the Porsche Knives" is not to be missed.

The following weekend, LSR was off to the George Ranch for an afternoon of Porsches, BBQ, cowboys, horses, music and fun. Although the rain initiated the day for us with some big downpours, it did not put a damper on the activities. It was great to see so many new faces and especially all of the kids out for the event.

Our next wet weekend was our visit to the Drivers Source Open House. After a wonderful brunch, "we entered "The Vault" for some real eye-candy. Inside "The Vault" we reveled in a myriad of automobiles of all shapes, sizes and ages. After the Drivers Source Open House, LSR members drove to the 1940 Air Terminal near Hobby Airport for another 'Wings and Wheels'. At the terminal, we warmed up on BBQ (yes, more food) and had a personal tour of the terminal. Braving the cold wind and rain, we ventured on to the tarmac to see a few of the Warbird planes, as well as a Southwest jet that whizzed by on the active runway.

So as I prepare for what looks like a very wet and cold DE, I know it will turn out to be another great LSR experience – but I think I will leave the snow chains at home!

See you on the road,
Lynn

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January 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						

2 Coffee and Cars—Uptown Square 8:30-10:30a

6 Lone Star Region Board Meeting

9 PCar GTG South— 830am Paradise Coffee—Clear Lake City

23 PCar GTG North— 830am Market Street Starbucks (The Woodlands Mall)

TBD Porschenistas - Ladies Networking

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 Lone Star Region 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

27 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

TBD Porschenistas - Ladies Networking

TBD National PCA Meeting

TBD Zone 5 PCA 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



**TEXAS
TWO-STEP
2010**

**MARCH
19-21**

**TEXAS
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SPEEDWAY**

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STAY FOR THE RACE**

Hosted by Lone Star Region
Register at register.pca.org

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Friday Night Dinner

Saturday Night Banquet

Four Sprint Races

Six Hours Track Time
for DE Group

Club Racing
PORSCHE CLUB OF AMERICA

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).

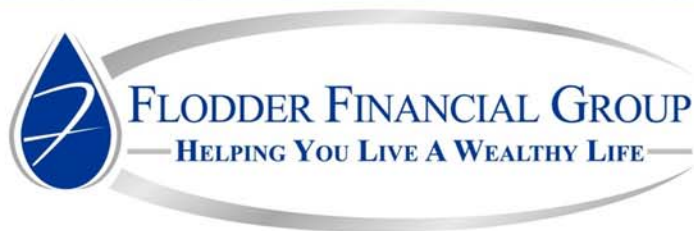
The Porsche Parade is an annual gathering of PCA members from across the US and from several foreign countries. Last year the Parade in Keystone, Colorado, attracted nearly 2,000 attendees, who drove 650 Porsches from as far away as Alaska. St Charles is approximately 1,000 miles away – a comfortable 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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Porsche Automotive News

Porsche Builds New Paint Shop with Latest Environmental Technology

Innovative Production Facilities Conserves Resources and Cuts Emissions to a Minimum

Atlanta, November 3, 2009 - Porsche AG has announced it is expanding its innovative automobile production at the main factory in Stuttgart-Zuffenhausen to include one of the most modern and environmentally-friendly paint shops in the world that will significantly reduce overall emissions of this notoriously problematic industrial process and still result in a more superior paint finish on the cars going through it.

The factory at Zuffenhausen is where Porsche builds all its 911 and Boxsters sports cars.

The outer skeleton structure of the new paint shop has already taken shape, with the steel supports set to be completed in early 2010, and the entire facility is scheduled to be operational by 2011.

The paint shop will be run on two-shift-operation with a daily capacity of up to 170 911 and Boxster models at the Zuffenhausen facility. The latest environmentally sensitive technologies are being used during the new construction process as well as for the painting operation. For example, the painting process will feature complete dust protection with 100 percent encapsulation. This method not only enhances the already high quality of the vehicle paint coat, but also reduces the required amount of conditioned hall air required.

A unique electrostatic precipitator for paint dust will further cut the emission of solvents and particles to a minimum. The painting process is able to coat the cars without the mandatory 195-foot-high exhaust smokestack usually required to dissipate paint dust exhaust. This is attributed to the increased amount of circulated air and the exceptionally effective exhaust air purifier that only requires a small smokestack, which extends 33 feet above the roof.

Another environmentally-friendly innovation for the shop is a highly efficient energy management system.

"With the new paint shop, Porsche is ensuring that it will deliver surpassing quality in Zuffenhausen today and tomorrow - while also conserving resources in an exceptionally ecological and economical manner", explains Wolfgang Leimgruber, Member of the Executive Board for Production and Logistics, Porsche AG.

Porsche is relying on regional specialists for these technical innovations.

The Stuttgart-based Maschinen- und Anlagenbaukonzern Dürr AG, as the general contractor, is equipping the painting lines with the latest application technology, driers for hardening the paint as well as control and conveyor technology.

"Porsche will have one of the most modern paint shops in the world that will initiate new potential for quality and productivity, thereby setting new standards," explains Ralf Dieter, Chairman of the Executive Board at Dürr AG.

The pretreatment system and cathodic paint dipping system with novel conveyor technology and the electrostatic separator for paint particles will be supplied by the Böblingen system provider, Eisenmann, a sub-supplier of Dürr AG.

With a comprehensive wastewater treatment facility, this environmentally-friendly technology enables effluent levels that are many times less than legal limits.

"Porsche is the first automobile manufacturer in the world to use this technology", explains Dr. Matthias von Krauland, spokesperson for the Executive Board of Eisenmann AG.

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November Board Minutes

Dave Abmayr- Secretary

LSR PCA Board of Directors

Date: Nov 4, 2009

Place: Houstonian Fitness Center

Time: 6:30PM

Present:

Lynn Friedman	President
John Smaardyk	Vice President
Dave Abmayr	Secretary
Burnell Curtis	Past President
Ken Tubman	Member at Large
William Wong	Membership
Jim Heimer	Website
Lea Safley	PorscheNaut
Greg Stewart	DE Chair
Jake Taylor	Chief Driving Instructor
Jim Troxel	Club Race Chair
Sylvia Lanz	Concours Chair
Nina Midway	Social Chair
Gregg Platt	Store
Ron Baklarz	Larry Friedman
George Bigham	Rodger Gay
Cynthia Crawford	Ann Retzler
Mark Crawford	

Lynn called the meeting to order at 6:30 PM. Lynn encouraged everyone to think about next year and to formulate budgets for the activities they propose. Lynn reported that Marc Wilson has stepped down as Charity Chair and that that position is now open. Lynn reported that a donation is being made to Magnificat House fulfilling the remainder of the annual commitment we have made to them. Lynn commented on the George Ranch event. Postcards announcing the event should be arriving at members soon. So far, sign up is low. It was suggested that signs be placed at the Concours on the 8th advertising the event. The question arose as to whether we could invite other Car Clubs to join us. The consensus was yes. Lynn reported that MSR Houston has changed ownership and the new management has expressed interest in doing some kind of event with LSR. Jake Taylor will follow up. Lastly, Lynn circulated a flyer for a Ferrari Club event

Greg Stewart reported that the HCR DE at TWS went well and that registration for the December LSR DE at TWS opens Thursday, Nov 5th.

Greg Platt reported that he had gotten photos to Jim Heimer and there are now pictures of available merchandise on the website.

Jim Troxel reported that plans for the Club Race are moving along. A corresponding web page is under construction. Jim noted that they are looking at possibly doing the awards banquet at Mesina Hof Winery and Resort. Also, Jim proposed that rolling the Club Race budget into the overall DE budget should be considered. Lastly, Jim noted that as of the meeting, the visit to the John O'Quinn car collection is still on for some time in January.

William reported that membership is at 1001. William commented on the Swap Meet. Rodger Gay indicated he thought it was a good start and William noted it was a pretty good outing. Thanks to Mike Richey for organizing the event and to Porsche of North Houston for hosting it.

Sylvia reminded everyone of the Concours on Sunday (Nov. 8th). Greg Platt mentioned he has some gifts to give to Sylvia to use as prizes. Sylvia noted that she needs to get more Griot's Garage products. Sylvia also noted she is in great need of more volunteers.

Nina reported that the "Porsche Day" proclamation is on a waiting list at the mayor's office. She is looking for dates for the ladies events. She reported that the LSR visit to Driver's source is set for November 21st 10:30 AM-12:30 PM. LSR members are also invited to participate in Wings and Wheels at Hobby Airport that same day from 10:00 AM-3:00 PM. For members wanting to do both, and who are interested, there will be a convoy from Driver Source to Wing and Wheels about noon.

Lea noted that everything is OK with the 'Naut.

Lynn reported that Matt Kucharski, AX Chair, is suggesting LSR do 6 autocrosses next year.

Old Business:

The discussion of needed reserves and making a special donation to Magnificat House that was tabled at the October BOD meeting was resumed. Lynn read a letter from the Treasurer indicating that LSR's current reserves are about right. She also passed along related comments from Matt Kucharski. Discussion followed with the key points of discussion centering on what reserves we need, and what should be our donation philosophy. On the first point, the discussion made clear that the BOD does not have a complete picture of what firm commitments (annual contracts, etc.) LSR has and what things money is actually spent on. On the second point, the view was widely expressed that donating money raised by LSR through activities conducted in support of its members is not what the club is for. Ken moved that LSRPCA decline the request that LSRPCA make a special donation of \$25,000 to Magnificat House. Greg Stewart seconded the motion. A majority approved; the motion to decline to donate passed. In additional discussion, Burnell noted he would like to

see income/expense statements for the past 3 years so the BOD can be well informed just as to what the club earns, what it spends and on what it spends it, and what contractual commitments it has been bound to. Also in the discussion, support was expressed for the idea of LSR hosting charity events to raise money to donate to a cause or causes, the distinction being that the donations are monies raised for that purpose and not Club funds. It was noted we should consider this when we look for a Charity Chair and should look for someone who would be willing to do charity fundraisers maybe 2 time a year.

Greg Stewart moved to adjourn, Burnell seconded, all approved, and the meeting was adjourned at approximately 8:20 PM.

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Treasurer's Report

Tim Westby - Treasurer

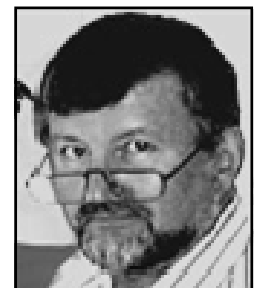
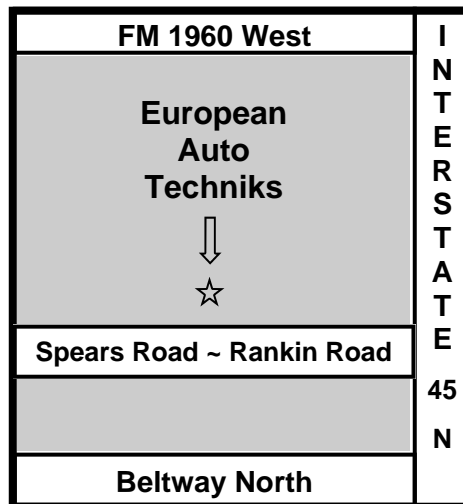
Due to an early holiday printer's deadline, the November treasurer's report will be included in the February issue.

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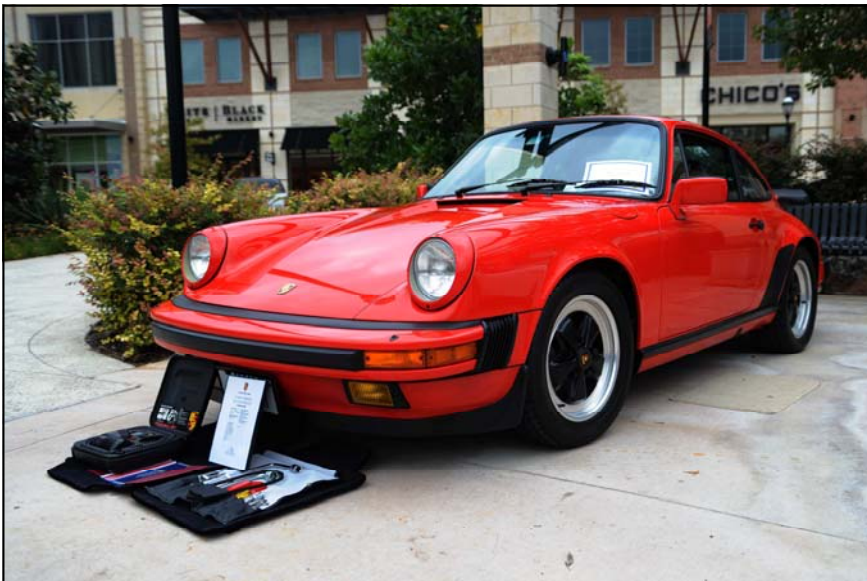
EAT Owner Michael Cayley says:
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LSR Member George Bigham says:
"Michael and his team do great work, and they make sure you know what's going on with your car, every step of the way"

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La Centerra C

Class	Score		Name	Year
P3	320	1st	Tom Erdmann	1990
P4	368	1st	Andy Kay	1979
P5	384	1st	Robert Buchanan	1985
	372	2nd	Burnell Curtis	1996
	356	3rd	Josh Roman	1996
P6	370	1st	Ann Retzler	2008
	364	2nd	John Denniger	2007
	354	3rd	Dirck Hornung	1999
P7	364	1st	Roger Murray	2008
	344	2nd	Edwin Cannon	2000
	332	3rd	Kirk Chandler	2008





Concours 2009

Model	Color
944 S2 Cabriolet	Cyclam Red Metallic
911 Euro Coupe	Guards Red
911 Targa	Black
993	Guards Red
911 Targa	White
Carrera	Artic Silver Met
Carrera S	Grey
911 Cabriolet	Grey
Cayman S	Guards Red
Boxster	Green
Carrera	ES Yellow



Photos courtesy of Kevin Ferdinand



24 years. That's a long time to own one car. It's also a long time for the same mechanic to work on that one car. And a dealer- mechanic as well. Tastes change, cars are traded out, sold and wrecked. Mechanics come and go. If a Porsche outlasts its warranty, it has a good chance of ending up with a new owner, in a chain-link parking lot garage being worked on near the Galleria.

I bought a new 1986 944 Turbo in September, 1985. Not from a Houston dealer, but a dealer in Oregon. Houston dealers didn't even have them in yet. I had this one shipped in on a 72 foot long transport right to my front door. It arrived on a Sunday at 10 PM. My neighbors called the police. That was the year before a third brake light would be required on all new cars. My car didn't have one, and I called PCNA to ask why. The cars had to be completed AFTER Sept. 1, 1985 they said, and mine was built August 19th. Missed it by *that much*. My first service was at Don McGill Porsche-Audi on November 19th, 1985 (bad odometer-go figure). The mechanic was Hans Kohn, above left, a man whom I'd trusted with my 924 Turbo for 2 years prior. He was happy but surprised to see a 944T in for service, as they had only started arriving. 165,000 miles and 24 years later we are all still together. I drove by to pick up an instrument light recently (one of those special order ones), and he was all too happy to show me how to replace it. I was always in awe of his acumen. He could literally hear a car drive up with a problem and in a matter of a minute or two know the cause and the solution.

Hans was born in Biberach(Riss) Germany, just SE of Stuttgart in 1948. In 1963, at age 15, he began working on Porsches. He came to the US in 1977

with his wife and started as a mechanic at North Freeway Porsche. In 1981 he moved over to Don McGill, on the Katy Freeway. Since that time he worked for McGill, Advantage and now Porsche of West Houston at that location (which is now on the other side). I would venture to guess most west-side Porsche owners have had a conversation or two with Hans. I asked Hans if he wanted to share any good repair stories, and he just smiled and rubbed his chin. "Actually today I haf a goot one", he says in his strong German accent. "I was changing oil in a 997 Turbo vit the owner standing behind me and the hot oil schsprayed out all over my shirt!". Indeed, Hans was dappled in fresh oil (see photo). I had shared one story with others regarding Hans' solution to squeaks. He told me on several occasions, "don't worry about the squeaks und rattles- just buy a louder radio."

I had purchased a 1981 924 Turbo in Anchorage after my first job out of A&M. When I moved in '83 I shipped it to Seattle and drove it to Houston. When the 944's came out I was impressed, but counted the days until the 944T was shipping. 217 HP was a lot in 1985. That car would jump like a scalded dog when you spun up the turbo. I got my first ticket in 1986. And, knock on wood, to this VERY day I have never gotten another in that car. I have had a lot of adventures too. Single life adventures anyway. From high speed runs on the freeway (the fastest I ever drove it was 146 MPH) to being carjacked at an apartment complex (I actually wrote that story up for another magazine), to seeing a mad restaurant owner 'key' the door with a fork because I parked in front of his café and went next door, and countless other adventures slowly being forgotten over time. Never one single accident though, not one.

When I got married in 1994 it became the one thing I could not part with from single life. The mileage and the adventures pretty much dropped off. My odometer read 92,000 miles that year. I know this because I kept every work ticket. I added them up and, on dealer work alone I have spent over forty thousand dollars.

Hans and I have an understanding that he can repair anything he needs to w/o my consent. I've always trusted his call. Still, it has some funny quirks I opted to leave alone. The speedometer and the tach both rest on zero for a while in the morning when I first get going. I have to tap the plastic cover with my knuckle to get the magnetic pick-ups to release. Then they are fine. The brakes, on a hot day especially, sound like the New York philharmonic warming up before a concert. But Hans has checked the pads and rotors and all are fine-something about their specific hardness and pad makeup.

I have threatened to buy a new one, but with a new house, kids, a horse, vacations and everything else it just keeps getting pushed back. I just don't want to be so old that I no longer want one. Is that possible?

Gosh I hope not. Hans is still as passionate as ever. After 46 years of repairs, he is planning on working another few years, and then doing restorations in a garage somewhere. I may have to make a road trip, with a new one. Kids too. The new Panamera has 4 seats, and a turbo version coming out. I'll wait until I have a funny rattle, and see if he can still tell what's causing it before I stop the car.



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Although the weather was a bit damp on picnic morning, the cowpokes and Porsches alike did not seem to mind the early rain. With roping lessons for the youngsters and hay wagon rides for all, plenty of fun was had by all. And what is a party at the ranch without BBQ and music, both of which kept our participants happy.

We hope everyone had a good time making new friendships and renewing old ones and we hope to see you at our next Lone Star Region event.

Additional photos can be seen on the LSR website: www.lsrpca.com





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Lambos, Ferraris and Porsches, Oh My!

By Jim Heimer, Exotic Vehicle Correspondent

Well, let it never be said that the Board of Directors of the Lone Star Region isn't willing to make sacrifices for its membership. What with attending Board meetings, preparing budgets, organizing events, etc., etc., the list seems endless.

That's why the LSR President Lynn Friedman could barely suppress a heartfelt groan, when Kevin Varner, President of the Lamborghini Club of Houston, called her the day before Thanksgiving to ask if any members would like to join the Lambos for their annual "Day After Thanksgiving" drive.

What! Two days notice! Could we reasonably be expected to take our cars out and chase Lamborghinis around the back roads of Montgomery and Grimes Counties, with barely an opportunity to digest the turkey? Besides, how did we know that people who owned quarter of a million dollar supercars (*Italian supercars* – did I mention that!) would be suitable company for the finest in German engineering? And the Ferraris and assorted "hangers-on" driving Cobras and other "boutique" vehicles had also been invited. How could Lynn politely decline this affront to Teutonic dignity?

Well, of course, in the interests of good relations with the European auto industry, she couldn't. The only option – given the short notice – was to limit the damage to members of the Board, who were duly invited to meet with the other drivers at 7:30 am (*in the morning* – has the Lamborghini Club no shame!) at

Lamborghini Houston on the North Freeway about 20 miles north of downtown. Only the offer of free bagels (with schmeer) and coffee (did I mention "free") could offset the indignity of appearing at this early hour. In the end, only Lynn, her husband Larry, your humble correspondent, two other Porsche drivers with prior relations with Lambos (before seeing the light), and Membership Chair, William Wong, were up to the challenge. And William was forced to withdraw (something about "chores" at home) after satisfying his curiosity at the dealership and scarfing down a free bagel.

After reluctantly admiring some of the Lambos at the meeting point (well, their doors open funny), the group of 25 or 30 cars, lead by "Luigi," drove sedately (is anyone believing this?) up I-45, surprising many Black Friday shoppers who had thought they had suddenly been transported to the Area 51 landing strip.





After about 10 minutes and 20 miles (just kidding, guys, time flies when you're having fun) we exited onto Loop 336 around Conroe, where the group regrouped before proceeding into the wilds west of the city.

Our route took us west on 2854 and north on 149 through the Sam Houston National Forest and some of the iconic piney woods as we ventured on the edge of East Texas.

(continued page 26)

Bob Brooks

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We continued on 149 to Anderson, where we stopped again on Main Street facing the historic Anderson Courthouse for photos.



There was also time for a brief visit to the Confederate Memorial Plaza commemorating the Confederate soldier and Texas' participation in the War of Northern Aggression.

Once back on the road, we hit the most interesting part of the drive, FM 3090 north from Highway 149 to the intersection of Highway 244, then a U-turn and south on FM 3090 all the way to Highway 6 in Navasota. Repeat as necessary.

Once at Highway 6, we took a few back roads (there are several choices) to get back to I-45 at Conroe, then headed south to The Woodlands. There we pulled into Becks for burgers.

There, we took the opportunity to compare notes again with other participants, before retiring to the porch for burgers and cokes.

After careful consideration, we think this trip would be a good idea for Lone Star Region, once you get over having to drive 40 miles to get to the starting point. And of course, there is the off chance that the

Lambo Club will make another error in judgment and ask us to participate in another event. One can only hope.

And a side note . . . :

Although this group returned to the Woodlands for lunch at about 12:30 pm, you could also eat on the route. We passed several cafés and "joints" on the route, none of which your correspondent remembers.

He just knows he saw them. However, if you time it right, Ruthies' BBQ in Navasota has been highly recommended. To get there, shortly after turning left



(southeast) on Highway 6, stay on the access road and turn right on 105. Proceed about 2 miles and look for Ruthies on the left.

Know a good restaurant that requires some interesting driving to reach? Contact a Board member, and we will help plan a Meet-Drive-Eat tour for the Lone Star Region.

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Membership: November

William Wong - Membership

Lone Star Region welcomes our newest members!

New members as of 12/01/09 for the month of November 2009

Kemal & Melanie Anbarci	2000	Boxster	Peter J. & Susan Levens	2005	911S
Lonnie A. Arnett	2008	911 Targa 4S	Julie A. Mamaux	2000	Boxster
Mark Baudoin	2007	911 C4S	David P. Meaux	2008	Boxster S
Timothy A. & Jeri Berg	2009	Cayman S	Brian S. Palmer & Deborah Lynch	2009	911 S
George M. & Anthony M. Bishop	2009	911	Fiona M. Perkins	2002	911
Burt Y. Chao	2008	997TT	Bill Piske	2007	911
Robert Curcio	?	911	Jason Rhodes	1979	924
Douglas Dopjera	2002	911	James E. & Barbara Rief	2008	Cayman S
Lee D. & Leslie Entsminger	2006	Boxster S	Michael A. Roa	2007	911 GT3
Gavin Fuller & LaWanda Trahan	2009	911 S	G. Michael Robinson	2006	911 S
Bob Gilbert	2000	911	Thomas & Pam Salahub	1977	911
Jana R. Godfrey	2002	Boxster	Gary A. & Annie Sitton	2009	Cayman
Robert P. & Ann Guillerman	2006	997 C4S	Archer K. Tullidge	2006	Boxster
Steven Gurley	2006	997 C4S	Burton Wells	1968	912
Monte E. Harrod	2002	911	Gerry Wilbourn	1995	993
John H. Haynes & RyleighJoe Wilson	1988	911	Allen Wuescher & Lucie Hoch	2005	911
Todd Hiers	2005	Boxster	Transfer-in		
Peter S. Houston	1991	964	Mark K. Stryker	2003	911



From the Fast Lane

Lea Safley—PorscheNaut editor

Happy New Year! Just last year I was commenting on how quickly time flies and once again another year has flown by. I would even go so far as to say that the months of 2009 went by quicker than a GT3 at TWS, and that's quick!

Looking back at last year, we had a number of fun activities for membership participation. The concours committee put on two nice events. Even a last minute venue change for the first concours couldn't trip them up.

We also held our annual club race and several DE's throughout the year. While some may think that all DE's are the same, I'm sure the last DE will be one to remember as a bit different. When was the last time you attended a DE where snow flurries and freezing temperatures would challenge your pre-dawn drive to the track on Saturday morning. I was told that for those who braved the weather, Saturday turned out to be a perfect DE day.

To offer our membership an activity a bit out of the ordinary, one where the whole family could participate, we chose to have a Porsche round-up at the George Ranch. Photos of the fun are included in this issue.

Several Meet-Drive-Eat events and social get-togethers were also held in 2009, each designed to bring our membership together.

We also held Performance Driving Schools where driving instruction was presented to aid the students in learning car control in different situations.

Looking ahead to 2010 you can rest assured that we will continue our events and I plan on living up to my new years resolution which is to attend more club events in the year 2010 than I did in 2009. If you didn't have a chance to participant in as many events as you would have liked to, maybe you too can make a resolution to attend more events.

Bargain Corner

We've sold some cars from this page! Ads with pictures usually work the best. This space available free of charge to PCA members. Ads are automatically removed after six months. Non-PCA member ads \$10. Email your ad to nauteditor@aol.com
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Aug09



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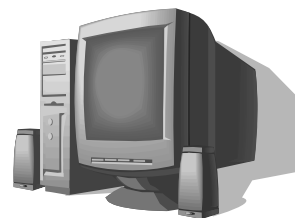
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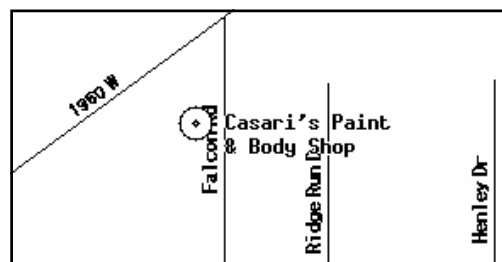
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