

A close-up photograph of a person's arm and hand, wearing a blue t-shirt, using a light blue microfiber cloth to wipe the hood of a bright red Porsche Cayman S. The car's hood is highly reflective, showing the person's arm and the surrounding environment. The 'Cayman S' script badge is visible on the hood. In the background, a blurred green landscape is visible. The magazine title 'PorscheNaut' is overlaid in large, bold, white letters with a red outline, and 'MAGAZINE' is in smaller, bold, white letters with a red outline. The date 'January 2012' is in the top right corner in a red, italicized font. A small black box with white text is located below the main title.

PorscheNaut MAGAZINE

January 2012

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

LSR's Big Event

See page 14

Euro Delivery

Read all about it

See page 17

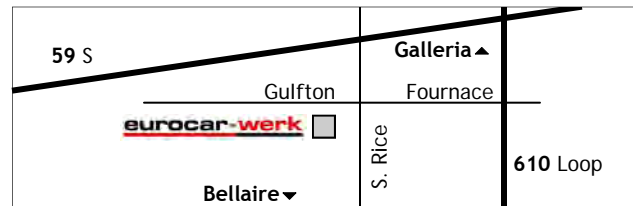




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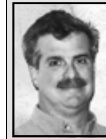
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LSRPCA Board Minutes

Cynthia Crawford, Secretary

December Board Minutes

Date: December 7, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President (outgoing)

Cynthia Crawford, Secretary

Ken Tubman, Member at Large

Burnell Curtis, Past President (outgoing)

Greg Platt, DE Registrar (outgoing)

Tim Thomas, DE Registrar (incoming)

William Wong, Membership Chair

Sylvia Lanz, Concours

David Hedderick, Autocross Chair

Steve Bukoski, PDS Chair

Greg Stewart, DE Chair

Nina Midway, Social Chair

Joost Perquin, Store Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Mark Weisser, PorscheNaut Editor

George Bishop

Larry Friedman

Zack Prell

Jan Rowe

Lynn Friedman called the meeting to order at 6:30 p.m.

Burnell Curtis reported on the election results for Club officers. The slate of officers put forth by the nominating committee was elected. Greg Stewart moved to accept the results of the election. Joost Perquin seconded, all agreed and the new officers were installed. The Board thanked Lynn for her outstanding leadership as President for the last three years, and looks forward to her continued role as Past President.

Lynn Friedman nominated Tim Thomas for the position of DE Registrar vacated by Greg Platt due to his election as President. Mark Weisser seconded, all agreed and Tim was appointed as DE Registrar. The Board welcomed Tim, and thanked Greg for his great work as DE Registrar and also his wife Jeri for her support and assistance.

Mark Weisser reported on the status of the PorscheNaut. The deadline for providing content to Mark is the 15th of each month. He would love to receive articles from members to publish in the Naut.

Sylvia Lanz reported on the exceptional 50th Anniversary Concours at the Houstonian on November 19. Forty-four cars participated and there was a large turn-out of members and guests to view the cars. Sylvia discussed the possibility of holding a Concours at MSR Houston.

David Hedderick reported that he is planning an Autocross and two Time Trials. He will present his plans to the Board soon.

Joost Perquin reported on plans to improve the way in which the Club makes merchandise available for purchase, including advertising, internet purchasing and credit card acceptance though an iPhone application. He reported good interest in the 50th Anniversary shirts and other items offered at the 50th Anniversary celebration and the December DE.

Ken Tubman discussed the status of a group purchase of Simpson head and neck restraint systems for use with 3 point seatbelts. He has negotiated a discounted price for those who would like to purchase the restraints.

Steve Bukoski reported that the next PDS is on December 10 and he expects at least 20 students. He will prepare a schedule for PDS in 2012. In addition, he is working on a PDS instructor certification process. Lynn reported that she and Larry participated in the non-Club event Corks and Cars wine tour run by Steve, and recommended that the Club support the event as a LSR event next year.

Anne Retzler reported that the Club had raised \$6234 through charity events in 2011, and that she would be presenting a check to the Magnificat House next week. The Board congratulated Anne on organizing a successful charity program.

Ron Baklarz reported that he and Anne have four Charity tours in the works. They will provide more information as plans are finalized.

George Bishop introduced himself and presented a proposal for a Wildflower Tour in the Hill Country in the spring. Various aspects of the proposed tour were discussed including the date, route, restaurants and hotels. Greg Platt asked George to coordinate with Ron to prepare a final proposal to present to the Board for approval.

Greg Stewart reported that the December DE was very well attended. He reported also that he was working on the 2012 TWS track rental contract.

William Wong reported that the membership stands at 1202.

Zack Prell offered to assist Mark Weisser on the PorscheNaut. Mark will get with Zack to discuss ways in which he can help.

Greg Platt discussed the creation of a Public Relations position to interact with other clubs, the community and the media. Greg suggested that Nina Midway hold the new PR position, and nominated Katie Lazarides as Social Chair. Ken Tubman seconded and all agreed. The Board tabled the vote on creating a new PR position pending a review of the Bylaws. In addition, discussion regarding the necessity to re-appoint certain chair positions at the end of a President's term was tabled pending a review of the Bylaws.

Burnell moved to adjourn, Greg Stewart seconded, all agreed and the meeting was adjourned at 7:33 p.m.

Upcoming Activities

LSR COMMITTEE CHAIRS

Activities Chair

Nina Midway
social@lsrpca.com

Autocross Committee

David Hedderick
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Charity Chair

Anne Retzler
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Club Race Chair

Jim Troxel 713-529-7050
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Concours Committee

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Performance Driving School

Steve Bukoski
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High Speed DE Committee

(partial listing)

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January 2012

| 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 Deposits due for West Texas Road Trip
 4 Board Meeting
 4 Registration opens for February Drivers Education (Noon)
 7 Coffee and Cars - location can vary, check the link
 14 PCar Get-together (S) - 8:30 am at Starbucks in Webster
 21 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 28 PCar Get-together (N) - 8:30 am at Starbucks in Market Street by Woodlands Mall
 TBD Registration opens for PCA Clue Race at TWS. March 18 - 20.

February 2012

| 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 | | | |

- 1 Board Meeting
 4-5 LSR DE at TWS
 4 Coffee and Cars - location can vary, check the link
 11 PCar Get-together (S) - 8:30 am at Starbucks in Webster
 18 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 23 PCar Get-together (N) - 8:30 am at Starbucks in Market Street by Woodlands Mall
 26-29 West Texas Road Trip

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

Come drive with us!



Our highly trained instructors will work with you one-on-one to instruct you car control, safely, on one of the country's finest race tracks, Texas World Speedway. It's just a bit south of College Station.

Our focus on proper instruction in car control, vision and high speed driving has LSR's program one of the best in the nation. So what's stopping you from joining us in the best driving experience you've ever had!

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 also be found on our website.

"Will I learn to drive better?"

Yes -- you will learn about vision, control, and situational awareness just for starters. As a beginning driver, your instructor will be there with you every time you are on the track. Not only that, but these skills are applicable, useful and valuable in everyday driving. So is there anything else that you want to know before joining us?

"What do I do when I get there? I don't know anyone there."

LSRPCA has instituted a mentor program just for you. Just let anyone you see know this is your first time there and they will help you find a mentor who will guide you around. They will help you find anything you need from loaner helmets, drinking water, air for your tires -- even the locations of the rest rooms. Our mentor program is designed to help you have the time of your life. How about one more reason to join us?

You won't need to worry about Officer Friendly and his radar gun when you are with us.

SO COME DRIVE WITH US -- YOU'LL BE GLAD YOU DID



2012 Dates: February 4 - 5 / March 16 - 18 SOLO ONLY DE held in conjunction with 2012 LSR Club Race
May 5 - 6 / June 9 - 10 / September 15 - 16 / October 20 - 21 / December 1 - 2

Photos provided by Cafe Photo - www.Cafe-Pics.com



Membership: October

William Wong,
Membership

LSRPCA new members joined in the month of December 2011

| | | |
|----------------------------------|------|-----------|
| David & Cynthia Denley | 2008 | Cayman S |
| Dionicio V. Flores | 2001 | 911 |
| Andrew Gamble & Kelly Falligant | 2005 | 911S |
| Jerry W. & Polly Gauthier | 2009 | 911 |
| Thomas M. Grasso & Michelle Wenz | 2006 | 911 |
| Brandon D. Gray | 2007 | Cayman |
| Melissa Hathcock & Brian Graham | 2001 | 911 C4 |
| Long Huynh & Tri Tran | 2002 | 911 |
| Steve Lam | 2002 | 911 |
| Abe B. Levitz & Gina Conn | 1979 | 911 turbo |
| Stephen H. & Lee Michelle Lewis | 2005 | 911 turbo |
| Henry S. May | 1997 | 911 |
| Reginald Mayo | 2008 | Boxster |
| Jeffery W. O'Brien | 2012 | Cayman S |
| Reagen Paule | 2006 | 911 |
| Alvaro & Rita Taylor Rodriguez | 2012 | 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!

| | | |
|--------------------------------|------|-----------|
| Rodney J. & Anthony Uchtyl | 2008 | Cayenne S |
| Jesse Whitley Jr. | 2003 | 911 C4 |
| David S. & Carolyn Witherspoon | 2006 | Cayenne S |

Transfer-in

| | | |
|-------------------------|------|-----------|
| Daniel & Mary Feder | 1997 | 911 |
| Stephen W. Heptig | 1986 | 944 turbo |
| Terry L. & Joann Kelley | 2004 | Cayenne |
| Allen P. King | 1984 | 928 S4 |



From the Fast Lane:

By Mark Weisser, PorscheNaut Editor

Looking Ahead to 2012

Are you ready for 2012? Since the world is ending in December, at least according to some, we need to enjoy our time left. (I hope your sarcasm detectors are working) To that end, your Lone Star Region has great events lined up for you. Things like the PCA races in March. Have you been to see them? It's worth the short drive to Texas World Speedway.

High Speed Driver's Education events start in February and will be held throughout the year. Several Performance Driving School events are already on the calendar as well.

Coffee and Cars events are becoming very popular. These are informal meet and greet get togethers -- no fees, no rules and lots of good times.

Charity events are on our calendar also. These couple interesting driving events with food and feature a donation to the club's charity.

You can place longer trips like the Big Bend and Ozark tours on your calendar as well. See your website for more information.

How about a spring wildflower tour? There is one of those too.

And that's only our club events. I am sure that by now you know the new 911 is out and will be on display next month. By all reports, it should be a very well done update to Porsche's iconic sports car. Of course, we look forward to the F1 season of silliness as well as other racing venues.

There should be something for everyone in that list of activities for Porsche owners.

As you experience 2012, consider chronicling your Porsche-centric activities. Send in a tale of your adventures and don't forget the pictures. (Highest resolution possible, please!) We all want to hear from you and about you.

I hope to see you somewhere, sometime in 2012. I will be in the fast lane...

Mark



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On My Mind:

Lynn Friedman, President
Lone Star Region PCA

Presidents Letter, the last one.

Lynn Schermerhorn Friedman

As I write my final "President's Letter," I look back at the last three years, and cannot believe how quickly time has passed. So, before y'all put me out to pasture, I have a few closing words...

First and foremost, I am very grateful for having the opportunity to serve as your president. I hope that I have been able to give something back to a club that has enriched my life in so many ways.

It has been an honor to represent our region at both PCA and non-PCA events, locally and nationally. Thank you all for your comments, feedback, and support. They

have been an invaluable resource to better serve our membership.

During the past three years, I have been extremely fortunate to work with great officers and a board of directors during my term who have been both personally and professionally devoted to LSR. Although these years have not been without challenges, we pulled together and supported each other to move forward with the best interest of our club paramount. Their commitment and service made being President that much easier.

The past years have truly defined the PCA slogan for me. "It's not just the cars, it's the people." From track times at Texas World Speedway to tours in search of Whooping Cranes or just a Saturday morning coffee get-together, LSR has taken me and my Porsche there. But most of all, the friendships I have made along that way lap them all.

My run has ended, but the experiences and friendships will last a lifetime.

Thank you Lone Star Region!

Lynn

Welcome Greg!

I am very pleased to pass the gavel to Greg Platt. Greg began serving the board as our Goodie Store Chair, and then became our registrar, a Herculean task in itself! We have been working closely during the term transition. I am confident with Greg's leadership and your support our club's future is in great hands. Please join me in welcoming Greg Platt as your new president.

Lynn



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THE MYSTIQUE OF MOTOR OIL

by Joe Foster

SEGMENT 2

Sperm Whale Oil

Sperm oil, derived from sperm whales, was used in motor oils and transmission oils before refining developments made higher quality mineral oil base stock available at lower cost. Sulfurized sperm oils continued to be used in gear oils, transmission fluids and cutting oils, due to good lubricity and excellent anti-wear. It also has good low temperature performance. Some watchmakers and repairers still attest to its excellent performance in fine watch movements. In very early times it was used as lamp oil, due to its clean burning character, as sperm oil is highly saturated.

Oxidation of sperm oil produces fatty acids, which can cause corrosive wear. Again, sperm oil is not toxic, being a natural oil derived from fish. Sperm oil is no longer used, as sperm whales are protected today.

Oil Volatility

Testing of a wide range of motor oils currently marketed for heat stability and aging characteristics, using an accepted ASTM procedure, gave volume losses of +/- 10%. Some specialty engine oils had losses of 20% to 30+% under the testing procedure. As mentioned above, oil loss due to volatility [evaporation at high temperature] leads to oil thickening.

Additives

Additives began wide use in 1947, when the American Petroleum Institute [API] started classifying motor oils according to severity of service; regular, premium and heavy-duty. 'Regular' oils were intended for mild use under 100 hours service and contained no additives. 'Premium' oils had some additives, to extend life in passenger car service. 'Heavy-duty' motor oils contained higher additive levels, for commercial truck and construction equipment use under more severe conditions.

Multigrade motor oils were introduced in the 1950's. Polymers were used to increase an oil's Viscosity Index, [VI], an indication of their useable temperature range. Oil quality measured by performance continues to increase as additive technology improves. Until technology produced better base oils, additives were the only way to make better motor oils.

As the API classifications evolved, different additive packages were developed to meet them. When the classi-

fication went from SJ to SL, then to the current SM, additive packages were changed to meet the new requirements

Anti-wear Additives

Zinc- and phosphorus-based compounds are the primary anti-wear additives still used today. In recent years, zinc dialkyl dithiophosphate was used in SG class oils at typically 0.12-0.15%w zinc. Analysis of many engine oils, including Mobil 1, Castrol Syntec and Valvoline, in viscosity grades from 10W-30 to 10W-50, would show ZDDP concentrations of 1,050 ppm [0.105%w] to 4,300 [0.43%w] zinc, with an attendant 2,400 to 480 ppm of phosphorus.

Additive usage is now controlled by the Environmental Protection Agency engine exhaust emission requirements. Catalytic converter efficiency was reduced, or 'poisoned', by oil burned during engine operation. Oil vapor in intake air via the PCV, oil down intake and exhaust valve guides and oil burned on the cylinder walls all contains zinc and phosphorus from anti-wear additives.

To reduce catalyst 'poisoning', the API mandated that: "Phosphorus limits of 0.08 max and 0.60 min apply to API SM SAE 0W-20, 0W-30, 5W-20, 5W-30 and 10W-30 oils. A phosphorus limit of 0.10 max applies to API SJ 0W-20, 5W-20, 5W-30 and 10W-30 and API SL SAE 0W-20, 0W-30, 5W-20, 5W-30 and 10W-30 oils."

This effectively limits zinc to a maximum of 850 ppm in API SM oils. Although oils for gasoline-powered vehicles above API SAE 10W-30 are not currently restricted by this requirement, manufacturers/ marketers of PCMOs observe this limit on higher viscosity multigrade and single grade oils to similarly avoid catalyst 'poisoning'.

NOTE: With the importance of adequate anti-wear protection in oils used in what are termed "flat tappet cam engines", primarily mechanical lifter/camshaft engines, a recent survey is carried out and is presented below.

Camshaft lobe/mechanical lifter catastrophic wear results when insufficient oil anti-wear protection allows high pressure metal-to-metal contact. When the rubbing surfaces touch, high local temperatures produce micro-welding and metal tear-out in the camshaft lobe 'lift' area and on the 'face' of the lifter. In extreme failures, the cam lobe becomes round, with no remaining lobe 'lift'!

Wear Protection of Classic Engines Using Flat Tappet Cam Systems.

(continued, see page 11)

(The Mystique of Motor Oil, continued from page 10)

The following data was compiled in November 2008 from responses received from the engine oil manufacturers/marketers list, in response to our brief E-mail questionnaire. The information is provided remains the responsibility of each manufacturer, not the writer.

AMSOIL: "We do have oils that are high in ZDDP." Here is a list:

AMO 10W-40 Synthetic Premium Protection

Zn: 1,378 ppm / P: 1,265 ppm

ARO 20W-50 Synthetic Premium Protection

Zn: 1,379 ppm / P: 1,366 ppm

AHR SAE 60 Synthetic Racing Oil

Zn: 1,375 ppm / P: 1,265 ppm

Our Dominator racing oils ... contain 1,575 ppm

Zn and 1,424 ppm P.

CASTROL: "The latest API SM/ILSAC GF-4 category calls for reduced zinc and phosphorus levels to allow extended catalyst life in current model vehicles. There appear to be field issues associated with the SM/GF-4 oil's level of anti-wear in the classic car engines known as flat tappet cam engines. The current late model passenger car engines are not flat tappet cam engines and have no reported field issues related to the level of anti-wear chemistry in the SM/GF-4 oils."

Product recommendations for flat tappet cam engines:

Castrol Syntec 20W-50 [Recent reformulation identified by "Recommended for classic cars" text on back label] Min Zn 0.12% = 1,200 ppm Zn.

New motorcycle products, expected to be available Q2 2008:

Castrol Power RS GPS 10W-30, 10W-40 and 20W-50.
Min Zn 1,200 ppm.

Castrol Power RS R4 10W-50 and 5W-40.
Min Zn 1,200 ppm.

Castrol Power RS V-Twin 20W-40 and 20W-50.
Min Zn 1,200 ppm.

EXXON-MOBIL: [From extensive, two-page table of all grades of Mobil 1]:

Mobil 1 0W-40 [Designed to meet requirements of many European automobiles] P: 1,000 ppm
Note: PORSCHE. Many European vehicles. HT/TS applications. VIPER approved.

Mobil 1 5W-50 [Higher viscosity, ... designed for performance vehicles] P: 1,000 ppm
Note: PORSCHE. HT/TS applications.

Mobil 1 15W-50 [Boosted, higher viscosity ... designed for performance vehicles] P: 1,200 ppm

Note: HT/HS applications. Racing and flat tappet applications.

Mobil 1 Extended Performance 15W-50 [Boosted, higher viscosity ... for today's longer oil change intervals.] P: 1,200 ppm

Mobil 1 Racing 4T 10W-40 [... designed specifically for motorcycles where clutch lubrication is also important.] P: 1,600 ppm

Mobil 1 V-Twin 20W50 [... designed specifically for motorcycles where clutch Lubrication is also important.] P: 1,600 ppm

All oils above API SM-approved, except motorcycle oils, which are API SG/SH approved."

ROYAL PURPLE: "We do not disclose actual levels of ZDDP (zinc dialkyl dithiophosphate) or anti-wear, because there is an incorrect assumption on the Internet forums and businesses, that wear protection is a direct linear relationship with [the] amount (ppm) of zinc and phosphorus. What is true is that it is a function of the quality of the additive package volatility and how effective it is. [Ed comment: Volatility in this context refers to loss of additives under high oil temperature/high rpm conditions.]

If I told you we had X ppm of zinc and Y pp of phosphorus in our oil and Company A then reports that their oils contain X + 50 ppm, most consumers would **WRONGLY** assume that oil Company A had a better product. Also – overloading an oil with too much zinc / phosphorus can lead to excessive deposits in the ring lands, ring grooves and exhaust valve faces and stems if the additive packages are not well balanced."

[Note: In a further E-mail exchange, the Royal Purple technical sales representative advised: "RP Higher Performance Motor Oils contain over 1,100 ppm Zn.]"

SHELL: "The Shell Formula Shell PCMO [passenger car motor oil] has a zinc content of approximately 850 ppm [all SAE viscosity grades]. Shell's heavy-duty, all-season use Rotella T Multigrade 10W-30 and 20W-40 are approved for gasoline- and diesel-powered equipment. Rotella T SAE 10W, 20, 30, 40 and 50 grades contain approximately 1,300 ppm in the oil."

All oils/grades above are API SM/GF-4 approved.

TORCO: " ..., pretty much all of our oils contain zinc levels above 850 ppm. In fact, most are in the 1,200 – 1,300 range."

What we would recommend for your applications [flat tappet cam engines] is our SR-5 20W-50, plus you can add our ZEP (zinc additive) to help with cam lobe protection

WANT TO LEARN MORE?

See next month's issue for the next segment of this article.



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Steven Flodder, President, is a CERTIFIED FINANCIAL PLANNER™ professional (CFP®) who also holds the Chartered Life Underwriter (CLU), and a Chartered Financial Consultant (ChFC) professional designations. Steve has a varied business background strongly influenced by his years in management with Amoco. He began working for Amoco as a geophysicist in 1977 after earning his Masters degree in Engineering. Within two years, Steve moved into management and spent the next twenty years all over the world, rising to become President of Amoco Mediterranean. During the downsizing and turmoil in the oil industry of the late 90's, Steve changed careers so that he could apply his planning and management experience to helping meet the needs of individuals and businesses.

Steve has been part of the Katy and Houston community since 1994 and actively supports many local charities and organizations. He has served two years as Chairman of the Board of the Katy Family YMCA and in 2004, chaired the Cinco Ranch High School Project Graduation. Additionally, Steve supports many local schools, businesses and publications, and is a member of Willow Fork CC.

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The "Big Event"

Lone Star Region Celebrates 50 Years



Lone Star Region PCA celebrated their 50th Anniversary with a full day of activities on November 19 at the Houstonian Hotel and Conference Center in Houston, Texas.



The day started early as Sylvia Lanz, Concours Chair, Andrew Barry, Concours Co-chair and her committee, Dee and Edwin Cannon, Dana and Tom Erdman arrived and began setting up registration. Joost Perquin, Goodie Store Chairman and his son set up the LSR Goodie store which was full of new items with the LSR logo. Anne Retzler, Charity Chair, assisted by Ron Baklarz, Rally/Tour Chair, displayed vintage

Porsche racing posters, artwork,

and other items for the silent auction and raffle, with proceeds going to charity.

Victory Motorcars, Lone Star Region PCA Concours sponsor, was on hand to provide support and display a couple of cars from their collection.

Gracing the sideline of the Concours was a special display of historic Porsches.

A silver Carrera GT and a beautiful 1960 356 B Roadster were on view courtesy of Porsche North Houston. Members were also given the rare opportunity to see a fully restored Porsche 906, one of only fifty built, compliments of Drivers Source.



LSR's VP Mike Globe drives a Carrera GT, provided by Porsche of North Houston, through the paddock.

Soon, thirty-nine Concours entries began arriving to the Houstonian Hotel campus and were parked according to their respective category. No LSR Concours is complete without the customary rain shower so why should the 50th Anniversary be any different? Despite threatening skies and gusts of wind, the sky yielded only a few drops of rain and soon disappeared. Sylvia and Andrew gave the morning briefing to owners, and everyone got to work with the last minute prepping. It was soon rags down, and two panels of judges began scrutinizing the cars for the next few hours.



Charlie Adams puts some finishing touches on his 2006 Cayman S.

The 50th Anniversary Concours was a true spectator event, and attracted many PCA members along with a steady stream of Houston car buffs all afternoon. Many who visited the Concours were also treated with the experience of talking one-on-one with the event's special guest Vic Elford. Vic was eyeing the Concours competition looking for a car and owner who would be



Houston's DriverSource brought a completely restored 1966 Porsche 906.

given a special "Favorite Car Award." For those not competing in the Concours, a "Porsche Corral" was available exclusively for members to use for parking their Porsches in a covered area next to the Concours.

After the Concours, the action moved to the Houstonian Hotel. The cocktail reception was graciously sponsored by Momentum Porsche, Porsche North Houston, and Porsche West Houston. A sell out crowd of more than 200 LSRPCA members enjoyed a wide variety of appetizers while meeting new friends and renewing old acquaintances. Members had a last chance to bid on items in the silent auction before the auction closed. Following the reception, the crowd took their seats for dinner.

Lynn Friedman, president, opened the evening program by welcoming everyone and introducing special guests in attendance. From PCA National was James Shoffit, PCA Zone 5 Representative and Wendy Shoffit, PCA Newsletter Committee Chair. James and Wendy are both from Maverick Region PCA. Past and present LSR officers and board of directors, including past presidents Jeremy Wood, Bruce Guenther and Burnell Curtis were recognized. Scott and Carol Bradley from the Pacific Northwest Region PCA were also introduced.

LSR's first president was Ernie Roberts (1917-2000) and the club was especially honored to have his son, John, and wife Sharon, joining in the celebration.

A constant stream of videos and pictures from the region's archives were projected on a large screen during the evening. Everyone enjoyed seeing "the good old days" from bell bottoms to what are now called "Vintage" Porsches!

After dinner, LSR Vice-President Mike Globe introduced the guest speaker, Vic Elford. Vic (he hates being called Mr. Elford) pioneered the use of the 911 in the European Rally circuit, and drove a Porsche to the European Rally Championship in 1967. He holds victories in the Targa Florio, the 24hrs of Sebring, and the 24hrs of Daytona, and holds six major victories at the Nurburgring. He competed in Formula 1, Can Am, and even NASCAR. For many, Vic Elford is remembered for piloting the iconic Porsche 917, and did the high-speed

close-up action in the 917 in Steve McQueen's movie "Le Mans."

Vic captivated everyone with his stories of driving in what truly was the golden era of racing. His stories included a tale from the Targa Florio during which his car broke down. A group of Sicilian race fans helped him fix the car and sent him on his way. To paraphrase Vic, he was a British man, driving a German car, being admired and aided by Italians. There may not be a better one-sentence summary of Vic Elford.

After much too short a time, Vic finished, and was rewarded by a heartfelt standing ovation.

Mike then introduced Steve Krysil, Regional Manager Porsche Cars North America (and Maverick Region PCA member). Steve gave an exciting presentation on what the future for Porsche, and included a stirring promotional video for the new Porsche GT2RS.

After the presentations, it was time to announce all of the winners of the day. Sylvia Lanz began by presenting the "Vic Elford Favorite Car Award" to Burton Wells. Vic came to the podium with Burton and explained why he selected Burton's 912 Targa as his favorite. Burton's car brought back many fond memories of Vic's own 912, especially when he used to crack the side window open to allow his cigarette smoke to escape.

Sylvia Lanz and Andrew Barry then presented the remaining Concours awards with Best in Show going to Robert Buchanan and his 1986 911 Carrera, which scored 299 points out of a possible 300!

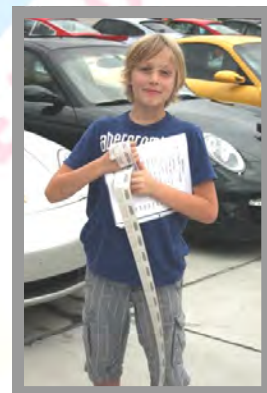


LSR member Greg Hutmacher(R) visits with Vic Elford.

Anne Retzler, LSR Charity Chair, took the podium next to announce the winners of the raffles and silent auction. As part of the LSR fundraising efforts benefiting Magnificat Houses, Inc., the club sold chances to "Win a Trip to Germany." The package included round trip tickets for two to Germany, a one-week stay at the Marriott in Stuttgart, tour of the Porsche museum, and \$500.00 towards a rental car.

Congratulations to the winner, LSR member John Beecher!

Door prizes included a Porsche 918 jacket, and a Porsche Design iPad cover courtesy of PCNA. Flying Lizard Motorsports donated "Lizard hats," and many lucky members went home with one of these cool hats. Items for the LSR Goodie store were also given out as door prizes, and



(continued, see page 16)

(The Big Event, continued from page 15)

Bridgestone tote sacks and hats were also distributed among the members.

The evening came to a close and a steady stream of Porsches left for home. Why do our events work out so well? It's not just the cars, it's the people, of course!

Happy 50th LSR!

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A special thank you to Mike Globe, vice president and 50th Anniversary Chair who put it all together and made our Big Event such a memorable and successful one.

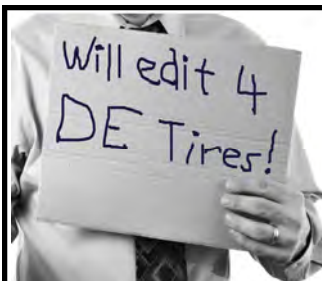
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When They Build It, Will You Go?

European Delivery of Your New Porsche

by Jim Heimer – Teutonic Correspondent



Kandace drives away from the Porschewerk in Leipzig.

A Plan is Hatched

Where did the idea come from that I had missed something by not taking delivery of my 2010 Carrera S in late 2009 at the Stuttgart factory instead of having it delivered to the US, as most people do? And was this really what was behind my subtle campaign that my wife's next car should be a Cayenne to replace her Lexus RX350? No matter. I had very briefly toyed with the idea of a European Delivery for the Carrera, but didn't pick it up and run with it. Now, as I rapidly approach senility, there may be only limited opportunities to correct my oversight.

So back in July 2011, I began hinting that the replacement for the Lexus should be a Cayenne. By the time the Porsche Parade in Savannah came around in early August, Kandace was receptive to the idea, and had even tried her hand at Porsche's Car Configurator. And not only did Kandace get into the Porsche spirit (hard to avoid at that venue), but Porsche had thoughtfully parked a Cayenne for display in the exact exterior and interior color combinations that we had worked out. When we left the Parade we came away with the specs for the Cayenne of her (OK, our) dreams with the help of Melissa Witek, a Porsche US Customer Consultant.

The Process Unfolds

In late August we took all of our documentation to Rodger Gay of Porsche of North Houston to finalize our selection and gather more details on the ordering process. After confirming a few details on options, we learned that each dealership works on an allotment of manufacturing slots from Porsche. Rodger's first task was to request a Cayenne slot for us. Confirmation of a slot could take some time.

Ins and Outs of European Delivery

The faint of heart and light of wallet may want to stop reading here.

First, European delivery is really like ordering another option – and of course, it costs extra, currently about \$1,100. This is for insurance while you are driving around Europe and the export paperwork. Our European Delivery package also included one night at a hotel in Leipzig (where the Cayennes are built) and the visit to the factory – a meal in the Porsche gourmet restaurant, a spin around the test track and off-road course, and the factory tour. Gone are the days, when you got free airfare to encourage you to pick up your car overseas! For higher end cars, like S models and Turbos, this fee can be double or more.

Second, there is the refundable Value Added Tax (VAT) deposit. Until the car is exported and received in the US, the purchaser must put up a sum, in our case \$6,500, to cover the notional VAT (like a sales tax in Germany) for the car. Again, this goes up for more expensive models. Of course, you get this back after your car is delivered, but that could be six months after you have paid it.

Third, once the production date of the car is set, payment in full is due 30 days in advance. The car will be only a gleam in the computer's eye; don't think you can shop around for financing without a physical vehicle or even a VIN as collateral. Fortunately, Porsche has a financing arm that will make you a loan on a vehicle that doesn't exist.

Fourth, once the car is returned to the factory after taking European delivery, it will be eight to twelve weeks before it arrives at the dealer's showroom in the US. European Delivery is not for those tied to instant gratification!

Within the week – this would be early September, Rodger called back. Our vehicle would be built on November 28th, and we would have 30 days after that to take delivery. There was no turning back – no changes. Kandace had thought about upgrading to a Cayenne S, but since the order had been placed . . . In due course we completed the loan application, emptied our bank account for the deposit, fees, and a down payment, and paid another visit to Rodger to sign the papers. We were committed.

All According to Plan

We scheduled our delivery for December 1st. It did occur to us that



Enjoying the Christmas Market in Leipzig.

December was probably not the ideal time for a European vacation, but then we would probably avoid the tourist hordes vacationing in more climatically benevolent months. And maybe we could do our test-driving in the snow!

(continued, see page 18)

(When They Build It, continued from page 17)

Our appointment at the factory was for 8:30 am, and we were cautioned not to be late. We arrived in Leipzig (it is not pronounced “lipstick” – tell my wife) a few days early to take in the sights, including the month long Christmas Market. This is where the population of Leipzig turns up at night for a stand-up wurst, strudel, and gluhwein – a spicy, hot, and alcoholic libation.

In addition to this seasonal attraction, Leipzig is a historic city with several beautiful churches and it was the home of Bach and Schiller. It is worth a visit in any season.

The European Delivery Experience

The information provided by Porsche pretty much tells you what the sequence of events will be on your visit, but nothing really prepares you for the experience.

On landing in the Leipzig airport it is abundantly clear from the huge welcome signs and Panamera (also made in Leipzig) parked in the arrivals hall that you are in Porsche country.



Arrivals Hall, Leipzig Airport

On the day, we presented our letter of introduction from Porsche to the guard at the entrance and were directed to the reception center, where we were greeted by our Porsche factory driver / customer representative and ushered into the visitors lounge looking out on the track. The coffee bar could have easily been mistaken for Starbucks (but more elegant and with better coffee and free pastries).

Testing the Cayenne

Our rep, Guido Majewski (recently having driven the Enduro on the Nordschleife of the Nurburgring) brought out a factory Porsche, equipped to match the car we had ordered. We were off on the Porsche test track for a demonstration of the Cayenne’s capabilities on the road.

The test track includes reproductions of some famous corners from tracks around the world, including the Laguna Seca corkscrew and a bus stop chicane. Half of it is used for testing newly manufactured cars, but we got the rest.

Fortunately,



Kandace on the Porsche Test Track

it was not snowing, and the rain would hold off for a few days.

We did a very sedate lap with Guido at the wheel, then Kandace took over (it was her car, after all), and did an even more sedate lap. Guido then offered me the chance to drive a little more enthusiastically, at which point Kandace asked to be dropped off at the reception lounge. I then did a less sedate lap under Guido’s tutelage. This was followed by Guido taking the wheel, turning off all the stability management and control systems, and doing a practice lap for his next race (assuming he plans to drift around the corners, as he did as part of the demo).

We parked our track car and Guido brought out another Cayenne, this one not quite as clean as the first, to do the off-road course. The Leipzig facility is built on the site of a former East German / Russian infantry and armor training facility. After removing the loose ordinance left behind, when the Russians departed after German reunification in 1989, Porsche incorporated many of the tank obstacles and bunkers into their off-road experience. These include all sorts of rough and rutted road surfaces, steep ascents and descents, sections where you drive along with the car tilted on its side, and a water trough.

Guido did the first part of the course, demonstrating the ascent and descent control aspects of the car and the ability to raise or lower the suspension to match the terrain. He then asked Kandace (she was back in the shotgun seat), if she would like to take the wheel. She declined, thus becoming the only the second person (Guido’s father was the other) not to personally drive the course with Guido.

We Meet Our Car

We returned to the reception area, and Guido inquired if we would like to see our car. Did we ever! He escorted us through



Kandace, Guido, and Our New Cayenne

reception to a cubicle furnished with a leather sofa and chairs, a small table, and a 2012 Porsche Cayenne, auburn with an espresso / cognac interior and all the bells, whistles, and absolutely necessary options we had specified.

After an “in-cockpit” explanation of the roughly 265 (I exaggerate – slightly) buttons, switches, gauges, levers, and indicator lights mounted on the doors, center console, steering wheel, and



Guido Pilots a Cayenne on the Off-Road Course

(continued, see page 19)

(When They Build It, continued from page 18)

above the center console in the roof, and after the traditional signing of papers and much walking around the vehicle, the wall of our cubicle opened up. Kandace made the initial drive out to park the car in front of the reception area.

Break for Lunch

Guido escorted us via the fourth floor gift shop (resist, resist) to the fifth floor of the inverted, truncated cone-shaped complex, introduced us to the maître d' of the restaurant, and left us to



The Porsche Restaurant in Leipzig

enjoy a panoramic view of the track with the off-road course in the distance and a four course lunch of zander (perch-pike) filet and seafood pasta.

Breeching the Wall of Secrecy

After lunch, we met Christina, our tour guide for the factory tour. Before departing the reception area for the short walk to the factory, however, we were divested of our electronic gear - cameras, cell phones, and (I don't believe she was serious) pacemakers (if I had one). We then swore an oath of silence (just kidding) and proceeded into what could have been a football field-sized clean room for assembling semi conductors, if not for the dozens of car bodies in various stages of completion whizzing about on dollies, clamps, racks, and stands. The overhead spaces were used to store and transport the Cayenne and Panamera bodies in various stages of completion in preparation for moving them onto and around the assembly line.

Behind the Wall

The assembly line has a hardwood floor to make it easier on the employees who spend most of their time standing to do their jobs. Vehicles moved from frames to stands and back as they are lifted, lowered, tilted or rotated to give the worker the best access to do his (or her) job. Each station on the line involves a task that takes no more than 5 minutes to complete. Every two hours, the workers change stations to avoid getting bored or tired doing one repetitive task for too long. Each worker is capable of working at any station on the line.

Some components, like the dashboard and wiring harnesses, are completed elsewhere in preparation for installation. The bodies are assembled on one line, and the engines and drive trains on another. Robots do the marriage of the drive train and body. They lower the body onto the drive train, after which it is fastened together on the line by (if I remember correctly - no note taking allowed) 17 bolts. The only other place where robots are used is to install the windshields. This involves a complex ballet of picking up the windshield, whipping it around while adhesive is applied, and pirouetting it into position on the car body.

At the end of the process, fluids are added, the wheels are put

on, and the car goes to quality assurance before it hits the track for the test drive. Periodically, individual cars are pulled out of the QA process for a more intensive examination, and any car that does not pass either QA check is put aside for corrective action.

Something about the Factory

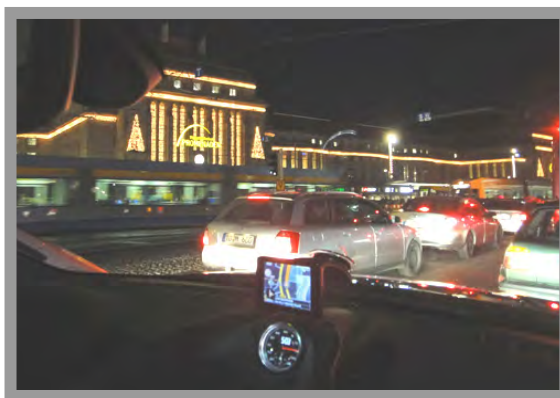
Porsche built the Leipzig facility in the former Eastern Zone of Germany in 1999. While they did take advantage of the lower salaries negotiated for workers in eastern Germany compared to those in the West, Porsche refused to take any government funds offered as incentives for economic development in the East. As Porsches are affordable by only a small percentage of the German (and US) public, Porsche was adverse to putting their customers in the position of driving around in luxury cars that had been partially subsidized by the German taxpayer.

We Depart

By this time, we had spent nearly seven hours at the factory, and not one minute had been wasted. We conferred with the receptionist about a short drive we could take as we left the factory, and a few minutes later, Kandace had us on the road in the direction of Halle.

I tried to figure out the portable navigation system we had been supplied to use in Germany, since the in-car nav system was set up for the US. I was only marginally successful - it took about two days and downloading the instruction manual to get the hang of it.

Anyway, we got off the autobahn, negotiated some small streets and busy urban thoroughfares in Halle, then headed back to Leipzig and our hotel. Kandace was still on the wheel; by this time it was dark; then it began to rain; then the traffic built up.



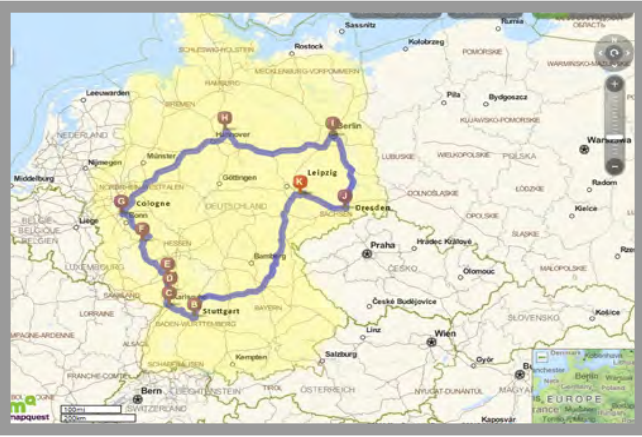
City Traffic in Leipzig by the Main Railroad Station

By the time we found our hotel and got the Cayenne (which is a comparatively large car in Germany) into the parking garage (a very tiny underground parking garage), Kandace was all in and, as it turned out, finished with driving in Germany. I would be the chauffeur from then on (did I mention my plan was working).

To adequately test out the Cayenne, we plotted a route around central Germany from Leipzig to Stuttgart to Cologne to Berlin and back to Leipzig through Dresden to drop off the car for shipment. This would be about 1,500 miles, mostly on the Autobahn - the German freeway - and probably in some inclement weather, a fitting test for an SUV.

(continued, see page 20)

(When They Build It, continued from page 19)



Leipzig-Stuttgart-Cologne-Berlin-Dresden-Leipzig

Early the next morning, with me at the wheel and the nav system only partly functional, we left the hotel for Stuttgart. Two hours later, after much gnashing of teeth and some bad words directed at the nav system, German road construction, and obscure signage (to us, and I am fluent in German road sign), we had worked our way out of Leipzig and were on our way.

But that is another story for another day. While this adventure had its frustrations, it was a dream come true for us car people and especially us Porsche enthusiasts.

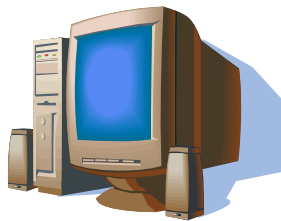


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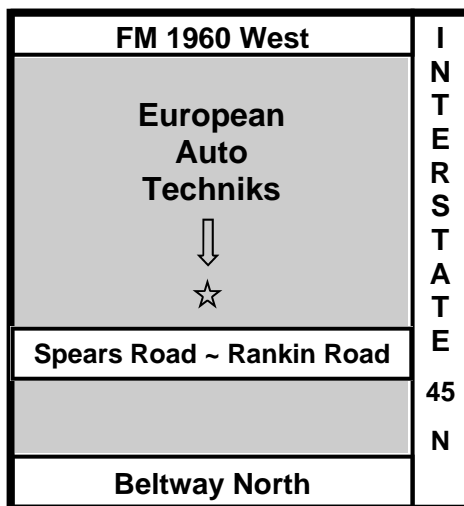
Where: Houston Police Academy (near the IAH airport)
Dates: Saturday, March 3, April 28, October 6 and November 17
Time: Gates open 7:00 am until 4 :30 pm
Who: For PCA members and non-members (different rates may apply).
More info: lsrpca.com/pds.htm or Steve Bukoski: (832) 454-9411 / pds@lsrpca.com

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EAT Owner Michael Cawley says:
"We promise to do a good job!"



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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CLASSIFIED ADS



2003 Boxster S, Speed Yellow, 25,000 miles

Hard top w/Porsche wall hanger, 6 speed, Bose premium Sound, 18" S spoke wheels, Nitto 555 tires, K40 Hidden Radar Detector, Passport Escort Laser Jammer, Like new condition – always garaged. Black sport leather seats with yellow stitching, toddler/booster seat with buckle to de-activate passenger air bag. New battery and all service performed by Porsche on schedule. \$25,000. Email or call Carol Hemphill
Carol_hemphill@msn.com, 281-655-9056

July 11

Agency Power Dual Exhaust Tip

Part # AP-987-171, fits Porsche Boxster 2005-2008 and Porsche Cayman 2006-2008. Like new condition. \$200.

Contact: Norm Pursley purs95us@yahoo.com or 281-488-8214

Nov 11

A ladies **Porsche Drivers Collection Watch** that has never been worn, still in box.

A collection of **Porsche books**.

Porsche model diecast cars.

Porsche remote control car.

Contact: David Waldron at (979) 865-8897

July 11

Front bumper cover off 01 996. \$600.00

Contact Tom Sanders [713 907-4921](tel:7139074921) (cell), [713 654-0261](tel:7136540261) (work), or thomas.sanders@ubs.com.

Oct 2011



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

Jan 11

Quick lift aluminum racing-style jack w/two steel jack stands. All as new, \$95. FloatCharger battery maintainer, NOT a trickle charger \$30. Joe Foster at [hj360@aol.com](mailto:hjf360@aol.com)

Oct 2011

Ads limited to 125 words including contact information and one photo. Email addresses are considered one word. Please, no words or sentences in capital letters, except for acronyms. Editor reserves the right to edit or reject any ads submitted and is not responsible for any errors or omissions. Submission date for ad copy and photos is the 1st day of the month preceding month of publication. This space available free of charge to PCA members. Ads are automatically removed after six months. Non-PCA member Classified ads are \$10. Email your ad to nauteditor@aol.com Don't forget the Classifieds on the LSR webpage lsrpca.com!!



2004 Porsche 911 Cabriolet

Beautiful car, really easy and fun to drive. Only 67,000 miles. Manual transmission. Sticks to the ground around the curves. All the scheduled maintenance followed and performed by Porsche dealer. Only two owners, no accidents etc.

The car has been garaged day and night, and in addition to a spotless soft top a black hard top follows the car. Relocation back to Norway forces the sale. I am asking \$35,000. It's advertised in Autotrader in 77055 and there are more photos there.

Contact me at bjorjaco@online.no or call me, Bjorn, at 832 638 3241

Nov 11



1974 Porsche 911 GT-4R Race Car

PCA and NASA Competition

3.0 litre Porsche Engine – Minimum Race Time on the Engine

6 Weber carbs; dual oil coolers; fuel cell; headers;

2 sets of Fuchs wheels and tires; Bilstein coil over suspension

Fully integrated roll cage; Recaro race seat; Cool Suit Reservoir

Fiber Glass Fenders, Doors, Deck Lid, Bumpers and Hood

Weights 2162 lbs with Driver; Dyno'd 239 HP at the rear wheels

Fabricated and built from scratch in 2009 by Eric Geores,

Valkyrie Racing

2011 Recent Top End Engine re-conditioned; New Track Alignment

PCA and NASA Log Books

Over \$65 K invested; Retiring from racing – Interested in a quick sale

24 foot Trailer also available. All Negotiable

Contact Bob Dunn: bdunn46@comcast.net or 281-299-8217

Aug 11

NEEDED: 8.5 x 17 Boxster Twist-style Rims

Will pay \$150 each. They can be scratched up and ugly, but not bent or warped! Email me at randallneighbour@me.com or call me, Randall Neighbour, at 832-474-7381. Thanks!

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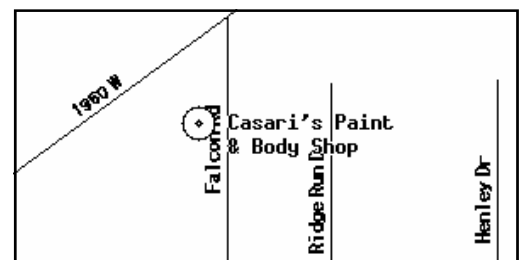
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