

July 2010

PorscheNaut

MAGAZINE

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

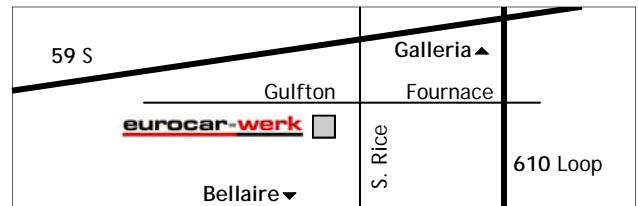




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Cover shot: Drop-top driving on the Louisiana driving tour allowed uninhibited views of this lush overhead canopy. ..Photo: Lynn Friedman

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On My Mind: Lynn Friedman, President

With the hot and humid summer days upon us, the cool mountain breezes of the Appalachians beckoned us. However, it was not just the 50-degree mornings that called to us, but the lure of the “Sharks” in the mountains. Most sharks are not naturally occurring in the mountains, but then you might be thinking of the aquatic kind – not the Porsche kind! For the past several years in June, the nation’s largest gathering of Porsche 928s (aka Sharks) occurs high in the Blue Ridge Mountains of North Carolina.

The 13th Annual Sharks in the Mountain is held high atop Beech Mountain, near Banner Elk, NC. It is sponsored by 928 Specialists, purveyors of just about anything 928. What first began as a “customer appreciation” event, now attracts over one hundred 928s from all over the country. Owners come from as far as Canada, Colorado, and of course, Texas, (see photo) to socialize, show their cars and, of course to ascend and descend the famous course of the Beech Mountain Hill Climb Race. Any chance to see a large group of Porsches is special, but to see so many 928s at one time was a rare treat. (Especially in this neck of the woods where the Subaru, pick up and NASCAR ‘wannabees’ rule the road!)

As if swimming with the Sharks was not enough, we then joined up with more Porsches at the Blue Ridge Boxster Summit, now in its twelfth year. From “Show and Shines,” beautiful scenic drives, and extensive tech sessions, the Blue Ridge Boxster Summit has it all. One of the highlights of the weekend was our dinner on top of the mountain at the Great Camp Pavilion at Eagles Nest, a private mountain community. As the caravan made its way to the summit, the resonance of over 75 Boxsters making the curvy mountain climb to the top was awesome, truly symphonic. After reaching the top, we chowed down on a big spread of North Carolina BBQ (which ain’t no relation to Texas BBQ, but that is another story!)

It is always fun to drive in the mountains, when you can experience elevation changes greater than the overpasses on the Katy Freeway. Combine that with fellow Porsche enthusiasts, and you can’t beat it. Now if I could have only brought that cool weather back home to Houston.....

Take care and see you on the road,
Lynn



LSR member Peter deJong and Janice Norris participated in the "Sharks in the Mountains"



An innovative lift for access on a Boxster at the Blue Ridge Boxster Summit.

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July 2010

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

- 3 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
 3-8 2010 Porsche Parade in Pheasant Run Resort, Illinois
 7 Board Meeting
 10 LSR PCA Autocross at Houston Police Academy
 10 Hill Country DE at Harris Hill Road
 11 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
 16 Porschenistas - Ladies Networking
 17 PCar Car GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 24 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

August 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				

- 4 Board Meeting
 6-8 Tourpalooza in Colorado (PCA Zone 9 Event)
 7 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
 15 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
 20 Porschenistas - Ladies Networking
 21 Car GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
 28 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

You're a Member of PCA – Now Get with the Program!

OK, you may have been to an LSR DE, done a tour, displayed your car at a concours, or joined one of the get-togethers for coffee on Saturday morning, but there is a whole world of PCA activities out there, and there are three great PCA adventures waiting for you this year:

PORSCHE PARADE, July 3rd – 9th at the Pheasant Run Resort in St. Charles, Illinois. An entire week of Porsche immersion with concours, rallies, touring, autocross, seminars, and social activities. Registration is now open and more information can be found at

- <http://parade2010.pca.org/default.htm>



TOURAPOLOOZA

August 6th – 8th at the Keystone Resort, Keystone, Colorado. If you

missed the Parade at this location last year, you can join this event hosted by Zone 9 and reprise the outstanding tours of the Rocky Mountains around this

venue, plus several meals and lodging in the heart of the mountains. More information and how to sign up at

- http://lsrpca.com/linked_docs/misc_events/1008%20Tourpalooza%20Ad%20-%20Zones.pdf

PCA ESCAPE, September 9th – 12th at the Sun Peaks Resort in British Columbia, Canada – a low-stress high-fun alternative to Parade; a weekend of non-competitive events and activities in a Porsche-friendly locale with driving tours, social activities, a show-and-shine concours and fine cuisine amidst the local culture. More information and how to sign up at

- <http://www.pcaescape2010.com/>



Note – if any of these are too far to drive, consider shipping your car to the event. Contact the webmaster at web@lsrpca.com for information.



We are pleased to announce registration for Boxstoberfest 2010 is now open. As in all past years, Boxstoberfest will be held in Fredericksburg TX, and the beautiful Texas Hill Country. The dates are September 10-12, 2010.

As in the past years, the driving tour is the main event. For those who want a more laid back day, we have a self paced course laid out, through some very exciting and scenic small towns and country roads. For those who are a little competitive, we have a distance tour planned, where you follow a course over a set of cryptic clues to reach the end at a very specific mileage. There are trophies for closest to actual mileage – Most Accurate, and “Most Lost”.

Friday night will be registration, dinner and drinks on your own. Saturday morning will include a show-n-shine, a few tech sessions, then split up for the driving tours into the Hill Country.

Saturday evening will include a post drive cocktail reception, followed by dinner, awards presentation and door prize giveaway.

We can say for certain you will thoroughly enjoy the event!

Remember, Boxstoberfest is a free event, coordinated by a group of highly dedicated folks and supported by our generous sponsors! Your only costs are your meals/drinks, lodging and gas. There are no registration fees – possibly making this the best value of any driving event in the entire United States.

Hope to see everyone in September.

Visit www.boxstoberfest.com for more details, and the registration site. Link.

Porschenistas

Ladies Networking Socials-

Ladies! Mark your calendars to attend a “Porschenistas—Ladies Networking Social.” These monthly events are planned with the ladies in mind, and are open for all primary and associate Lone Star Region members. Past events have included dinners at trendy eateries as well as enjoying musical entertainment at local hot spots. Check the schedule in the *PorscheNaut* or on the web site for upcoming dates!

OK Porsche guys, if your spouse or significant other isn’t reading the *PorscheNaut*, now it’s time!

Details for locations and scheduled activities will be communicated via the *PorscheNaut*, the LSR website and our monthly email blasts.

If you have questions about the up-coming events, a suggestion or would like to assist in the planning of a Porschenistas event, contact LSR Social Chairperson, Nina Midway at social@lsrpca.com.

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William Wong - Membership

Membership: May

Lone Star Region welcomes our newest members!

New members as of 06/01/10 for the month of May 2010

Transfer-in

No transfer-in

Gina D & Wesley Andrews	2000	Boxster S
Jose L. & Debbie Ayala	1983	944
Michael & Dolores Barnhill	2008	Cayman S
Jose M. Bisquerra	2010	911 C4S
Jeffrey W. Brough	1993	911 RSA
Chris Calnan	1996	911
Rolando Comesanas	2000	Boxster
Stacy Holland & Kristin Carter	1979	911 SC
Dawayne Johnson	2008	Cayman
William A. Kelly	2010	911
Paul & Sheila Lazzara	2010	911 C4S
David Martino & Graham Baer	no record	
Larry M. Nahmias	2010	911 turbo
William S. Perry	1988	928 S4
Jeffrey T. & Leigh Pollard	2001	996 TT
James Walker Jr	2010	911 GT3RS
William R. Wallauer	2001	911 C4
Jeb D. Williams	2004	996 TT
Kevin D. Yeh	2007	Cayman S

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!

Texas World Speedway 2010 Driving Events

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AUG 28-29 NOV 23
DEC 12

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\$295 for two days (weekend)
\$25 garages/day



Open Track Day Events

JUNE 4 SEPT 10
JUNE 11 SEPT 17
JUNE 25 OCT 15
JULY 16 OCT 22
JULY 23 NOV 12
AUG 6 NOV 26
AUG 27 DEC 3

-Open to Blue Solo & Advanced Drivers
-4 Hours of Open Track
-See website for more details

\$125 for Open Track Day Events
(includes garages)

Test & Tune Events

JULY 30 - NASA Drivers/Yellow & Advanced
SEPT 24 - Blue Solo & Advanced
NOV 19 - Open to SCCA Drivers

\$215 for Test & Tune Events
\$25 for garages

www.TexasWorldSpeedway.com



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Eric G. Geores IV, went to his heavenly home after an extended battle with cancer on Saturday, May 29th. A long time LSRPCA member and friend to many of the LSR “family”, Eric served on the board of LSR and was an integral part of the LSR Driver Education and Porsche Club Racing for many years. In 2009, LSR presented Eric with a Lifetime Achievement Award. Eric founded Valkyrie Pro Racing in 1994. The Valkyrie presence was a familiar site at Texas World Speedway, at both LSR DEs and Club Races. Eric was always willing to lend assistance or offer words of wisdom to those at the track.

As a driver, Eric won 4 SCCA Southwest Division Championships, and held numerous SCCA and PCA track records.

He is survived by his beloved wife, Cheryl Saunders Geores (shown with Eric, left) and the extended Saunders family; mother, Georgeanne Geores and sister Kathleen Geores Jackson (Robert W) of Brunswick, GA.; son, Eric A Geores, of Middletown, CT., two stepsons, Brian (Nikki) and Christopher (LaToya) Gisentaner of Houston; three granddaughters, Amanda and Madison, of CT. and Brielle of Houston; numerous aunts, uncles, nephews, nieces, cousins, other family members, and a host of friends.





May Board Minutes

Cynthia Crawford- Secretary

LSR PCA Board of Directors

Date: May 5, 2010

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Cynthia Crawford, Secretary

William Wong, Membership Chair

Ken Tubman, Member at Large

Burnell Curtis, Past President

Matt Kucharski, AutoCross Chair

Nina Midway, Social Chair

Greg Platt, DE Registrar

Anne Retzler, Charity Chair

Jim Heimer, Web Master

Ron Baklarz

Mark Crawford

Leonardo Docanto

Rodger Gay

Sharon Kay

Lynn Friedman called the meeting to order at 6:30 p.m. Lynn reported on the presentation to Richard Jackson of a signed collage of photographs and a silver platter at the May DE recognizing his years of service as DE Registrar.

Matt Kucharski reported on behalf of Joost Perquin that the PDS event held on April 24 broke even financially. There was a discussion of expenses associated with PDS events and the purchase of certain items for ongoing use at PDS events. Matt also reported on plans for the May 15-16 PDS/AX. There will be PDS/AX instructor training and a practice AutoCross on May 15, with the Club's first point series competition AutoCross in several years on May 16. The next PDS will be held on June 19, 2010 at the Houston Police Academy.

William Wong reported that the membership stands at 1058.

Greg Platt reported that his first DE as registrar went smoothly. He will be opening up registration for the June 12-13 DE on May 12, 2010. Greg resigned his office as LSR Store Chair and made a motion nominating John Haworth as LSR Store Chair. Cynthia

Crawford seconded the motion, and it passed unanimously.

Anne Retzler reported on the very successful charity fundraiser held at Westside Tennis & Fitness Club on April 18, 2010. The Club raised \$7325 for Magnificat House thanks to generous donations by Club members and Magnificat House supporters. In addition, the Concours/Show & Shine drew 19 Porsches. Attendance may have been hampered by rain, but those who participated had a wonderful time. The Board thanked Anne for putting on a great event.

Ron Baklarz reported that all is ready for the Driving Tour of Southwestern Louisiana on May 14-16, 2010. He is expecting over 20 participants.

Nina Midway has submitted a request to the City of Houston for a Proclamation declaring June 28 as Porsche Day. She has also contacted Sam Houston Race Park and obtained information regarding holding a possible social event there.

Jim Heimer reported that he had entered the LSRPCA Website in the annual PCA Website contest. Jim also passed around an example of the LSRPCA rack cards and holder. The rack cards will be displayed at businesses which support the Club in order to provide greater visibility to the Club.

The Board welcomed new guests Sharon Kay and Leonardo Docanto to the meeting. Sharon and Leonardo introduced themselves and described their respective interests in becoming involved and assisting in Club activities.

Old business:

There was no old business.

New business:

There was no new business.

Greg Platt moved to adjourn. Ken Tubman seconded, all agreed, and the meeting was adjourned at 7:30 p.m.

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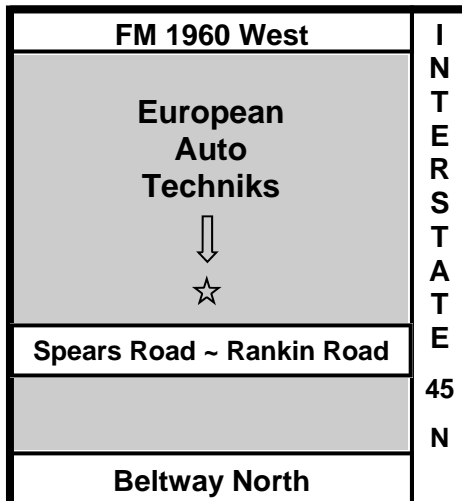
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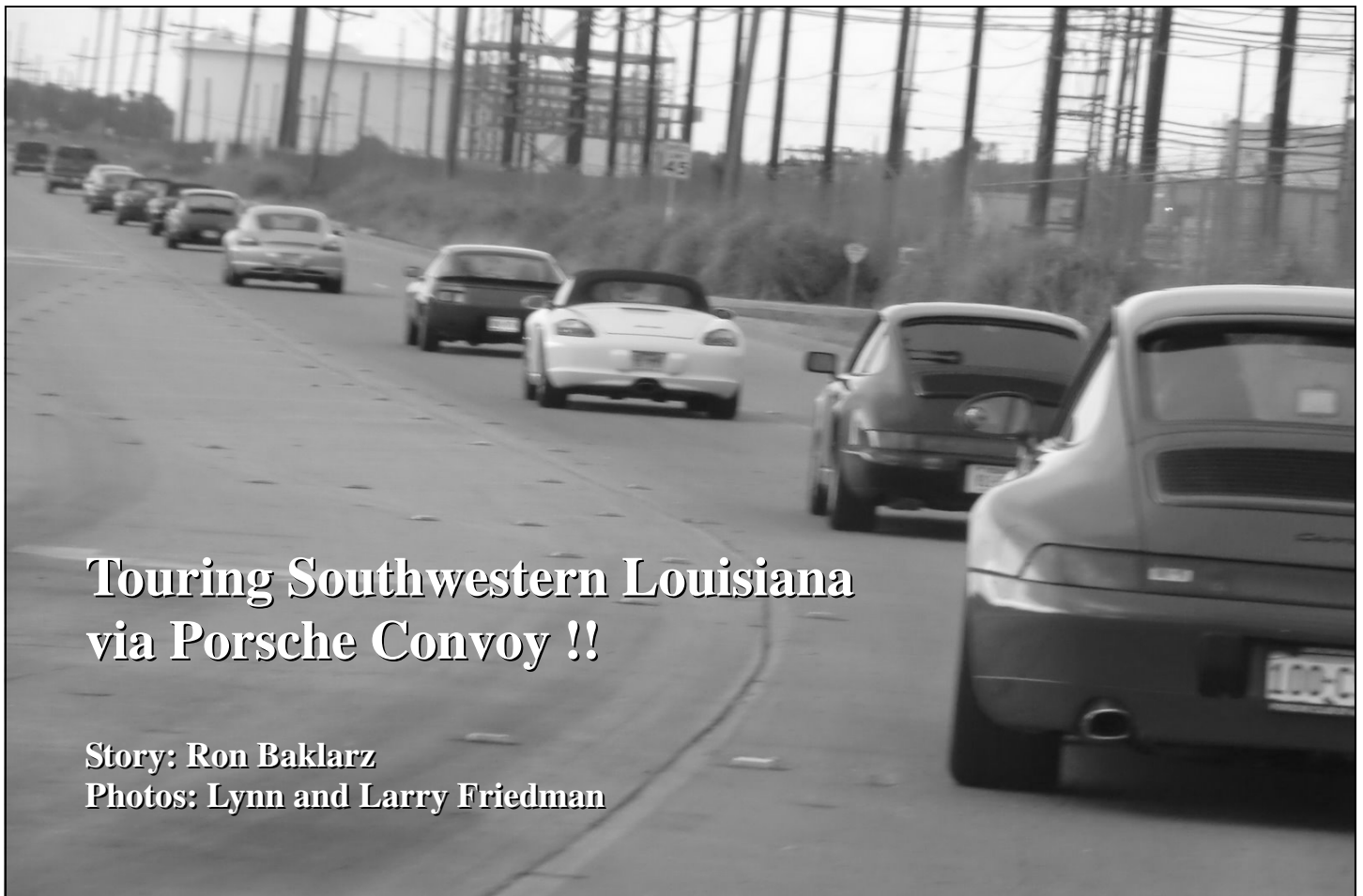
EAT Owner Michael Cawley says:
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LSR Member George Bigham says:
"Michael and his team do great work, and they make sure you know what's going on with your car, every step of the way"

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The Lone Star Region enjoyed a weekend road tour thru Southwestern Louisiana May 14, 15, 16. First night at the MCM Elegante, Beaumont, with our club name on the marquee. Dinner at the Spindletop Steak and Seafood Restaurant was exceptional. The next days weather began with a dark and threatening overcast sky and intermittent showers; but turned into a partially sunny day. The Groups stop alongside the sandy beaches of South-

western Louisiana prompted the warm sun to gloriously appear, making the sand and the Gulf waters shimmer and dance like a zillion diamonds. A river ferry crossing and dash to the Rockefeller Wildlife Refuge. Rangers Corrie and Brac Salyers briefed us on the current state of the Gulf spill, a history of the refuge, and its future plans. Next stop Booths Grocery, for a light snack of Boudin and sausage.



Taking the ferry across the river under gloomy skies.



A warm welcome for the tour participants.

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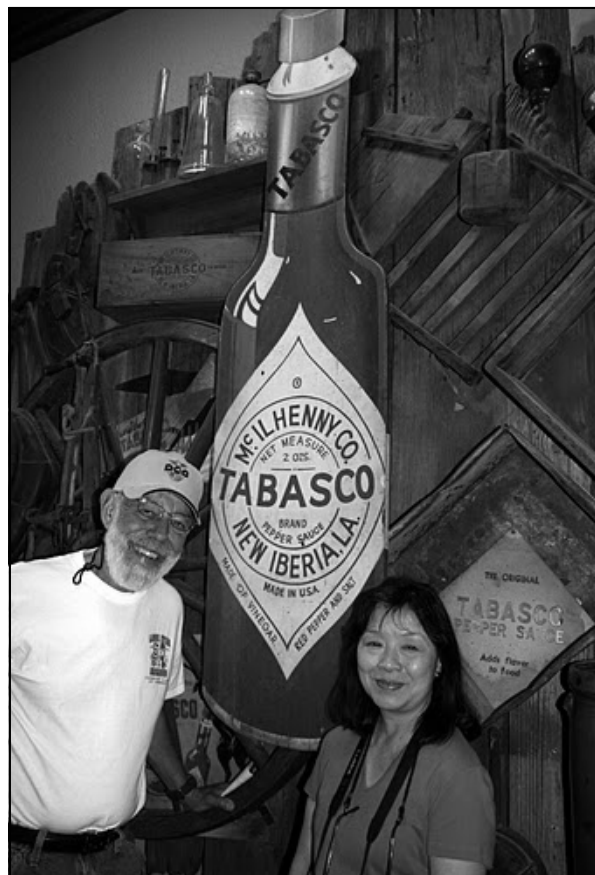
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Following a great run alongside the Gulf with singing Porsches, we emerged at the Rip Van Winkle Gardens. Members enjoyed a light lunch and free time to visit the Gardens. Ladies and Gentlemen start your engines (all Porsches), for the short drive to our hotel, the Holiday Inn Express, New Iberia. This evening we had a great time. Great Louisiana/Cajun food at the Taste n' Sea. Owner Al Davis provided some special eats and the evening music by J.B. Saax, plus two.



Oil spill education at the La. Dept. of Wildlife and Fisheries.



Tabasco sauce makes everyone smile!

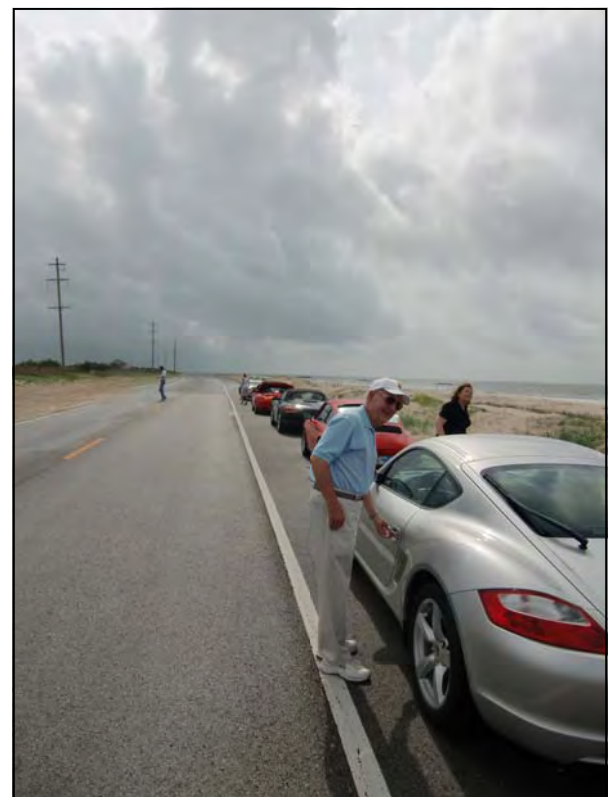


The LSR touring group enjoys a “hot” stop.

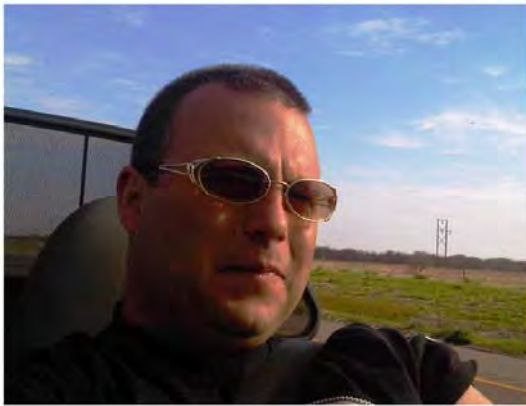


A brief stop gives the drivers a chance to stretch *their* legs.

Last day on tour we all make haste to Avery Island, the Jungle Gardens Drive plus alligators, a huge rookery of gorgeously plumed white egrets, a tour of the Tabasco Sauce plant and a long stop at the company store. Taste the jalapeño ice cream – grrreat. The Porsches handled its occupants, their luggage, and many purchases extremely well. New Iberia to Abbeville and lunch at the Riverfront Restaurant for all to enjoy the taste of Louisiana cooking. From Abbeville to Lake Charles via the Jean Lafitte Scenic Byway, we passed many crawfish ponds and rice fields. At one location a crop duster flew low over our caravan.



Whether driving, touring, shopping or socializing , a good time was had by all who participated. A big “Thank you” goes out to Ron Baklarz!



It was April 24th on a Saturday morning driving towards the northern part of Houston to the Houston Police Academy track. Many thoughts raced thru my mind that early in the morning. One thought being "What do I think I am doing on a Saturday at 6:15am out on the freeway?" Most people are still asleep at that hour. The weather was forecasted to rain. As for me, I was on the way to the track rain or shine to participate in the Performance Driving School (PDS). By the way this is not a "racing school". There is much more to learn before I take the racing course.

This all got started in March when I participated in a drive to the TWS where I promised myself that I would participate in the PDS event for my birthday. I received an email sharing information in regards to registration for the action packed Lone Star Region's PCA Performance Driving School to be held at the Houston Police Academy. The only part of making the decision was that I had been out of work and was attempting to catch up on my finances while working a short term assignment, but its just money and not the touchstone of reality that allows me to nurse my sanity, aside from that I couldn't break a birthday promise that I made.

My touchstone to reality for the sake of sanity is Grace, my Porsche 911, Carrera, Cabriolet. I had just settled in on this new short term assignment and knew it would not last long. Since the assignment was short term it raised concerns as to whether I should sign up or not, but I registered that very moment. I barely registered in time because the open slots to participate in as a student driver were filling up rapidly. I was fortunate enough to get signed up a week before my work assignment was completed and being placed into a position in life which may be referred to as "being financially challenged" or the old phrase "in between assignments."

ARE YOU PDS EXPERIENCED?

By Zachary Prell

This PDS was worth well beyond the money invested. I use the term "Invested" because I am not able to ever recall getting as much for my money as I had that day, not only in education but also in pure Porsche fun. This is even taking into consideration that I had no employment, so as affordable as the event was I was still attempting to determine my finances, and I am very pleased that I was blessed enough to have been able to register even under my circumstances. It was not a question of "Could I afford this event?" but rather a question of "Could I afford not to participate in this event?"

Aside from the PDS track lessons and drills at various stations, the event also provided breakfast, coffee, soft drinks and my personal favorite drink of all time "water" (because it just taste so natural), lunch, a t-shirt and a certificate of completion as keepsakes of a very memorable day filled with wonderful enthusiastic people, great cars, and a track spread out with several PDS stations. Something great to see were all of the wonderful smiles that were so true and sincere. Sometimes people can give a fake smile, but I can assure you these smiles were very sincere and real. There were a few people, including myself, who by the time lunch arrived had the feeling that we had already obtained more than what we paid for, but there was much more in store for all of us. As tired as some of us may have seemed, we found an inner passion to *fuel* us towards finishing the day's events at the remainder of the stations with the assistance of our instructors, which possessed some of the best personalities I have ever encountered.



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Sincerely,
Rodger Gay

Porsche of North Houston
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The PDS event, held at the course of the Houston Police Academy, is specifically designed to assist an individual in becoming more acquainted and “at one” with *their* vehicle. It is a preferably choice to drive and participate in this event with the car driven most frequently by the person on a regular basis. One of the safest ways to learn the limitations of *your* car, the car you drive the *most*, is to drive it in a controlled environment pushing the car thru the various stations. The only condition that I would ever consider attempting to learn the limitations of my car and my driving skills would be in a controlled environment with the assistance of an instructor. I asked all of my instructors to sign a waiver upon entering Grace. One instructor made an offer to sign the waiver in blood. I declined the offer as there was to be no blood involved in this event, just a lot of sweat and an increased awareness as to what our cars limitations are as well as an insight into our own limitations upon driving in certain conditions, providing us with some knowledge as how to properly correct some matters should they ever occur.



The day started out overcast and cloudy at the track. By getting there early, a person is able to meet some of the dedicated souls that make events like this possible, and assist too. They were still in the process of getting set up. There were tents to be set up, cones to be arranged, tables to be placed, waivers to be signed and even breakfast waiting to be consumed. The media had us all concerned about some rainy weather coming in with a front that was supposed to *dampen* our PDS event, but our spirits would not be dampened as we hoped for the best. The sky cleared up the more we set up the tents, cones, tables and such. By the time we had the last waiver signed we had succeeded in actually making the day brighter as the rainy weather must have been pushed away by all the hard work everyone was doing. Our “rain, rain go away” dance must have worked.

After everyone finished lending a hand to get things set up we went and listened to a presentation about the day’s activities and all emphasis was placed on safety. We were informed that we would learn from our experience on the track what the terms “Oversteer” and “Understeer” are and how to handle our cars if in such a situation. We would also learn more about “throttle steering”. The PDS is not a “racing” class but more rather what I would call an “advanced driver’s education” class. We were there to become aware of what our car’s limitations are and how to hopefully handle them effectively should we ever experience this while driving.

Our cars were inspected and after passing inspections we had a nice cute little sticker placed on our windshield to let the various course instructors know that the car was allowed to participate. There were four separate teams we were placed into with about a dozen instructors split amongst the teams to assist each student during the time spent at each of the eight stations. I say eight stations, there were actually seven stations, but when you take one course and go from driving counterclockwise to driving clockwise it actually becomes a whole new station. The direction was reversed for a few of the lessons at various stations. A person may be amazed at how much difference it makes to approach turns from the opposite direction. The various PDS stations all offered something different to experience as a driver.



Safety First!

The various instructors were great and able to recognize what each student driver needed to focus on during their time at each station, and were very nice about sharing their suggestions and advice. Everyone that I noticed was there to have a great time, and the learning part was just a great bonus to the whole event.

All of the instructors would politely ask for permission to hop in your car, and at that point I would inform them that I had one more waiver to sign since they were riding in my car. After running thru the station once, another instructor would do the same to broaden the experience and input. At some point after driving thru the various stations a person's insides may feel more tossed around than any wild roller coaster ride I have ever ridden, it provided a richer appreciation for the physical fitness a professional racer must be in. The titles for the various stations and drills were the "Pitch & Catch", "Wet Skid Pad", "Accident Avoidance", "Apex Drill", "Slalom", "Figure 8", and the "Looking Ahead/Double Box". I would really like to share more about the experience gained from each of the drills, but I am unable to do so. It is not that any of this is a secret, but rather after driving the various drills and experiencing what I learned it would be an injustice and just short of a lie to attempt to place any of it into words. There are just some things that must be *experienced* in life if a person wants any form of insight. With so much to learn and absorb in one day, I am considering when I will participate in another PDS event. I stated "when" and not "if", as it is only a matter of time, and possibly a little finance.

If an individual or better yet several people are interested in the descriptions of the various exercises that take place at each of the stations I suggest viewing the links on the website. It will provide an insight as to when the next PDS course is scheduled as well as many other activities. Gain access to the internet and go to the club site at <http://www.lsrpca.com/index.html> and start viewing the different tabs. It's a great resource to access and make use of.



This event isn't just limited to Porsche cars. There were other nice cars and genuine people there too that were really happy to participate. Two young men participated in the PDS before they were to head off on their own adventure of cross country racing

that caught many people's attention. It is my understanding they were being sponsored by Rice University and other sponsors. They were driving an Alfa Romeo. Both of these young men were on a mission, and to find out more about the story of their adventure the best I can suggest at this point in time may be to take a moment and go search on the website www.racingowls.com

We participated in a PDS event that was an extreme driving experience to be remembered for years to come, it was one of the greatest experiences I have had with my car thus far. Events like this can only be organized with the efforts of many great people that carry a passion for their Porsche cars. My sincere apologies if I fail to mention anyone in the following list of instructors or for any names misspelled that I extend my sincere appreciation to for a wonderful day of education and fun, a memory that will be with me for years to come: Lynn Friedman, Daniel Duncan, Steve White, Philip Harris, Jamie Fernandez, Greg Platt, Richard McLin, Hugh Brazier, Robert Henriksen, Richard Jackson, and Jack Smyth.

One particular organizer for this great event is Joost Perquin, pictured below. He has a very good spirit about him as many of the other people do that make this and other memorable events possible.



I would suggest not wasting any more time, get in gear and go to www.lsrpca.com/pds.htm to find out when the next PDS event is. Time will not wait on you, the classes fill up quick. "Can you afford not to participate and become PDS EXPERIENCED?"

"Hi my name is "Zac", & I am addicted to driving my Porsche". It is nice to have a "support group" that understands that & I am proud to be an active member of the LSR PCA.
Zacprell@yahoo.com

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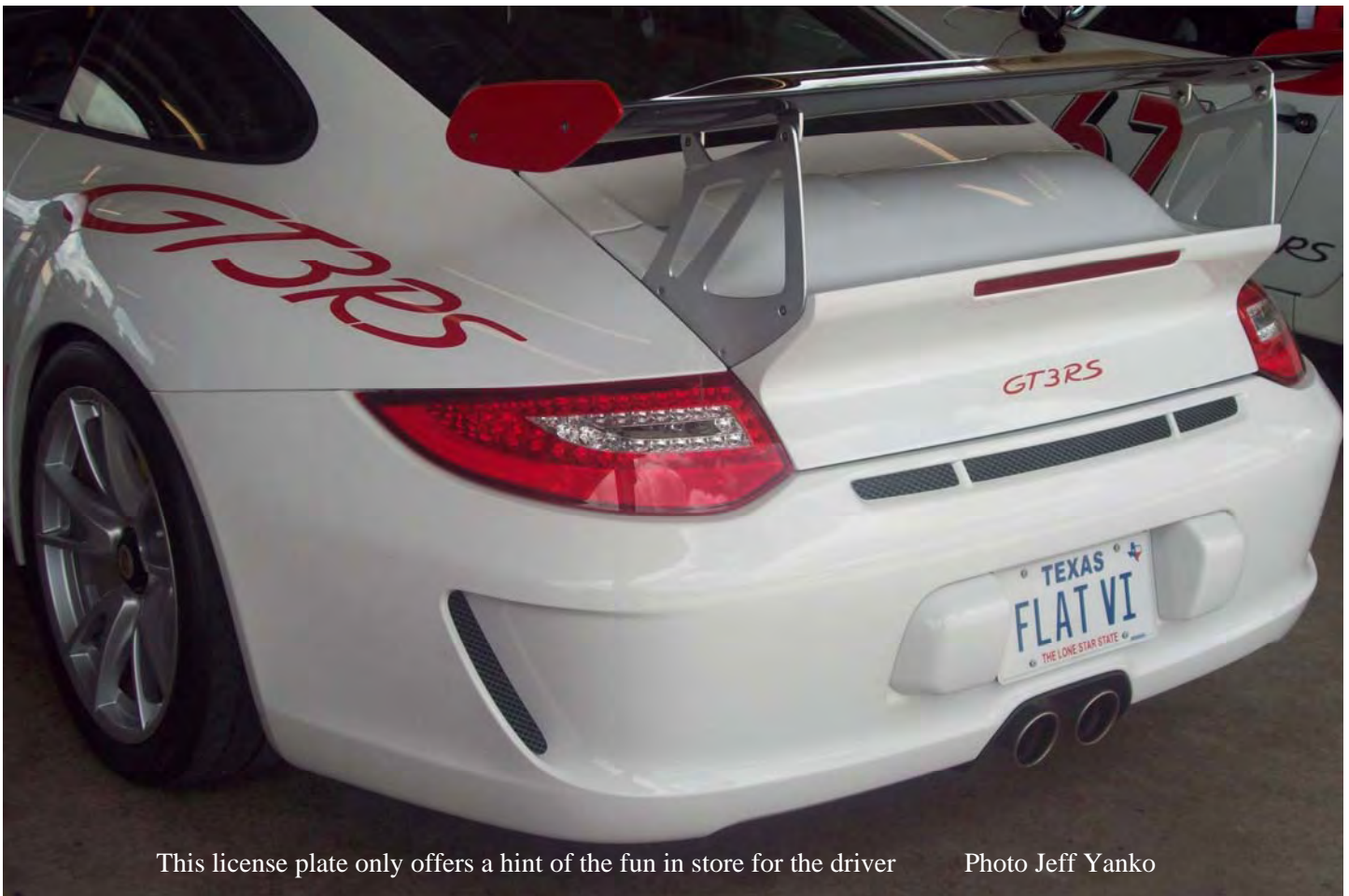
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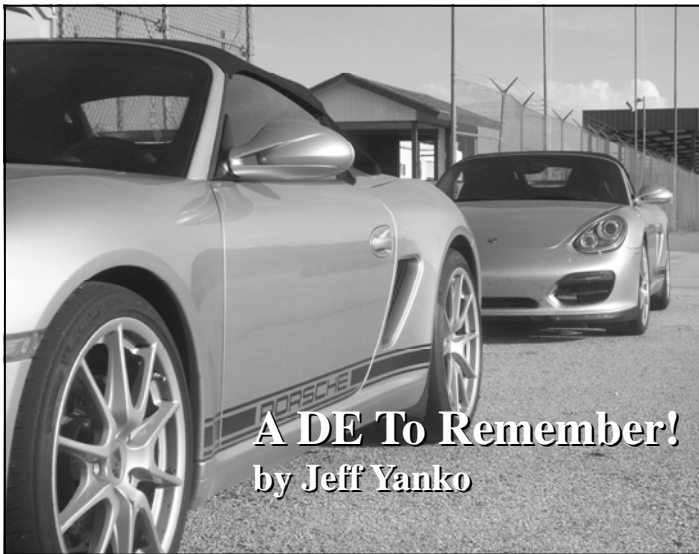
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A DE To Remember!

by Jeff Yanko

When the 'Naut arrives, articles about the Region wanting to get more members involved in activities (autocross, charity and social, Club Racing, Concours, High Speed Drivers Ed/DE) abound. Even the Board minutes show this is priority! Perhaps a few words from a 25 year member and newly re-engaged PCA LSR member can provide some additional words to help promote this cause.

The past DE at TWS, June 12 -13, was a special event for all present, but first a quick overview of the DE activities themselves. I have read many times in many places that people don't get on a track because they don't know how to do it. Our region has an entire committee devoted to doing just this: getting you, a Porsche owner, on the track! If this describes YOU, please flip back to the front of this issue to the page that has the Committee Chair listing and upcoming Calendar. These friends are here to help you take the proper and safe steps. Mentioning safety, please know that this past DE had over 200 drivers & cars registered in addition to a full support staff of grid, paddock, tower race control, pit steward and at least 2 flag persons at each corner. Not only will you have time with an instructor in classroom and car, a full platoon of extra eyes is watching out for you....and this is not even racing! It's an education weekend! Reach out to any one of the individuals on the DE Committee list or me and you will receive a warm welcome to take your first step.

Weather for this DE was perfect in terms of track condition; the temperatures were very high (heat index at 105F) but all cold track meetings had extra emphasis placed on hydration. All groups (green/newest drivers to red/instructors) got 4 track sessions per day, grouped with peers of similar experience levels. A well-managed weekend by all people working, and again I left the track smiling.

If, by chance, you deliberately chose not to attend this DE, please read on (weep if needed) as another convincing argument that may cause you to never miss another DE regardless of how you may be involved.

Personally, a few serendipitous events came together for me at 7:00 a.m. Saturday morning: my mother has been encouraging me to write more, the kids and I returned our PCA annual raffle entry for the new Boxster Spyder, I have been watching the Spyder closely as probable next Porsche, 'Naut editor, Lea Safley recently called out for help with the publication and TWO IDENTICALLY LIVERIED BOXSTER SPYDERS were in the Paddock.

I soon learned from control that Porsche Cars North America (PCNA) will be present for the weekend, with the Spyders on track during the normal DE operations. The pilots were Cass Whitehead, Lead Instructor and fellow instructor John Lewis from Porsche Sport Driving School, Barber Motorsports Park, Birmingham, Alabama (their Chief Driving Instructor is one Hurley Haywood). While the DE was run, Cass and John lapped constantly both days with a variety of passengers (special guests, spectators, LSR Instructors, DE Drivers, Support Staff).

Getting to grips with a new car, new track and growing track skills can take months; at this DE, if you were with us, you could have taken hot laps in the new Spyder with two of the top guys from PSDS. Turn those months of progress instantly into donning a helmet and immediately be at speed on a closed course with full track support and response with a driver that gets paid to drive on the limit. Cass and John, outside of a break for lunch, did this from first green to final checker both Saturday and Sunday; one car was a six speed manual, one was equipped with the revolutionary PDK gearbox. On a personal note, the two most impressive parts of the track tackled by John while on board with him in the 6-speed (running clockwise) was the carousel-like Turn 10 and the right-hand sweep and straight from Turn 8 through 6. I've had a 911 for 25 years and have driven many other rear-hangers but none felt like this car in these two areas. Put 'cheap' or 'little' or any other not-so-positive adjectives regarding the Boxster on the shelf until experience this model. This level of performance at the list price is inexpensive, not cheap. The performance is also not little. Though the rear suspension is being ever-perfected in my beloved model of choice, this car (and driver) caught me totally off guard. In speaking with Christian Harry and Austin Latchaw from PCNA after my time in the 6-speed with John, I told them that 911 owners are more devout to their model than any breed of driver on the planet, however, this car may produce converts. Monday morning after the weekend I received a call from Christian who was back in Atlanta headquarters already and he shared that passenger responses ranged from people removing their helmets



Treasurer's Report

Tim Westby - Treasurer

For May 2010

Checking:

5/01/10 opening balance: 56,271.61
 credits: 32,155.00
 debits: (25,160.69)
 5/31/10 closing balance: 63,265.92

Money Market:

5/01/10 opening balance: 27,185.65
 credits: 3.46
 debits: -
 5/31/10 closing balance: 27,189.11*

Revenues (excluding interest) totaled \$32,155.00 and consisted of \$27,045.00 for DE; \$238.00 Store; \$630.00 for PorscheNaut

ad revenues; and \$4,242.00 for PCA National quarterly dues rebate.

Expenses totaled \$25,160.69 and consisted of:

\$19,367.82 DE (\$3,655.00 corner work, \$298.74 drinks, \$2,671.00 corner food, \$713.08 equipment, and \$12,030.00 track rent); \$374.01 AX/PDS; \$15.00 bank fees; \$126.97 Concours; \$1,127.57 Store; \$313.00 Treasurer/federal taxes; \$2,326.32 Club Race; and \$1,510.00 charity.

*excludes six CDs purchased for \$25k/ea, current value approximately \$164,363.64. Our current checking account balance is 56,162.11. I have outstanding checks totaling 1,400.33. Our effective balance is therefore \$54,761.78.

speechless and holding their heads like they had just had oral surgery to some more exuberant displays like an 8 year old who just rode Space Mountain for the first time. Christian transferred me to another gentleman at PCNA that was leaving the next morning for Germany; Tim Cupp, head of PCNA Mid-Engine Vehicles. Tim and I shared fond memories of previous models and the new Spyder's performance. I couldn't help but reckon back to the historical records of the 550's being referred to as the giant killers in the 50's. After approximately 500 miles logged for each car over the weekend and feedback that was overwhelmingly positive, Tim asked that I pass along warmest thanks to LSR as well as PCA for being such a passionate and supportive club to allow them to be present at our events! I promised I would pass along the thanks and humbly replied on our behalf "you're welcome". If you are attending Parade, look for these two cars and both PCNA and PSDS representatives.

Another thought on active members helping with getting more members involved; watch the 'Naut for new members and transfers-in posted in each issue; last issue had a friend of mine and his wife listed as new members. If you see someone you know listed, call them!

Bob Benson, Flag One, and I took some photos for you all to enjoy. Please take this as a pleasant reminder to get involved in your club – you never know what might happen. Working a corner could be a great way to get your toe wet to see and hear via radio communication how an event runs its course and how you too can get more involved. If you would like to spend a weekend flagging,

please contact me. It's safe, it's legal, it's what PCA was created for, and it's a tremendous amount of fun.

Jeff Yanko – yanko@sbcglobal.net – 713-253-6519

Links:

Porsche Sport Driving School:
<http://www.porschedriving.com/default.aspx>

Driver Biographies:

Cass Whitehead -

<http://www.porschedriving.com/Instructor-Details.aspx?id=108>

John Lewis -

<http://www.porschedriving.com/Instructor-Details.aspx?id=1109>

Porsche Boxster Spyder:

<http://www.porsche.com/usa/models/boxster/boxster-spyder/>



Bob Benson captures a brief stationery moment for the Boxster Spyders at the June LSR DE.

Porsche Motorsport News

FIVE PORSCHE FACTORY DRIVERS TOP PODIUM AT 78TH LE MANS AS RELIABILITY AGAIN TRIUMPHS OVER SPEED; 911 GT3 STREET-BASED RACER SCORES NINTH WIN IN GT2

Stuttgart/Atlanta - June 13 -- The success story of the 2010 Porsche 911 GT3 RSR race continues at the 78 running of the 24 Hours of Le Mans as factory drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany) piloted their German Felbermayr-Proton Porsche to a two-lap GT2 win over the second-place Ferrari earlier today.

Two other Porsche factory drivers Timo Bernhard (Germany) and Romain Dumas (France) - on loan from Porsche to Audi's factory prototype effort - helped lead Audi's sweep of the overall podium. They drove with former Porsche factory pilot Mike Rockenfeller (Germany) to a one-lap victory in their Audi R15 TDI. All six LMP1 and GT2-winning drivers have either victories or championships in the American Le Mans Series as well.

As for the worldwide performance of the Porsche 911 GT3 RSR so far this year, the car that won the 24 hour race in Dubai and holds the championship lead of the Le Mans Serie (Europe) and the American Le Mans Series, and was the most successful GT race car of 2009 has now won the GT2 class of the Le Mans 24 hour race.

This victory at Le Mans marks the 98th win (class and overall) for Porsche at the prestigious long distance classic. For the ninth time, a race car based on the street legal 911 GT3 prevailed over its rivals. Positions three, five, seven and eight also went to drivers of the 450hp Porsche. Moreover, the winning 911 also clinched the environmental "Michelin Green X Challenge" award as the GT car with the best efficiency.

The basis for Porsche's success was this year again the reliability of the 911 GT3 RSR. Refueling, new tires, driver changes - the team mechanics of had nothing more to do from start to finish.

"Pivotal for victory was that we had no technical problems and spent the least amount of time in the pits. This win was a team effort," said Marc Lieb, who celebrated his third Porsche GT2 win in Le Mans, finishing first in 2005 and 2006. Richard Lietz took home the coveted winners' trophy for the second time his victory in 2007.



Porsche's success is even more credible due to the fact that the 78th edition of the 24 hour race was one of the toughest in the history of the classic. The GT2 class in particular was excellently supported and fiercely contested with seven manufacturers and 18 race vehicles.

With this victory, Porsche bested strong opponents Ferrari, BMW, Chevrolet Corvette, Jaguar and Spyker.

"We experienced an incredibly exciting race this weekend, especially in the GT2 class. I'm delighted that the Felbermayr-Proton squad won both the GT2 class as well as the 'Michelin Green X Challenge.' This shows that we're on the right path with our philosophy of Porsche Intelligent Performance. I'm also thrilled with the results of the other Porsche customer teams. They put up a great fight and earned their good positions. I'm proud as well of the three drivers in the winning Audi. Congratulations to them and the entire Audi team," said Hartmut Kristen, head of Porsche Motorsport.

Porsche Junior Marco Holzer (Germany) and his teammates in the BMS Scuderia Italia Porsche 911 GT3 RSR team, Richard Westbrook (Great Britain) and Timo Scheider (Germany), were also pleased with their third in class. All three drivers contested the Le Mans 24 Hours for the first time. For the two-time DTM champion Scheider, this was his first outing with a Porsche 911 GT3 RSR.

"For us, it's a dream come true," said 21-year-old Holzer. "Le Mans is the most important long distance race in the world - and we climbed the podium at our debut. That's sensational."

The crew of the French IMSA Performance Matmut team had mixed feelings about their fifth position. Works drivers Patrick Pilet (France) and Patrick Long (USA) with teammate Raymond Narac (France) had kept up with the winning Porsche trio until the morning hours only to be held up by a clutch problem.

"Today is a great day for Porsche and I'm pleased about that," said Pilet. "But of course we're a little disappointed not to celebrate a podium result at our home race."

Elation also permeated the driver squads of both 911 GT3 RSR that finished seventh and eighth as well: Both 911 were manned by gentlemen drivers. Finishing seventh were Dutchmen Paul van Splinteren and Niek Hommerson as well as Belgian Louis Machiels for the ProSpeed Competition team, followed by the second Felbermayr 911 with drivers Horst Felbermayr Senior and Junior (both Austria) and Slovakia's Miroslav Kohnopka in eighth.

The only American-based Porsche entry, the Flying Lizard Motorsports Porsche 911 GT3 RSR of Joerg Bergmeister (Germany), Darren Law (USA) and Seth Neiman (USA) was retired from the race due to mechanical issues. After starting ninth on the grid, all three drivers cycled uneventfully through their stints until halfway through hour four, when an incident damaged the right radiator. The crew replaced the radiator and front undertray and repaired some minor body damage. Unfortunately, after one out-lap, the car had to return to the garage again and was retired due to its accident-related mechanical issues.

"Le Mans once again bites us very hard. It's not easy to accept being out of the race this early, but that's racing. I know our crew will examine every part of this experience and do what it takes to make us even stronger in the future," said team principal Seth Neiman.

Porsche 911 GT3 Cup to Make its Debut at Pikes Peak Hillclimb; Six-Time Champion Jeff Zwart Takes Purpose-built Race Car to the "Hill" For the First Time

Colorado Springs - June 21, 2010 - For the first time since Porsche began production of the 911GT3 Cup race car in 1989, the car will contest a major international hillclimb including more than five miles of gravel.

Jeff Zwart, a commercial film director from Woody Creek, Colorado, and six-time class winner at the Pikes Peak Hillclimb, will challenge the 2WD Time Attack class with his specially-prepared Luminor Watch Porsche 911 GT3 Cup race car.

With technical support from Porsche Motorsport North America (PMNA) and Pirelli Tires, Zwart will be contesting the 88th running of the hillclimb classic, the second oldest race in America (behind the Indy 500). Zwart said that running a 2WD, normally aspirated, purpose-built race car up the "Mountain" will be a new experience for him despite his nine starts at Pikes Peak.

"In previous years, I have always taken a street Porsche Turbo and converted it into a race car, but this time, with the help of Porsche and Pirelli, we have taken a race car and modified it for Pikes Peak's unique half tarmac-half gravel course. I practiced in the car last week, and was very surprised at the balance, power, and braking the car provided. The low-ratio sequential gear box keeps me busy through the 156 turns, but it makes the car very quick," said Zwart.

Porsche Motorsport started with a 2007 Cup car, updated it to 2010 specifications, and installed a new 450-horsepower 3.8-liter engine currently in use in the Patron GT3 Challenge, American Le Mans Series Challenge Class, and the Porsche Supercup series. The engine management mapping was modified to perform well in high altitude as the race starts at 9,390 feet and finishes at the summit, 14,110 feet above sea level, and ride height was increased for the gravel sections of the course. The underbody was also modified to protect the car from gravel and stones similar to rally competition. Pirelli has provided road racing-style rain tires which worked very well both on paved and gravel surfaces during last week's test.

"This event should show the real versatility of our Cup racer," said Paul Ritchie, president of Porsche Motorsport North America, Inc.

"With the variety of surfaces and altitude changes, the car was a handful to set up, but, between our PMNA engineers, Porsche Motorsport engineering consultant Roland Kussmaul - a rally veteran - and great help from Pirelli,



we think we have given Jeff a car which will provide his best chance for a win," said Ritchie.

"I can slide the car across the dirt and grab gears without even lifting," Zwart added. "Add to that the car's behavior on the tarmac - the surface for which the car was built, and we should have a great chance to win."

Zwart has won his class at Pikes Peak - all in Porsche Turbo street cars - in 1994, 1995, 1996, 1997, 1998, and 2002, setting new class records three times. Most recently, he co-drove a Porsche Cayenne with Pikes Peak veteran Paul Dallenbach at the challenging TransSyberia Rally (Moscow to Mongolia) in 2007. He also has an SCCA PRO Rally Championship (1990) and a SCORE Baja 1000 class win (2004) to his credit.

The Porsche 911 GT3 Cup car, built on the same assembly line in Stuttgart as the street-legal Porsche 911s, is raced all over the world in the Porsche Supercup series as well as various Porsche Carrera Cup and Challenge Cups. New last year was the additional of the American Le Mans Series Challenge class, where the Porsche Cup cars contest the full endurance series run by the Le Mans racers.

The 88th running of Pikes Peak will start official practice on Wednesday, June 23, with Zwart scheduled to run the bottom third of the 12.42-mile course. The Porsche will

run the middle part of the course during Thursday practice, and the top part of the course on Friday. Friday is also Fan Fest in Colorado Springs, and the race Sunday begins at 9:00 AM MDT. Results will be posted on the official Pikes Peak web site - www.ppihc.com.

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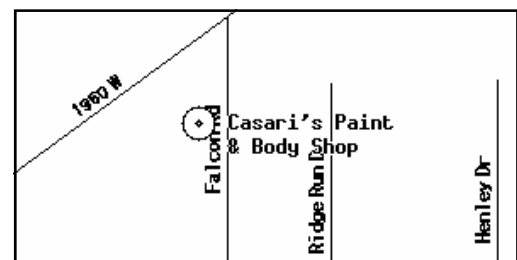
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LSR PCA— High Speed Drivers Education

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 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?

"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



2010 dates: Feb. 6-7 / Mar 19-21 (Solo Only) / May 1-2 / Jun. 12-13 / Sept. 11-12 / Oct. 23-24 (Hill Country) / Dec. 4-5

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