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

991 vs 997.2?

See page 21

Bluebonnets and Back Roads

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See page 16

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May 2012





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I Began Learning How to Drive at Age 37

Like most of you, I learned drive a car around Houston within the limits of legality when I was 15. However, I didn't start learning how to control a car as it nears the limits of physics until much later. The latter training is not only important for track speeds, but comes into play when slick streets or unexpected events force us to go there. Knowing how to do this

can spell the difference between a frightening experience and a trip to the hospital.

Our cars, especially the newer models, are as safe as any on the road today. However, by their very nature Porsches are high performance vehicles and are therefore capable of accelerating and cornering in a way that our experience has probably not

prepared us for. Frankly, this capability is why we are driving Porsches and not some lesser make. Luckily, the Lone Star Region has two excellent programs that can really teach you how to drive.

Our High Speed Driver Education program is held about seven times a year on the 2.9-mile long, 15-turn road course at Texas World Speedway, located near College Station. A DE event is a chance for you to drive your car in the controlled environment of a track setting. These events are not races; rather the focus is on safety and learning. However, DE events are not exactly for the timid and are limited to those at least 18 years old. For young family members and those just starting to learn, the LSR Performance Driving School is the place to start.

Performance Driving is a fun filled and exciting car control clinic. It is one of the few LSR activities open to licensed drivers below the age of 18 and it can be an excellent activity for a parent and a new driver. Students will be paired with a group of experienced instructors who will lead them through a day of learning at the Houston Police Academy training facility near Bush Intercontinental Airport. This is not a racing school. This event teaches you the skills and techniques necessary to properly control your high performance sports car or everyday driver. You will have fun while learning to be a safer and more competent driver. We hold about four PDS events a year with registration opening a month ahead. The cost for members is only \$100 and there are a limited number



of slots available for little to no cost for drivers under 18. Check our website for the schedule.

The PDS provides drivers with survivability skills that apply both to everyday driving and the track environment. As the PDS Chief Driving Instructor, Jack Smythe, put it: "We are creating safer drivers, period! All of the exercises are designed to teach the students how to control their cars in unusual circumstances. We teach them the capabilities of their cars so they know what they (both themselves and their cars) can do to avoid accidents. We also get students to understand that piloting their cars in a manner that goes beyond their comfort level is not only possible for them to do but may be necessary to keep them safe. Accidents are avoidable."

The PDS is a fairly new program for the Lone Star Region. It's was initially created through the efforts of Joost Perquin and

Richard Jackson in **2008**. Joost and his family spent many hours planning, coordinating and managing all the aspects of the PDS program as it was getting off the ground. He recognized that the general state of "driver education" that most of our kids go through is fairly inadequate when it comes to teaching how to really control a car. As he puts it: "When we started



the PDS, Richard Jackson and I had this idea to focus on young drivers. Since the inception of the program we have had more than 300 students and consistently we see around 8-10 young drivers per event, so a total of 75-90 young drivers have done the program."

The current head of our PDS program is Steve Bukoski. His work

begins a calendar year in advance when he has to set the schedule for the following year by working carefully with the LSRPCA Schedule, various other car clubs (so as not to impede on their events), and the Houston Police Academy. Since each class of about 32 student drivers requires about 25 volunteer instructors he spends much of his time prior to the event with rounding them up from the LSR instructor community. At the same time he must register the students and coordinate with the Spring Fire Department for their foam truck (to prepare the area for skid drills), as well as vendors for the T-shirts provided to the students, Porta-Cans and lunch. If it seems like a lot of work, it is. Like so many club events the thought of the calm looking duck who is paddling furiously to progress comes to mind.

But that's how anything gets done in a volunteer organization like ours. If you have an idea for a new program, tour, PorscheNaut article or event, please let me know at <u>president@lsrpca.com</u>. We need your contributions to keep paddling forward. After all, it's not the cars, it's the people!

Greg

LSR COMMITTEE CHAIRS

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Autocross Committee **David Hedderick** ax@lsrpca.com

Charity Chair Anne Retzler charity@lsrpca.com

Club Race Chair

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Performance Driving School

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May 2012

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713-529-7050

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

2 Board Meeting

5 City-Wide Coffee and Cars - Vintage Park

- 5-6 LSR DE at TWS
- 12 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood 17 Third Thursday Social Hour
- 18-19 Houston Construction Industry Auto Show for Veterans

- 19 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 19 PCar Get-together (M) - 8:30 am at Starbucks in Uptown Park
- 19 Next Formula 1 Dinner at Rioja's at Kirkwood and Westheimer
- 19-20 LSR PCA Spring Tour to Waco
- 26 PCar Get-together (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall

June 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

2 City-Wide Coffee and Cars - Vintage Park 6

Board Meeting

9

PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood

9-10 LSR DE at TWS

- Classy Chassis Car Show at Reliant Stadium (Volunteers needed) 9-10
- PCar Get-together (NW) 9 am at Starbucks at 290 and Spring/Cypress 16
- PCar Get-together (M) 8:30 am at Starbucks Uptown Park 16
- Third Thursday Social 21
- 23 PCar Get-together (N) - 8:30 am Starbucks in Market street by the Woodlands Mall

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



LSRPCA Board Minutes

Cynthia Crawford, Secretary

March 2012 Board Minutes

Date: March 7, 2012 Place: Houstonian Fitness Center Time: 6:30 p.m.

Present: Greg Platt, President Mike Globe, Vice-President Cynthia Crawford, Secretary Burnell Curtis, Tech Advisor Tim Thomas, DE Registrar William Wong, Membership Chair Steve Bukoski, PDS Chair Greg Stewart, DE Chair Greg Stewart, DE Chair Ron Baklarz, Tour Chair Anne Retzler, Charity Chair Jim Heimer, Web Master

Leonardo Docanto Walt Doyle Michelle Serrell Eric Serrell

Greg Platt called the meeting to order at 6:30 p.m.

Jim Troxel reported that all was ready for the Club Race taking place March 16-18. We are expecting good weather and a large turn-out of racers.

Walt Doyle reported on the Coffee and Cars events. These events are very well attended by Porsche owners and the Club is welcoming new members due to contacts made at these events.

Anne Retzler reported that 27 people in 14 cars participated in the charity tour to Karl's on the Riverbend on February 26. The group had a very enjoyable drive and lunch. Anne will be announcing more charity lunch tours soon.

Ron Baklarz reported that he is continuing to plan for a tour to Waco in May and a tour to Mississippi in October. He is also working on a tour to the Big Thicket National Preserve. In addition, George Bishop has organized a Wildflower Tour on April 14 beginning in Chappell Hill and concluding at Dos Brisas.

William Wong reported that the membership stands at 1226 members.

Steve Bukoski reported that the PDS on March 3 was a success and drew 30 drivers. He held instructor training in advance of the event to improve program consistency. A reporter for the Houston Chronicle participated in the PDA

and will be writing an article for the Chronicle. The next PDS is on April 28 at the Houston Police Academy.

Jim Heimer reported that he expected a large turnout for the Tour he is leading to the Club Race on March 17. The participants will be given a tour of TWS and have the opportunity to drive parade laps on the track.

Greg Platt reported on behalf of Katie Lazarides that she is planning an F1 dinner on April 14 at Benjy's on Washington.

Greg Platt reported on behalf of Mark Weisser that the February edition has been mailed. Mark encourages all members to write stories about their adventures and experiences with their Porsches for the PorscheNaut.

Mike Globe moved to adjourn, Greg Stewart seconded, all agreed and the meeting was adjourned at 7:15 p.m.

April 2012 Board Minutes

Date: April 4, 2012 Place: Houstonian Fitness Center Time: 6:30 p.m. Present: Greg Platt, President Mike Globe, Vice-President Cynthia Crawford, Secretary Lynn Friedman, Past President Jim Troxel, Club Race Chair Burnell Curtis, Tech Advisor Greg Stewart, DE Chair Katie Lazarides, Activities Chair Joost Perquin, Store Chair Ron Baklarz, Tour Chair Anne Retzler, Charity Chair Jim Heimer, Web Master Nina Midway, Public Affairs

Leonardo Docanto Walt Doyle Larry Friedman Darrell Harrelson Jack McCall Mike Shassere

Greg Platt called the meeting to order at 6:30 p.m.

Katie Lazarides reported that the April F1 dinner would be on April 14 at Benji's on Washington. Katie discussed possible venues for F1 socials, including St. Arnolds. She

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

"How do I sign up?"

DE event registration *MUST* be completed on-line at www.clubregistration.net. Additional detailed information can be found on-line at www.lsrpca.com/drivers_ed.htm. The Texas regions DE handbook can 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: May 5 - 6 / June 9 - 10 / September 15 - 16 / October 20 - 21 / December 1 - 2

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From the Fast Lane:

By Mark Weisser, PorscheNaut Editor

It's been a hectic spring and the Porschenaut is tardy. To help make up for that, you are getting a bonus issue.

And it's chock full of great articles. I hope it makes you want to take a look at your calendar and the LSRPCA calendar and come drive with us!

Shawn Galloway sets the bar high with his piece on the tour to the track. It's got great narrative and photos and thank you, Shawn!

Take a look at the cover shot. I took that using the iPhone camera. I mention it to point out that you don't need professional equipment to take cover quality photographs. After all, if I can do it, so can you. So please keep your eyes open, take lots of pictures and send them on in. I always need good cover art. And share your adventures too. Greg Fuller had a water pump incident and told us about it. Now we know it doesn't have to ruin your day. What adventures have you and your Porsche had? We want to hear all about them.

Jack McCall has had more experience with Porsche than most mortals and is a wealth of information. He shares some of that in this issue.

And our esteemed leader, Greg Platt, learned to drive at age 37. He tells us about that and more.

Please enjoy this issue and keep those cards and letters coming.

See you in the fast lane...

(April Board Minutes, continued from page 6)

will look into that and report back.

Jim Troxel gave a report on the Club Race. It was a very successful event and the PCA Race Stewards and Scrutineer were complimentary of the way the event was run. Jim solicited suggestions for improvements for next year. He thanked our sponsors Porsche of North Houston, Momentum Porsche and Porsche of West Houston for their generous contributions.

Jim Heimer reported on the successful tour to TWS on the Saturday of the Club Race. There was a large turnout for the tour and everyone enjoyed the opportunity to drive parade laps and observe the races.

Ron Baklarz reported that the Porsches and Pollen Wildflower Tour on April 14-15 has 39 cars signed up and 40 people planning to have dinner at Dos Brisas. The next tour is the Tour to Waco on May 19-20. Ron has several interesting activities planned in Waco.

Anne Retzler reported that she is planning a charity drive to Stingaree Restaurant at Crystal Beach. She is checking on a possible date.

Nina Midway discussed various public relations activities that she is working on.

Mike Shassere, longtime organizer of Boxtoberfest, presented a proposal to make Boxtoberfest a LSRPCA event. The event has grown quite large, and Mike suggested that the Club could provide greater structure and organization, open up opportunities to add to or improve the event and allow it to become even more successful. He noted that more than half of the participants in Boxtoberfest are LSR members. Several Board members will talk with Mike to obtain more information about the event and his proposal, and the Board will take up Mike's proposal at the June Board meeting.

Walt Doyle reported on the Coffee and Cars at Vintage Park. There were over 40 Porsches at the last event.

Joost Perquin reported on the Store activities. He reported good sales at the Club Race. He has ordered new shirts for PDS participants and DE instructors.

Lynn Friedman reminded everyone that June 9-10 is Classy Chassis at Reliant Stadium. She also noted that registration for the Porsche Parade in Salt Lake City is open.

Greg Platt reported on behalf of Mark Weisser that he could use some assistance with various PorscheNaut duties. Darrell Harrelson volunteered to assist. He will contact Mark to discuss ways in which he can help.

Greg Platt reported on behalf of Sylvia Lanz that she could also use assistance with Concours. Leonardo Docanto volunteered to help Sylvia.

Lynn Friedman moved to adjourn, Greg Stewart seconded, all agreed and the meeting was adjourned at 7:30 p.m.



Membership: March

William Wong, Membership

LSRPCA new members joined in the month of March 2012

New members:		
Donna & Gary Butterfras	2004	911
Christopher T. Carper	1989	944 S2
Daniel M. Foisie	2006	Cayman S
Heidi M. & David Johnson	2006	911 C4
Federico A. Mezzatesta	2008	Boxster S
Brian D. & Richard O'Connell	2007	Cayman
Bertil C. & Kathy Olsson	2006	911
John D. Plant	2003	911 C4S
Philip Roberts & Denise Brigh	t 2007	911S
John Jr. & John Shakarjian, III	2008	Boxster
Spencer N. Smith	2008	911 C4S
John R. Starr	1977	911
Kevin E. Varner	2008	911 GT2
Kevin Ziegenhorn	2011	911
Tuanafan in.		
Transfer-in:	2000	Deveter
Peter A. Bastian	2000	Boxster
Albert Yamaguchi	2010	Panamera

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!

Membership: April

LSRPCA new members joined in the month of April 2012

Mick & Pete Awasthi2006911Claudius B. Claiborne1997993Humberto L. De Paula & Lisa Pittman2003Boxster
Humberto L. De Paula & Lisa Pittman 2003 Boxster
Jennifer M. & Charles Duhon 2012 Cayenne
James Ferrell 2012 911
J. Gary & Sharon Fitzgerald 1998 911S
Jonathan D. Frank 2000 996
Jose M. Garcia 1986 911 turbo
Yasantha Gunaratna 2009 Cayman
Paul D. Harvey 2006 911
Damen Hattori 1985 928
Stephen D. & Veronica Henley 2006 Cayenne
William G. Kohl 2008 Boxster
Joseph P. Marinari 2012 911
Lori L. Mauer 1994 968
William E. May 1972 914
Steve R. Mcintosh 1997 993
Dan P. & Pam McLain 2008 911
Ricky M. McShane 2008 911S

Mark & Katy Miller	2007	911 GT3
Kevin J. Mitchell	2010	Boxster
John P. Natland	2012	911
Alexander Pearson	1988	951S
Shamil Qureshi	2010	Panamera
Peter R. & Elisabet Swinburne	1998	Boxster
James B. Terry	2008	997 turbo
Jason K. Wolf	2002	911

Transfer-in:		
Peter F. & Monica Baldauf	1967	912
Tim Blanchard	2010	911



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Adventures with our Porsche

by Greg Fuller, LSR member

Not too long ago, my wife and I headed out from Houston to Beaumont in our 2001 Porsche Boxster. This was on a Sunday around noon to visit our daughter and her husband who had just purchased a house. I had a nagging feeling about driving the Boxster, since it was not sounding quite like it usually does. Nothing I could put my finger on, just not right.

Just before we reached Winnie, we heard a sound like we ran over something. Nothing appeared out the back of the car. I moved over to the side of the road to see if there was any damage to the car. As I got to the side of the road I noticed that the battery light was on and I figured that the accessory belt had come off. I sat there for a minute trying to determine the best course of action. I decided to pull into the Exxon station that was just ahead on Hwy 61. Unfortunately, we had already passed the exit road.

I carefully pulled across the grass and onto the frontage road and into the gas station. I called my son in law back in Houston and asked him to call an auto parts store to find a belt. While he did that, I began to remove the engine cover. I went inside the store and found that they did not have any tools, at least none that would provide me any help. Soon I noticed a guy pull up in a work truck and I asked him if I could buy a crescent wrench from him. He had one and we made a deal and now I was armed with a tool. I pulled the cover off and saw that I was right and the belt had indeed broken. So that's the easy part, but after looking further, I noticed the water pump no longer had the pulley attached. I found the pulley sitting on top of the radiator hoses that goes to the front radiator. I thought, "Well, isn't that special?"

My daughter and son in law arrived some time later as we were calling around for a water pump. We luckily found an auto parts store in Houston that had the water pump. My wife and daughter headed back into Houston to get the water





pump while my son in law and I set about removing the water pump. We got that done and then started searching



Pelican Auto Parts for a clue as to how to fill the radiators. Being the engineer that my son in law is, he had researched on the web before he even headed out to rescue us on what tools we would need and what the procedure was and had brought the things we needed. In his search he had also found that Pelican Auto Part has many articles with pictures on how to repair all manner of bits and pieces on Porsches.

My wife and daughter returned with the water pump and coolant and we got it all back together. It turned out to be a family project. At last, we filled up the cooling system, making sure to get the air out. And then we got cleaned up and continued on into Beaumont to see the house and went to dinner. Ahh, adventures on the open road. We make the best of them. And the Porsche did great after that.

MEMBERofile

Greg Fuller

My wife and I bought our 2001 Porsche Boxster in July of 2009 after the kids had moved out to start their own lives. We knew we wanted a convertible, so we looked at the Boxster, BMW Z4, Saturn Sky, Nissan 350Z. The Porsche just stood out with the performance, looks, fit and finish. We stopped looking for any of the other cars and just focused on the Boxster until we found one that fit the bill. Here it is:



Get Ready for the Premiere Porsche Club Event of the Year!

THE 2012 PORSCHE PARADE



It's Not Too Late to Join The Fun!

The 57th annual Porsche Parade will be held July 8-14, 2012 in Salt Lake City, Utah, and there is still time to join us. Parade registration may be accessed by logging into your pca.org account and following the links.

Salt Lake, known as the "Crossroads of the West," is a fun, family friendly city with theatre, restaurants, nightclubs, museums, and more. The weather should be hot, but dry and sunny. In other words-summer time!

In addition to all the fun you can have in the city and surrounding areas, we of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: Concours, Autocross, TSD Rally and Tech Quiz. We have beer and wine tasting events in Hospitality, our Art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with plenty of hands-on instruction about do-it-yourself maintenance. The local region, Intermountain, will round out the week with a DE at nearby Miller Motorsports Park.

For more information about the week, go to our website: <u>http://parade2012.pca.org/</u>.

Our headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walking distance is Salt Lake City's newest mall (It just opened this March)-City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby". The Autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10 minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer.

Parade Chair, Susan Brown



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Steven Flodder, President, is a CERTIFIED FINANCIAL PLANNERTM 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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On Tour at Parade Jim Heimer – LSR Travel Correspondent

Photos by Leo Langston and Kandace & Jim Heimer

The Porsche Parade, the annual meeting of the members of the Porsche Club of America, is an opportunity to participate at the uppermost level of competition within the world of Porsche. One day is devoted to a rigorous Concours d'Elegance, one day to a highly intense Time-Speed-Distance Rally, two days to a top level Autocross, and a final day to a Technical Quiz on the most obscure aspects of Porsche design, performance, and history.



However, there are other events that are merely fun for the participants, and the one I look forward to the most is the series of tours around the local area led by a knowledgeable member from the local Region. A memorable set of tours occurred at the Keystone Colorado Parade in 2009, when one had the opportunity to drive the high altitude Rocky Mountain passes around the host city. This year, a similar opportunity presented itself, as various groups were organized to drive to and explore historical landmarks around Savannah. Tours were offered to Swainsboro, Jekyll Island, Skidaway Island, and Hilton Head. But my wife, Kandace, and I chose to join about 40 other Porsches and travel to the Rose Hill Mansion and plantation near Bluffton, South Carolina.



We signed up for the tour well in advance of the Parade, as the tours tend to fill up, and then when we registered for the Parade we confirmed our attendance during check -in. On the day of the Parade, all of the participants assembled at the entrance to the Convention Center on Hutchison Island, the venue for the Parade, for a briefing on the trip.



We grouped our cars in the Convention Center parking lot, everything from a baby blue (OK, not the official Porsche color name, which was probably Teutonic azure) through every color of the Porsche palette painted on just about every Porsche model up through the latest 997. With our tour leader ahead and a sweep car behind, we set out on the route, which took us North from the Convention Center and quickly crossed from Georgia into South Carolina.

Most of the drive was through tunnels of live oak dripping with Spanish moss (which, as we found out later, is neither Spanish nor moss).



On the way to the Mansion, we made a side detour through Palmetto Bluffs, an up-scale (well, not if your from River Oaks, I suppose) gated and guarded community overlooking the May River. The May empties into Calibogue Sound forming the western side of Hilton Head Island. This community, which is built to exacting standards of the "homeowners' association" is built around the site of the

(continued, see page 15)

(On Tour at Parade continued from page 14)

Palmetto Lodge, a mansion that served as a summer home for a wealthy New York Wall Street Financier (those guys have all the fun), Richard Wilson, in 1912, 10 years after he had acquired 18,000 acres including Palmetto Bluffs, in 1902. The mansion burned to the ground in 1926, and only the main entrance staircase and a few of the columns that formed the front of the mansion remain. It is flanked on the side of the central square by the Palmetto Bluff Inn and Buffalos, a very nice restaurant, to which Kandace and I returned to a few days later.



We then returned to the drive, and proceeded to Rose Hill, where Parade volunteers were on hand to get all the cars parked on the Plantation grounds and in the refreshments tent set up in front of the Mansion itself.



Rose Hill has an extraordinary history, which has come to light thanks to its present owner, Robin White. She acquired the "house" as a gift from her husband (founder of the Robb Report) on her 30th birthday. They spent nearly nine years restoring and rebuilding the mansion, which was almost burned to the ground, not by Yankee troops during the Civil War (aka "War of Northern Aggression" for you purists), but by an electrical fault in 1987 after a remodeling a year earlier.

Unusual for the South, the mansion was built in the Gothic Revival style in the 1850's on land that was part of a grant to Sir John Colleton by King Charles II of England in 1718. The Union Army occupied it during the Civil War, with the officers probably quartered in the mansion and the troops camped where our cars were parked. After the War, Dr. John Kirk, the owner and a planter and physician, and his wife Caroline returned to the house, which eventually passed out of the family and subsequently had several other owners / occupiers, including several families of sharecroppers during the depression.

There were very few photos of the original house, nor were there any plans. Robin White established contact with the descendants of the Kirks, of their slaves and of the freedmen who worked on the plantation after Emancipation, the sharecroppers, and others with associations to the house. Gradually, its history and structure emerged. She also conducted careful archeological surveys of the house and its grounds, uncovering a museum's-worth of Indian, Civil War, and other period artifacts.



All of this we learned during a tour Ms. White conducted after lunch, which was served in the various rooms of the mansion and in the tent outside.

We proceeded independently back to Savannah, but not before Kandace was able to capture a final image of Rose Hill Mansion.

For more information:

The history of the Rose Hill Mansion and much additional information is available at <u>http://www.rosehillmansion.com/</u> <u>BriefHistory.html</u>.

For more on the Palmetto Lodge, go to <u>http://www.palmetto-bluff.com/news/spring06_connections.pdf</u> .

And you can find out what you missed at the 2011 PCA Savannah Parade at <u>http://parade2011.pca.org/index.html</u>.

There are guaranteed to be great tours and a lot more at the 2012 PCA Porsche Parade in Salt Lake City, Utah, July $8 - 14^{\text{th}}$.

BLUEBONNETS AND BACK ROADS: TOUR TO CLUB RACE

by Shawn M. Galloway

At 8:25 on a beautiful Saturday morning in March, my wife, Sara, and I arrived at Porsche North Houston for our tour to Texas World Speedway. Since joining the Lone Star Region of PCA in November 2011, we were excited to finally participate in an organized event beyond the enjoyable weekly gettogethers throughout Houston.



Shortly after arriving, Gerald Tito of Porsche North Houston opened the doors, welcoming us in. Coffee and pastries were provided along with warm hospitality. Tito later stated, "Porsche of North Houston would like to thank all of the attendees to our meet-and-greet breakfast before the road trip to the track. We are proud and honored to have a close working relationship with the Lone Star Region of the Porsche Club. We are not only Houston's only Premiere Porsche Dealer but we are enthusiasts ourselves and are constantly thinking of new ways we can celebrate the Porsche brand and its owners. We look forward to a long and mutually beneficial relationship for many years to come."

Free to explore the show room and inquire about some of the newer models, the dealer personnel were gracious to answer all of our questions. In receiving and overhearing feedback about the dealership experience, I don't think the personnel could have done a better job. It was quickly becoming a great beginning to a superb day and Porsche North Houston played a big role in our successful start.

Within minutes of arriving, the parking lot filled up withembers' models dating from the 1960's to only a week old. Several recent members, as well as Houston transplants, were able to join this event and were quickly welcomed into the discussions. Our decision to spend the day with other enthusiasts was confirmed

before the event had even begun. "Why did we wait so long to participate in group events?" was a question rapidly forming in my mind.

Organization

Jim Heimer, the Club Tour organizer, was true to his role: organized. A table was quickly set up with name badges and waivers to expedite the process once we arrived at our destination, Texas World Speedway. After allowing for roughly fifteen minutes of networking, Jim called for a quick announcement to share the logistics and schedule for the day. Shortly thereafter, radios in hand, we were off.

The radios many of us had proved to be valuable to navigate traffic and Texas back roads. A little past 9:00 am, over twenty cars departed from the dealership and began the drive. Radio chatter began, informing us of the positioning of the drivers on our way to our first gathering point, a parking lot on Loop 336, just west of Interstate 45.



After a brief picture moment we were off again, next stopping for about five minutes at the intersection of Loop 336 and FM 2854 to regroup and offer another picture opportunity. Radios buzzing, we were off again.

Have Copilot with Camera

March turned out to be a beautiful time for many of these roads and I learned a valuable lesson: having a copilot with a great camera was a must. Keeping my eyes on the roads for the sake of safety and ignoring the scenery was more difficult than I imagined. Bluebonnets were blooming and bicyclists were abundant on every other corner. Yet, I couldn't have been happier piloting my 2011 Carrera S Cabriolet on these fine roads. I left the scenery to my copilot. We all have our passions. Mine that day was served passing along logistics information on the radio and navigating my 911 through the corners while my wife enjoyed the flowers.



The roads were fairly uncongested and the groups were able to keep together for the most part. Jim Heimer later stated, "I thought the best moments were stopping to regroup on the route and finding out we hadn't lost anyone! That was a first for this year." As the fifth car in the convoy, we didn't have to wait long at each of the stops to regroup. The only scary point of the trip was a close call impact by another driver. As we rounded a corner with bicyclists on the oncoming shoulder lane, another driver attempted to pass at the point I was entering the corner. I guess the driver didn't realize passing on a blind corner was a horrible idea or just wasn't paying attention. The driver entered about half of my lane and thankfully swerved back in their lane at the exact moment I was able to swerve to the right, avoiding the collision. Perhaps the driver needs to attend one of the Drivers Experiences or Driving School events held throughout the year! Laurie Ferguson, a few cars behind me, remarked, "My favorite memory was seeing the variety of cars from many vintages, getting to know the drivers, and the 'near miss' that Shawn avoided on the ride up to College Station."

Leo Langston, a member on Facebook, commented that his favorite memory of the trip was "The Chevy pace truck!" About thirty minutes prior to arriving at Texas World Speed-



way, navigating around the many wonderful curvy roads, we found ourselves behind a Chevrolet Truck, also out enjoying the

scenery. We designated it our own personal pace vehicle. I'm sure we all appreciate the opportunity to share the roads with other bluebonnet enthusiasts. Although I personally desire that they drive the speed limit, rather than many miles below it.

As an author and expert on the topic of safety excellence, I would never encourage unsafe driving on public roads. I would, however, encourage other vehicles to pull over, let the convoy pass and enjoy the scenery. If you happen to find yourself leading a convoy of like vehicles behind you, and you aren't driving one similar, chances are, there's an event behind you.

The Adlers Have Landed

Around 11:15, we arrived at the entrance of Texas World Speedway. Also well organized, the process of signing the additional waivers and reviving our wristbands was smooth and brief. Making our way near the track, we all parked and awaited our opportunity to participate in a couple parade laps on the track.



A thirty minute wait prior to the track experience was wel-

(Bluebonnets and Back Roads, continued from page 17)

come by many, allowing time to stretch our legs, visit the facilities and grab a quick bite to eat. Several of us made our way to the stands to watch the races. The sound and visual stimuli were almost more than I could handle. Even before driving on the track, I began toying with the idea of turning my 1986.5 928S into a track car. If this decision *is* made, I promise another article; but I digress.

A short amount of time passed and we were being summoned for our opportunity to take some laps around the track. Lined up, we waited. Serving in the US Army, I experienced many opportunities to hurry up and wait, but this was unlike any other.



My wife and I took the opportunity to take some additional pictures, chat with the other drivers and visit the Momentum Porsche tent. A 2011 Speedster was on display as well as a 2012 991 and a 2012 Panamera. The lines inside went quickly, allowing many of us to purchase some of the items for sale such as posters, shirts, hats and other collectibles. What was most interesting was artist Taft McWhorter, creating beautiful Porsche art right before our eyes.

After the event, speaking with Momentum's Diane Caplan regarding their event presence, she stated, "Momentum Porsche believes it is important to support the club with events like this as it helps take the club races to a whole other level. And providing the Driver's Lounge tent is just an added bonus we enjoy doing as a team. We enjoy having a place for us to talk to the drivers and their families, get to know new Porsche enthusiasts, swap stories and share our knowledge from a sales, service and parts standpoint. This is always important, as it should be, to every Porsche dealer. We want Porsche owners to know that we are not just a place to buy a new Porsche, but a place to get your Porsche ready for the track, get service or parts, get involved with driving trips and so much more." Momentum did a great job and was well represented by friendly, knowledgeable staff.

Track Stars Were Born

The call was made. Another sense of excited anticipation im-

mediately set in, an exhilarating theme throughout the day. Engines turned over, the gradual movement toward the track began. Lone Star Region President, Greg Platt, led the pack.



Club Race volunteer, Lisette Strandh, shared, "Speaking as someone who was working on grid at the Club Race, it was great seeing you guys pull in, participate in the parade laps and park en-masse. Way to be supportive of your local racing brothers and sisters!"



What an amazing experience. If you weren't a racing fan prior to your wheels entering the track, a magical transformation occurs. Perhaps it was the perpetual boy in me, perhaps it was my smiling wife beside me, or it was the wind in our hair and the roaring sound of highly-tuned Porsche engines. I became not only a racing fan, but an addicted enthusiast. After a few laps around the track, we parked together and set off to enjoy the sights and sounds.

We were left to our own enthusiastic devices and provided opportunities to explore the grounds. Jim Heimer and Greg Platt did a phenomenal job providing an overview of how the races work and are judged, and described the organization and details of the region's many driving courses. I have yet to participate in one of these events, but feel confident I will be participating in the near future. Similar statements were overheard by others throughout the day.



Attendee Rudy Mancinas later stated, "This road trip was my first and definitely not my last." Dwayne Shaw also shared, "We enjoyed the back road curves with our new Porsche friends. Our first trip to TWS was a wow moment seeing the many different Porsche cars. And it was the people, not the cars, as we enjoyed dinner at Ernie's in Brenham."

After additional opportunities to view the track cars and talk with the drivers, many of the attendees left to enjoy a wonderful dinner at Ernie's American Bistro in Brenham, Texas. Regretfully, my wife and I were unable to participate as we had to make the drive back to Houston for other obligations. The reviews from others were quite positive.

In speaking with Kathleen Parsons, Manager of Ernie's, it appears the feelings were mutual. "What an exciting St. Patrick's Day! We had John Beland, guitarist to the legends, entertaining us and all the dining rooms were full. With all of the Porsches lining the streets of the Courthouse Square, the town was abuzz with energy and everyone wanted to be at Ernie's. We are so grateful to the Porsche Drivers for choosing Ernie's."



Ernies group picture above contributed by Jim Heimer.

Jim Heimer also commented, "It was great to have had such a wonderful group of Lone Star Region members come out and support the Club Race - and I'm glad so many could join in for the tour and dinner at Ernie's. It makes organizing an event like this worthwhile. But I am still looking for a replacement for next year."

If my travel schedule wasn't so aggressive, I would gladly take on the challenge, even knowing I would have some enormous shoes to fill. I hope this article has appropriately conveyed the benefit in participating in the Porsche Club of America (PCA) events, regardless of what region you belong to. I have owned several dozen vehicles. Being a PCA member is unlike any experience I have ever had with a vehicle brand. Not only does the manufacture work aggressively to ensure you have an excellent buying and ownership experience, but so do the other owners.

Regardless of what business you are in, or the position you find yourself in any organizational hierarchy, there are lessons here for everyone. When someone is passionate about something, they will work hard to feel a sense of belongingness, volunteer their discretionary time and share their experiences with others. I hope my story has inspired you to not only participate in other PCA activities, but to get the most out of your car and share your experiences as well.



It closing, participant Jeremy Wood sums it up nicely, "So here's a string of Porsches in my rear view mirror and another in front of me and everyone with a big grin on their respective faces and all watching the faces of the passengers of the "other cars" as the string passed them by --- a moment worth remembering....until the next event."

Shawn M. Galloway April 2012

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First of all, there is no vs. The debut of the 001 dees.

no vs. The debut of the 991 does not mean the 997 is yesterday's news. Oh contraire, The 997 now becomes an instant classic. To discount the com-

petitiveness and stature of the 997 is sacrilege. For its time, the 997 has represented the quintessential sports car. In no way, shape, or form should the 997 apologize for anything.

Essentially, the 997 and 991 are playing for the same team. The 991 is a first round draft choice that will guarantee the future success of the franchise. In some cases it may be necessary to use the 997 as a reference point, but the two cars simply possess their own unique characteristics and priorities.

To experience the 991 is to step into the future. Imagine piloting the Millennium Falcon and engaging warp speed. That is not to say the 991 is all about straight line speed. There are several automobiles that can push you back into the seat and compete in the stop light grand prix. The 991 is all about finesse. It combines all the attributes of a proper sports car; it just does so to unimagined new levels.

Synergy is the proposition that one plus one equals 3. With the 991 you can make that six. Each subsystem has been massaged or reinvented to bring about a driving experience of which one could only dream. Well, now it's a reality.

Let's look at Porsche's strong suits. First and foremost, the communication to the driver in the 997 has always been second to none. This is where some of the professional publications have attempted to differentiate the 997 from the 991, suggesting that the purist (top gun) will not appreciate the 991.

The obvious target here being the electromechanical steering, but there is no Novocain being injected between the tires and the steering wheel. Yes, the steering does feel lighter and it doesn't wrestle with the driver on a washboard surface. However, if one were to roll over a quarter, they still can discern if it's heads or tails. Second, or shall we say 1B, the brakes on a Porsche are legendary. The Carrera S has added six piston calipers to the front and made them 10mm larger. Not only can you stop on a dime and get nine cents change, but now it can be done a hair quicker and with even more confidence.

991 vs. 997.2?

The suspension, like a proverbial fine tuned instrument, has been dialed in to perfection. The 991 also offers some phenomenal handling assists like PDCC (Porsche Dynamic Chassis Control). The proof of the changes is in the lap time at Nurburgring Nordschleife. Not only did the 991 S shave 17 seconds off the time of a 997 S, it equaled the times of the GT 40, Lamborghini Murcielago, MB SLR McLaren, and our own GT3. Again, we are doing this with finesse, not with brute strength.

Yes, some of the dimensions have changed, but what does that mean? From a distance the 991 is easily recognizable as a 911, but the subtle changes contribute to a more aggressive looking vehicle with an interior that coddles its occupants. The console from the Carrera GT puts the shifter right at one's hand as it drops off the steering wheel. Taller drivers rejoice, as the new seat offers .98 inches more leg room and .59 inches more head room thanks to a sunroof that deploys up and out. The sunroof's design has also eliminated the unsightly lines that collect polish and wax. All this in a car that is 10mm lower.

The accolades for the 991 are seemingly endless, so where does that leave the 997? According to the German Technical Inspection Agency, TUV, the Porsche 911 is the most trouble-free vehicle of this century. This has been calculated from approximately eight million technical inspections. The 10 to 11 year category, for example, showed the 911 with an 8.3 percent fault rate with the Toyota RAV4 in second place with a fault rate of 10.2. All the other time periods found the 911 either at or next to the top.

Anyone looking for the best bet on a pre-owned sports car should be looking at the 911. That combined with the best pre-owned certification program in the business should do nothing but inspire confidence. The few remaining 2011 and 2012 997s are possibly the best values around and should disappear quickly. Remember, you are purchasing an instant classic.

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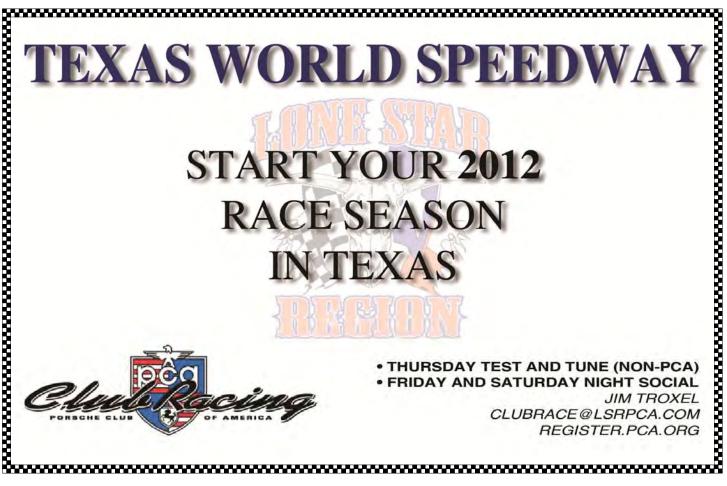
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THE MYSTIQUE OF MOTOR OIL by Joe Foster

SEGMENT 3

PORSCHES & MOTOR OIL

Porsche engines require the same basic lubrication properties from engine oil as other automotive engines. Yet there are differences between what is required to take good care of a Porsche engine, versus the engine of the average vehicle.

Air-Cooled Engines

Porsche has a long history with air-cooled engines, beginning with the early engineering projects of Herr Doktor Ferdinand Porsche. From the basis of the original Volkwagen, the first sports car, the 356, depended on air-cooling plus high oil flow rates to carry away heat from combustion and friction.

Air-cooled engines tend to run higher cylinder head temperatures when operated at high power output than water-cooled engines. Thus air-cooled engines are more sensitive to combustion chamber deposits that form from metallic additives in the motor oil burned during combustion of the air-fuel mixture. The quantity of metallic additives in an oil is measured and quoted as the *ash content*. The test involves burning a sample of the oil so only the residue of metal-containing additives remains.

In an engine at high power output, cylinder head ash deposits can glow after combustion takes place. These deposits can be from the tetraethyl lead octane-improver (used years ago in fuel) or from oil additives. In fuel another additive was used, typically phosphorus-based, to react with the lead to prevent formation of lead oxide, which is electrically conductive. Lead oxide can short spark plugs or burn exhaust valve seating surfaces.

When the glowing combustion chamber ash deposit ignites the incoming air/fuel charge before the spark plug fires, it is called *preignition*. This causes much higher cylinder pressures earlier in the piston up-stroke than normal. The high pressure can cause crankshaft deflection from the high force exerted by the piston through the connecting rod. This vibration noise, commonly called *knock*, is usually audible to the driver.

Many engine oils formulated for long drain intervals contain higher levels of additives like detergents [calcium] or anti-wear [phosphorus] metallic compounds. The higher *ash content* of these oils make *preignition* under high load more likely.

From the above, it can be concluded that low-ash engine oils are preferred for Porsche air-cooled engines, especial-

ly if used in high power output operation, particularly sustained high power.

Motor Oil for Everyday Use

Porsche engines have progressed through air-cooled 356 flat-fours, 911 flat-sixes, 914's with fours and sixes, then to a series of water-cooled motors for the 924, 944, 928, 968, now for the 911, Boxster, Cayenne and Cayman series cars.

Basic motor oil properties needed for both air-cooled and water-cooled engine are similar, with the exception discussed above. Manufacturer-recommended maintenance intervals for the engine and overall vehicle are regularly extended. It is not unusual to have an oil change recommendation of 12,000 miles or more. The various demands this puts on the engine oil, particularly from the way the vehicle is used, are covered at length elsewhere in this technical article.

With early high powered cars like the Mercedes-Benz 300SL 'gullwing', owners encountered problems when their type of use did not get bulk engine oil up to full temperature. This is especially true for engines with dry-sump systems, where oil capacity is large. Water accumulated at the bottom of the oil tank, sometimes to the point where the oil system appeared overfilled. The water could be removed with a 'thief', however I recommended the owner use the car more aggressively, to put more heat into the engine oil to drive off the moisture.

Porsche engines, especially air-cooled ones, could run oil temperatures of 250° F or higher in very hot environments when using the A/C. The problem increased when Porsche used thermal reactors just behind the motor to oxidize the exhaust to reduce emissions, creating more engine heat. High oil temperatures also resulted in leaks if the oil seals, particularly o-rings, did not have the chemical performance to remain flexible in that severe service and became brittle.

Greater oil cooling capacity and the use of higher performance elastomer oil seals cured these problems. High oil flow also lowered engine temperatures, the oil acting as a coolant in combination with cooling air or water, depending on engine design.

Motor oil remains inexpensive today, when car prices are often 10, 20, 30 times or greater than in the 356 days. So changing engine oil on a regular schedule is important; at a minimum follow the manufacturer's recommendations. If you use your Porsche for short trips in cold climates, or you run at high power in hot climates that require air conditioning, you may want to change oil more often.



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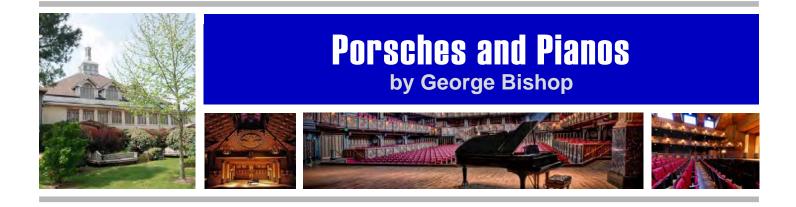
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The LSRPCA is sponsoring a summer tour to Festival Hill in Round Top (population 90) on Saturday, August 25, 2012. This is your opportunity to savor the sweet sounds of (mostly) six cylinder goodness and the sounds of ivory keys as they are tickled on the stage in Round Top.

This event is open to only sixty (60) participants. We will meet at the Starbucks on U.S. 290 and Spring Cypress Road (right in front of the Best Buy on the South side of the road) at 10:30 A.M. on Saturday the 25th of August. From there we will split up into groups of 15 cars. Each group will be led by someone familiar with the roads through Bellville and New Ulm to Festival Hill in Round Top.

At Festival Hill, we will have a chef prepared lunch in the historic Menke House, followed by a tour of the

grounds and buildings. The all inclusive cost for the luncheon and guided tour including tax and gratuity is \$18.00. For those interested in culture, there will be a piano recital in the audi-



Menke House

torium there at 2:30 P.M. The auditorium is an architectural gem endowed by the late Ima Hogg, daughter of the first native born governor of Texas. The pianist will be the renowned Roberto Hidalgo in his first Texas appearance. Roberto is on the faculty of the Bloomingdale School of Music in New York City and was recently the first prize winner of the prestigious Artist International Competition at Carnegie Hall.

The pieces Roberto will perform will include classical and Latin American selections. The cost of the recital will be \$18.00 paid in advance. The total cost of everything will be \$36.00 per person. You may register and pay on <u>clubregistration.net</u>. After the recit-



Roberto Hidalgo, Pianist

al, the tour groups will gather in the parking lot of the auditorium at 5:00 P.M. for the return to the U.S. 290 Starbucks. This will leave some time for those that are interested to shop in the eclectic shops of Round Top.

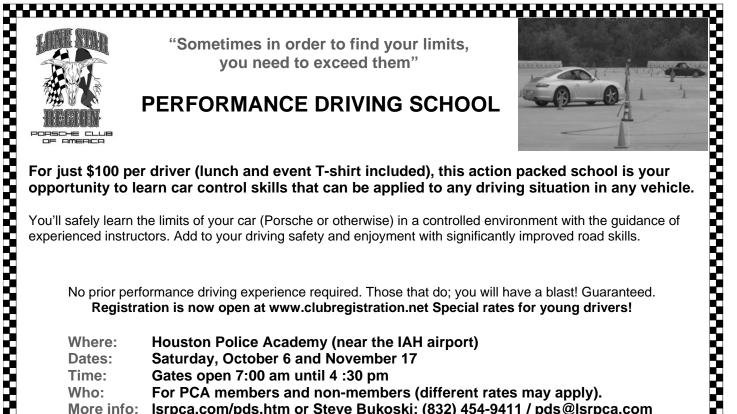
Registration for this event will close once sixty people have signed up.

For information on the routes, accomodations in the area or other inquiries, please contact George Bishop at 713-305-5510 or at george_bishop@sbcglobal.net.

This event is expected to fill up fast, so make your reservations early.







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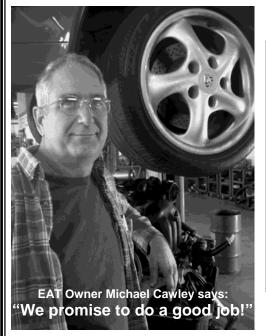
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LSR Member George Bigham says: "Michael and his team do great work, and they make sure you know what's going on with your car, every step of the way"

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CLASSIFIED ADS



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



Set of Porsche OEM wheels and tires for sale:

Factory installed wheels from my 2002 911. These are the 17 inch 10 spoke wheels which were a factory option from 2002 on the 996 cars. Fit both 911 and Boxster. Wheels are 7.5 inch front and 9 inch rear, and are in very nice condition. The set includes the mounted and balanced Pirelli P-Zero tires. Tires are in good shape and have 5/32 (front tires) and 4 to 5/32 (rear tires) tread depth. The factory Porsche crest center caps are included (those alone are worth a bit!). Asking \$900 for the full set, but would welcome offers. Located in the Memorial area, near west side of Houston near Bunker Hill Road. Contact Dave Baumgartner 713 240 0357 cell, or 713 296 3328 office. DBaumgartner@Marathonoil.com

May 12

Want to Buy: Set of 17 inch Boxster twist rims

They can be scratched or have some curb rash and be generally ugly looking, but not bent or warped. Contact me with the amount you want for them: randallneighbour@me.com, 832-474-7381. Feb 12

Agency Power Dual Exhaust TipPart # AP-987-171, fits Porsche Boxster 2005-2008 and PorscheCayman 2006-2008. Like new condition. \$200.Contact: Norm Pursley purs95us@yahoo.com or 281-488-8214Nov 11

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1976 Porsche 912 e

Very rare. Fuel Injected 4 cylindar. Body is clean and Garage kept. A few electrical problems. Though, engine runs great. Extra interior parts included. Please. Serious offers only.Email <u>RPOLLOCK1969@gmail.com</u> or call <u>409-682-8323</u> May 12



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 Weighs 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 Quick lift aluminum racing-style jack w/two steel jack stands. All as new, \$95. FloatCharger battery maintainer, NOT a trickle charger

new, \$95. FloatCharger battery maintainer, NOT a trickle charger \$30. Joe Foster at <u>hjf360@aol.com</u>_____Oct 11 Front bumper cover off 01 996. \$600.00

Contact Tom Sanders 713 907-4921 (cell), 713 654-0261 (work), or thomas.sanders@ubs.com. Oct 11

DE Tires. Bridgestone Potenza RE960AS Pole Position: front pair 235/35R19; rear pair 295/30R19; fronts have 6 mm tread depth, rears 4 mm. Great traction in the wet and the soap at PDS. Bob Brooks, <u>713/419-5152</u>, <u>bcarchrb@aol.com</u>. \$200. Feb 12

3 Porsche Car Covers, 2 silver and 1 tan. Were used on 1987 944 Turbo and 1997 Carrera 2 (993). \$50 each. Bob Saunders <u>281-574-9604</u>. Ask for Lila. May 12





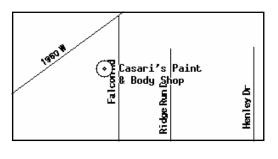
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