

November 2009

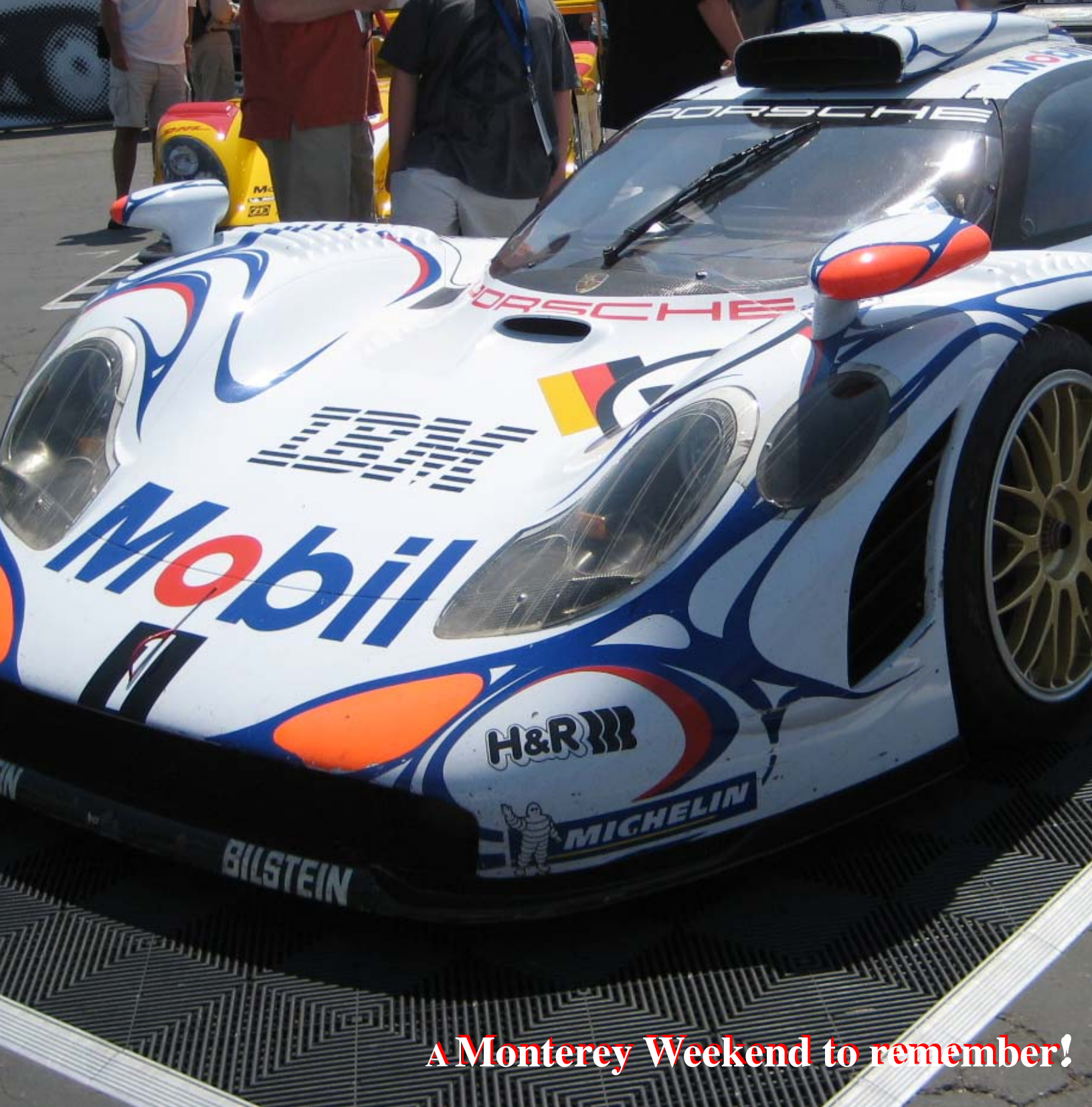
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Racing School

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# PorscheNaut

## MAGAZINE

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



**A Monterey Weekend to remember!**

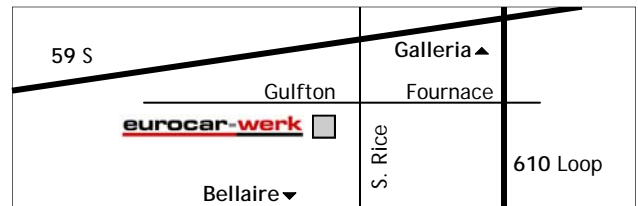


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**Cover Shot:** In attendance in Monterey was an awe inspiring Porsche GT1, still sporting its eye-catching graphics. ....photo: John Hartley

## FEATURES

- 6..... **Porsches & Parchutes— Heimer/ Wiley-Bell**  
 14..... **Monterey Weekend - John Hartley**  
 20..... **In Defense of the Bra—Jim Heimer**

## DEPARTMENTS

- 3..... **Lone Star Region Board Contacts**  
 4..... **On My Mind—Lynn Friedman**  
 5..... **Committee Reps / Calendar of events**  
 12..... **Board Meeting Minutes— Dave Abmayr**  
 19..... **Treasurer Report—Tim Westby**  
 23..... **Porsche Motorsport News**  
 27..... **Membership Report—William Wong**  
 28..... **Bargain Corner**  
 31..... **DE Event schedule / Registration info**

## LSR ADVERTISERS

- AXA Advisors / Flodder Financial Group** ..... 8  
**Brooks Project Management/Bob Brooks** ..... 17  
**Casari's** ..... 30  
**Conley Rose, PC** ..... 9  
**Eurocar Werk** ..... 2/32  
**European Auto Techniks** ..... 19  
**Houston Fix My Computer** ..... 27  
**Independent Body & Paint** ..... 24  
**Joel McGlasson III** ..... 9  
**Kevin Paige** ..... 22  
**Koby Motors** ..... 13  
**Porsche West Houston** ..... 11  
**Rodger Gay** ..... 18  
**Ruf Auto Centre** ..... 26  
**Swiss Garage** ..... 10  
**Valkyrie Pro Racing** ..... 27  
**VictoryMotorcars** ..... 4/25

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## LSR BOARD OF DIRECTORS



**President Lynn Friedman**  
[bromelia@hal-pc.org](mailto:bromelia@hal-pc.org)

**Vice President John Smaardyk**  
[Smaardyk@cebridge.net](mailto:Smaardyk@cebridge.net)



**Secretary Dave Abmayr**  
[Dabmayr.spring@swbell.net](mailto:Dabmayr.spring@swbell.net)

**Treasurer Tim Westby**  
 713-228-8000  
[twestby@conleyrose.com](mailto:twestby@conleyrose.com)



**Membership William Wong**  
 281-332-2965  
[William.h.wong@gmail.com](mailto:William.h.wong@gmail.com)

**Member At Large Ken Tubman**  
[BoxsterS-2@comcast.net](mailto:BoxsterS-2@comcast.net)



**Past President Burnell Curtis**  
[bpcurtis@verizon.net](mailto:bpcurtis@verizon.net)

**Club Race Chair Jim Troxel**  
 713-529-7050  
[geotrox@aol.com](mailto:geotrox@aol.com)



**Concours Chair Sylvia Lanz**  
[Sylvia@nstci.com](mailto:Sylvia@nstci.com)

**AutoX Chair—Matthew Kucharski**  
[kucharskim@yahoo.com](mailto:kucharskim@yahoo.com)



**DE Chair Greg Stewart**  
[greg.stewart@mac.com](mailto:greg.stewart@mac.com)

**Social Chair Nina Midway**  
[ninainternational@sbcglobal.net](mailto:ninainternational@sbcglobal.net)



**Charity Chair Mark Wilson**  
 (281) 780-1182  
[mwilson944@ymail.com](mailto:mwilson944@ymail.com)

**DE Registrar Richard Jackson**  
[lsrpca.registrar@gmail.com](mailto:lsrpca.registrar@gmail.com)



**PorscheNaut Editor Lea Safley**  
 281-450-9177  
[nauteditor@aol.com](mailto:nauteditor@aol.com)

**Web Master Jim Heimer**  
[lsrweb@earthlink.net](mailto:lsrweb@earthlink.net)





## On My Mind: Lynn Friedman, President

Although March is official Texas History Month, November is Texas History month for LSR!, November is full of LSR events, but two in particular give LSR members the opportunity to experience some Texas history first hand.

First, we have a real Texas "Hoedown" at the historic George Ranch, November 21, from 2-6 pm. Then we return to "Wings and Wheels" at the 1940 Air Terminal near Hobby Airport.

Texas history comes alive at the George Ranch, and LSR will make our own there! This event is really going to be something special. The George Ranch Historical Park's history began in 1824 when Texas was still part of Mexico. In the years since, the Ranch has passed through four generations. Today, this Fort Bend landmark is a 23,000-acre working ranch, and a living part of Texas history.

LSR will be in the exclusive Guy Lodge Hall area of the George Ranch. This large area includes the Guy Lodge Hall, the old Beasley Post Office and the South Yard. You can dine and dance in the Guy Lodge Hall, an authentic dance Hall built in 1911, where the Buckaroo Band Trio will be playing some good "old timey" country tunes. The Texas size Bar-B-Q spread, with all the fixin's, will be served in the old Beasley Post office built in 1922.

Outside, in the South Yard, there will be a campfire, complete with a singing cowboy. We will even get an LSRPCA brand!!! Horseshoe and volleyball is also available to work off that big meal!

We will have our own mule drawn hay wagon and personal interpreters to guide us to historical sites on the ranch, including log and "Prairie" style homes from the early 1800's, a Victorian mansion and the George Ranch House, built in 1930. You can visit the old blacksmith shop, see real Texas Longhorn cattle, and much more. There will also be a special corral for our "Porsche Ponies." You can visit with fellow enthusiasts and check out each other's rides in the "corral."

There will be door prizes, special awards and fun for all ages. I encourage you to bring the whole family.

So dust off those boots, saddle up your Porsche pony, and register today at [www.clubregistration.net](http://www.clubregistration.net).

More Texas History comes alive November 21 as LSR makes a "Wings and Wheels" return visit to the historical 1940 Air Terminal near Hobby Airport. The last issue of the PorscheNaut featured a great article about the previous LSR visit to the "Wings and Wheels." The November "Wings and Wheels" will feature Warbirds aircraft. There will be a special tour of the museum for LSR members. Be a part of history as we plan to have a great group photo of all the cars out onto the airport tarmac with vintage planes or in front of the museum.

The last Concours at SkyDive Houston was a big hit. The next Concours will be held at La Centerra, Cinco Ranch on November 8. Show your car or just come out and see some real beauties. Also LSR is invited to an Open House and tour of the facility at DriversSource on November 21. Check the [www.lsrpca.com](http://www.lsrpca.com) for the most up-to date information about these and other events.

I look forward to seeing you there!  
Lynn



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## LSR COMMITTEE CHAIRS

### Activities Chair

**Nina Midway**

ninainternational@sbcglobal.net

### Autocross Committee

**Matthew Kucharski**

Kucharskimb@yahoo.com

### Charity Chair

**Mark Wilson**

281-780-1182

mwilson944@gmail.com

### Club Race Chair

**Jim Troxel**

713-529-7050

geotrox@aol.com

### Concours Committee

(partial listing)

**Sylvia Lanz**

Sylvia@nstci.com

**Andrew Barry**

281-778-8501

Andrew.barry@weatherford.com

**Jim Zwahlen**

jazwahlen@comcast.net

**David Weimer**

### High Speed DE Committee

( partial listing)

**Chairman**

Greg Stewart

greg.stewart@mac.com

**Chief Driving Instructor**

Jake Taylor

713-759-9333

JakeTay@aol.com

**Registrar**

Richard Jackson

LSRPCA.Registrar@gmail.com

**Ted Lazarides**

Ted@Lazarides.com

**John Smaardyk**

john@986.org

**George Bigham**

BighamG@aol.com

### Webmaster

**Jim Heimer**

Lsrweb@earthlink.net

www.lsrpca.com

### PorscheNaut editor

**Lea Safley**

281-450-9177

nauteditor@aol.com

## November 2009

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					

- 4 Lone Star Region Board Meeting
- 7 Coffee and Cars—Uptown Square 8:30-10:30a
- 7 LSR member visit to John O'Quinn car collection (details coming!)
- 8 LSR Concours—La Centerra at Cinco Ranch
- 13 Porschenistas—Ladies Networking
- 15 LSR Picnic—George Ranch Historical Park
- 21 **Wings and Wheels**—Houston Municipal Airport
- 21 Visit to Drivers Source
- 28 PCar GTG— 830am Market Street Starbucks (By The Woodlands Mall)

## December 2009

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 Lone Star Region Board Meeting
- 5 Coffee and Cars—Uptown Square 8:30-10:30a
- 5-6 Lone Star Region Drivers Education - College Station / TWS
- 11 Porschenistas - Ladies Networking
- 26 PCar GTG— 830am Market Street Starbucks (By The Woodlands Mall)

# ***Porsches and Parachutes***

**By Kristi Wiley-Bell, Mid-Air Reporter,  
and  
Jim Heimer, Both-Feet-on-the-Ground Correspondent**

**H**ow fast can your Porsche go? How fast can you go without your Porsche? Would you believe that it just might be possible for you to go faster without your Porsche than with it? Well, Lone Star Region members had the opportunity to watch people who routinely exceed 120 mph without the benefit of a vehicle. Of course, they are doing this vertically and horizontally between jumping out of an aircraft and opening their canopies for landing.

The Lone Star Region (LSR) of the Porsche Club of America recently conducted their first judged concours of 2009 on September 20th. About 30 cars turned out for the event, held at Skydive Houston off of Highway 290 and FM 362 in Waller, TX. The original venue, MarineMax, suddenly became unavailable, and an urgent replacement was needed.

What luck that LSR member, Kristi Wiley-Bell is co-owner (with her husband, Todd Bell) of Skydive Houston. She was able to arrange for the use of the facility at the last minute. Actually, Kristi said she could hardly refuse an opportunity to display such beautiful cars on their field.

Early Sunday morning, our concours sponsor, Victory Motorcars set up their tent and tables for judging the event, and cars began arriving from all over the Region. By 11:00 am, the competitors were parked in the observation area usually reserved for spectators adjacent to the skydiver landing zone. This proved to be exciting for the skydivers, from beginners doing their first tandem jumps to the more advanced divers there to practice acrobatic routines for upcoming competitions.

The jumpers landed nearby under their colorful canopies as final touches were applied to the cars and judging began about noon. While the judges did their thing, Todd and Kristi briefed the earthbound Porsche crowd on the intricacies of skydiving. Are there future divers in LSR? We think so, based on comments made at the event, which seemed almost the perfect combination of people that love speed in the air with people that appreciate speed on the ground. Let's be real, we aren't drivers of slow cars; some of the cars on display were actual race prepared vehicles.

By 3:30 pm, the judging was complete and then sadly, Porsches galore motored away in a single file line for a 4 pm rendezvous with traditional Texas fare at The Hill Bar and Grill in Waller, TX. There, the concours chair, Sylvia Lanz awarded prizes for the concours competitors and door prizes, some provided by Skydive Houston. Sylvia said, "I know everyone was thrilled to see people falling out of the sky and to have the skydivers and aircraft as a background behind their Porsche!"

For more information:

Lone Star Region: [www.lsrpca.com](http://www.lsrpca.com)

Victory Motorcars: [www.victorymotorcars.com](http://www.victorymotorcars.com)

Skydive Houston: <http://www.skydivehouston.com/>

The Hill: <http://www.hillbarandgrill.com/>



Above left, Stacey Carl snaps a photo of concours entries and a "winged" thrill ride.

Kandace Heimer captures Kristi Wiley-Bell (above) with both feet on the ground while parachutist (right) enjoy an aerial view of the many Porsches lined up for concours judging

Mike Greuter catches an unusual sight as several concours participants find the aerial activity more awe-inspiring than the shiny Porsches! shiny





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## SkyDive Houston Concours, Sept 20, 2009

Class P1				Score	Place
Bobby	Crumpley	1965 356 SC	Champagne Yellow	392	1st Place & Best of Show
Class P3					
Thomas	Erdmann	1990 944 S2 Coupe	Cyclan Red Met	364	1st Place
Class P4					
Andy	Kay	1979 911 Euro Coupe	Guards Red	352	1st Place
Class P5					
Robert	Buchanan	1986 Carrera	Guards Red	384	1st Place
Mike	Greuter	1996 C4S	Polar Ice	330	2nd Place
Hugo	Zagaria	1991 911 Targa	Red	316	3rd Place (tie)
Lynn	Friedman	1992 964	Malachite Green	316	3rd Place (tie)
Class P6					
James	Zwahlen	2007 Carrera S	Guards Red	390	1st Place
Ann & Ron	Retzler/Baklarz	2008 997	Arctic Sil Met	386	2nd Place
David	Signet	2005 911 Turbo S	White	384	3rd Place
Edie & John	Musgrove	2001 911 Turbo	Silver	368	
Eric & Michelle	Serrell	2004 Carrera	GT Met Silver	364	
Class P7					
Stephen	Voss	2009 Cayman S	Malachite Green	368	1st Place
Thomas	Erdmann	2006 Cayman S	Lapis Blue Met	350	2nd Place
Roger	Murray	2008 Cayman S	Red	348	3rd Place
Display Only					
Dan	Morton	1968 911 Coupe	White		
Chris	Thomas	1987 Carrera			
Bruce & Carol	Mitchell	1992 964	Green		
Bruce & Carol	Mitchell	2000 911	Silver		
Jerry	Hinloopen	2002 Carrera	Black		
Andrew	Barry	2007 Turbo 997	Black		

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# September Board Minutes

Dave Abmayr- Secretary

LSR PCA Board of Directors

Date: Sept. 2, 2009

Place: Houstonian Fitness Center

Time: 6:30PM

Present:

Lynn Friedman,	President
Burnell Curtis,	Past President
Dave Abmayr,	Secretary
William Wong,	Membership
Greg Stewart,	DE Chair
Joost Perquin,	PDS Chair
Jim Troxel	Club Race Chair
Nina Midway,	Social Chair
Richard Jackson,	Registrar
Sylvia Lanz,	Concours Chair
Greg Platt	Store

Brian de Amas	John Haworth
Rodger Gay	Steve Mikula

Lynn called the meeting to order at 6:30 PM. Lynn circulated a Thank you letter from Camp For All. On behalf of Jim Heimer, Webmaster, Lynn circulated Jim's report. Also, Jim reports he will be uploading the PorscheNaut in its entirety to the website.

William reported that we have eclipsed the 1000 member mark. Currently we have 1005 primary members.

Greg Stewart reported that the September 12-13 DE is sold out. He also noted that folks from Protechnik will be at the track to provide trackside support to DE participants.

Nina reported we will be visiting DriverSource on November 21<sup>st</sup>. from 10:00AM to 12:00PM. A light brunch will be provided. Nina also reported that the mayor's office wants an official letter from the club (letterhead/logo paper) for the Porsche Day Proclamation. Nina will get with Lynn to address what is needed. Nina reported that there are many volunteer opportunities at the Rodeo and anyone interested in volunteering should contact her. There was brief discussion concerning LSR perhaps participating in the parade. It was decided not to do so, but that we might organize an event to go to the Rodeo as a group.

Joost reported that the Aug 29<sup>th</sup>. PDS sold out at 30 and was bumped up to 40. He noted the great support received from the DE instructor corps. He recapped the event in general and noted that they received much positive feedback. The next event will be Oct 10-11, 2009 at Gulf Greyhound Park. It will be focused toward younger drivers and will offer a reduced rate for members' 16 and 17 year old children. There was a brief discussion as to what exactly to call each day. Joost and Richard will discuss.

Jim Troxel reported that he's moving ahead with Club Race plans. The race will be held March 13-15, 2009. He noted he is expecting pretty much the same participation as in 2009 and commented that the 2009 race was breakeven to a little bit profitable.. He also reported that Hill Country Region will not be co hosting in 2010. He is currently waiting on PCA National to finalize the application format and will proceed when it does. Jim also reported that we have been invited to participate in a private tour for the Club of the John O'Quinn auto collection. They can accommodate up to 35 people at a time and can do two tours on a given day. The current plan is to do it on Nov. 7<sup>th</sup>, with a tour at 9:00AM and another at around 12:00PM, if signup warrants it. It was noted that given the limited number of slots available and the probable popularity of the tour, perhaps we should give first priority to members, then spouses and family if spaces are available. Richard will work with Jim to handle registration and publication.

Greg Platt reported he has the new merchandise and needs pictures to put on the website. He will take some after the meeting if a few folks will hang around. Also, he has been looking into jackets. Embroidered patches added to jackets are a much less expensive way to go than embroidered jackets. Everyone was OK with patches. He will continue to explore this.

Sylvia reported that the Concours scheduled for Sept 20<sup>th</sup>. at MarineMax has been canceled due to a change in availability of the venue. She is exploring alternatives.

Richard reported that we have a contract signed with the Marriott in College Station for DE events and that Friday evening registration is being moved there. He also noted he wants to shift the registration time to 6:30PM-8:00PM.

Steve Mikula introduced Brian de Armas for Pro-technik. Brian spoke a little about their plans to provide trackside support for DEs and the Club Race and indicated an interest in possibly supporting some other events. He gave a brief description of Protechnik's facilities and services. There was brief discussion concerning possibly holding a Concours there.

Burnell noted that the nominating committee (he, Greg Platt, and Richard) have not yet acted, but will have nominations covered.

#### Old Business:

Lynn reported that she had visited Magnificat House, our club charity. They would be happy to host any Board members interested in visiting to lunch. Anyone interested should contact Lynn.

A deposit has been made for the cruise planned for March 2010. Also Eleanor Forbes has agreed to work on the arrangements again.

Lynn visited George Ranch, site of the proposed family style picnic we have been considering. One area available can accommodate 150-180 people and offers climate controlled indoor space in case of inclement weather. A larger pavilion is also available. The cost for 150 would be around \$8000 for food and a tour. After discussion it was decided that we should go ahead, planning for 150 or so, and that the club will cover a portion of the cost. A cost per person of \$25.00 was proposed with the club covering the rest. The event will be held Sunday, November 15<sup>th</sup>. It will be 4 hours in the afternoon, the exact times to be decided (the consensus favored 2-6 or 3-7). Richard will handle registration. It was noted that this might be a good opportunity for a show and shine.

#### New Business:

None

Richard moved to adjourn, Greg Platt seconded, all agreed, and the meeting was adjourned at 7:30 PM.

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Photo: Dennis Gray

## Monterey Weekend

**Text: John Hartley**

Photography: John Hartley unless noted otherwise

**B**rian Redman first, followed closely by Bruce Canepa and Derek Bell in Gulf liveried 1969 Porsche 917Ks; the lead pack crested the blind ridge entering the corkscrew, dove down cutting across the curbed apex, the drivers applying full throttle coming out of the turn heading down the short chute to turn nine. Just ahead await two back-markers racing for pride if not position. The gasp from the crowd, so loud that it drowned out the sound of full-race Porsches only yards away, put an exclamation point on the pass made by Redman as he tracked-out wide left, then darted to the right to pass the first car, moved sharply to the left, cutting across the bow of the trailing car to pass the second car just nicking one and barely missing the other in the process.

So much for the theory of “gentlemen racers” taking out someone else’s historic and very valuable race car for a brisk Saturday afternoon cruise around one of the best road courses in America. The competitiveness that made these gentlemen great race drivers is still there. Redman’s pass, in his 1971 Porsche 908-3 open cockpit car, separated him from Canepa, Bell and the rest of the field and he went on to the relatively easy win.

Such was the scene at the 36<sup>th</sup> running of the Monterey Historic Automobile Races at Laguna Seca (Mazda Raceway) just outside Monterey, California. Porsche was the featured marque at the 2009 edition of one of, if not the best, annual historic races in the world. Of the 450 entrants, Porsche made up approximately 150 of the rare and historically signifi-

cant racers. From Steve McQueen’s number 20 917K Le Mans car to Dan Gurney’s 1962 Type 804 Formula One car, there were Porsches that one could only hope to see in books on racing history.

Friday was for Italians. The weekend began with a visit to the Concorso Italiano. This year’s event was relocated from the dusty, barren, flat concrete airport flight-line of the previous year to the much better venue of Laguna Seca Golf Ranch, a venue more in keeping with earlier Concorsos. As one would expect there were Ferraris, Maseratis and Lamborghinis, including the ultra expensive Reventon, for almost as far as the eye could see, or at least as far as you could hit your driver off the tee. There were very rare and exotic Alpha concept cars. There were Ducati and MV Agusta motorcycles for the crazier of us. But on the way out we spotted two little Porsches parked by themselves over by a water hazard. They were prime examples of 912s. One was owned by George Vaccaro who had picked up his car in Stuttgart in 1967. At first glance it appeared to have been totally restored. When I mentioned this to George, he smiled broadly; one more victim had fallen prey to the car. No, he said, it is totally original. Upon further, wide-eyed, inspection you could see slight crazing in portions of the paint; crazing worn proudly by a car of such special history. The car had 186,000 miles on the odometer, but looked new. George’s car has been featured in Panarama, and rightfully so. It was a true wonder to behold.

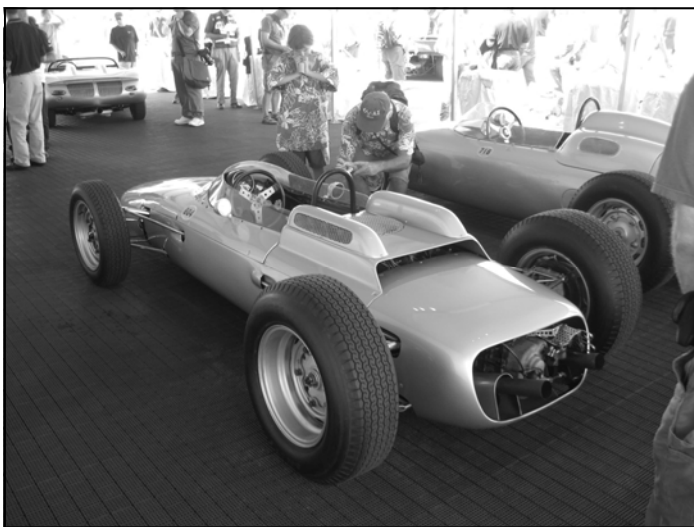
Saturday was race day. For those of us with more gray hair than not Monterey provides a look back to a time when innovation in race car design was more



A Ferrari 250GTO glistens in the California sun, on display at the Concorso Italiano.

“seat of the pants” experiment than it was an engineering exercise carried out by 500 person teams in clean-room environments. The result was that a broad range of racers, each with their own design philosophy, entered the events and in true prototype fashion, tested the limits of the latest ideas. The unruly and ill-handling, albeit extraordinarily quick, 917s took an enormous amount of shop time to refine the body work, especially the tail, to tame the car for its 240 mph top speed on the Mulsanne.

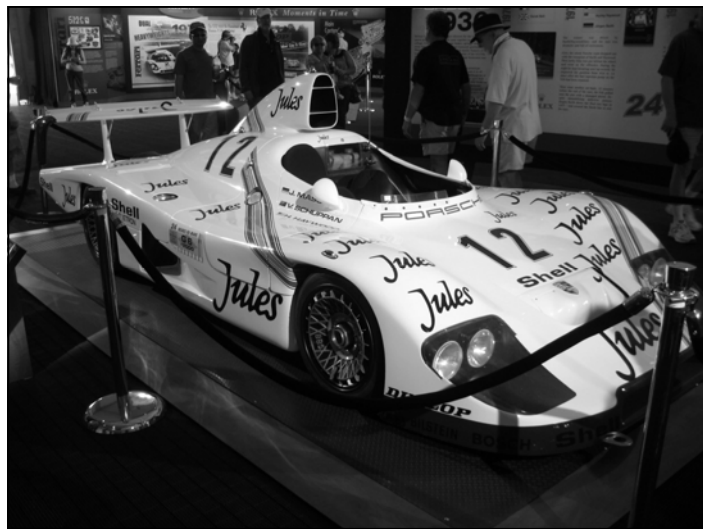
A tour of the pits reveals everything from back-yard fabrication to high-budget race-design; from the 1916 National to the Type 35 Bugatti to the 917-30 Porsche Can-Am cars producing as much as 1,500 bhp. Each car, innovative in its own way, provided one example in the diverse and entertaining grid of its day. Today’s “spec-race” series such as Grand-Am Daytona Prototypes just don’t provide the varied designs that many of us used to pore over in the pages of Sports Car Graphic.



The Porsche Type 718 W-RS8 delivered accomplished drivers Gurney and Bonnier to a second place Targa Florio finish.

Klaus Bischof, head of the Porsche Rolling Museum, brought with him some of Porsche’s most important cars. Among them:

- ♦ The 1960 Porsche Type 718 Formula 2 car which was driven Dan Gurney.
- ♦ The afore mentioned 1962 Porsche Type 804 Formula 1 car which carried Gurney to his French Grand Prix win.
- ♦ The 1962 Porsche Type 718 W-RS 8-cylinder Spyder which Gurney and Joakim Bonnier drove to a second at the Targa Florio in 1961.



The Jules 936 Spyder as driven by Jochon Mass, Vern Schuppan and Hurley Haywood in the 1981 Le Mans.

- ♦ The Porsche GT1 98LM, which helped Porsche finish 1-2 at the 1998 24-hours of Le Mans event.

The last race on Saturday was for 1981 to 1990 FIA Manufacturer’s Championship and IMSA GTP Cars. In short that means Porsche 959s and 962s. They dominated this race they way they did in the 80s. They sound so smooth, they move so smoothly; they are so wide and so low. They dominate the track the way they dominate the podium.

David Love has driven his beautiful 1958 Ferrari 250 Testa Rosa in each of the 36 occurrences of this event. It was difficult to watch him miss the entry to the Corkscrew, relocating a portion of the tire barrier with his right front fender. I have no idea what the monetary value of the damage was; \$50,000 is a pure guess, but whatever it was, it was a small percentage of the full value of the car. But it will be repaired and I’m sure he’ll be back next year, still trying to make that perfect entry into the turn that has intimidated so many.

Sunday was for Pebble Beach. If you know anything at all about cars, and I assume that you do since you are reading this publication, then you are well aware of the meaning of the Pebble Beach Concours d’Elegance. Such a gathering of fine automobiles can surely take place nowhere else.

This year’s unforgettable gathering included a row of nine Ferrari Type 166, Mille Miglias. Along the rocky shore of the 18<sup>th</sup> fairway was a lineup of Auto



Union and Mercedes Formula One cars that could bring tears to a grown man's eyes.

But the Best-In-Show and easily the stand-out automobile in a host of extraordinary automobiles was the world's most beautiful Horch. Yes, a 1937 Horch 853 Voll & Ruhrbeck Sport Cabriolet owned by Robert M. Lee of Sparks, Nevada. To try to describe this car in words, or even in photographs, would be patently unfair to the car, the car's owner and to the car's restorer. It would approach the difficulties in trying to use words to convey the beauty of a Kiri Te Kanawaari. And, like the aria, one really needs to experi-

ence the Horch in person to truly be able to appreciate it.

Monday was for cruising. If you have to leave the Monterey Peninsula there must be no better way to do it than to take the scenic route to the airport. That means starting at the north end of 17 Mile Drive, traveling south to Carmel and making your way 30 miles down the coast to Big Sur. You can do this and still make the 2:07 flight from San Jose back to Houston although it would be much better to take a full day to really enjoy the drive. It was a perfect end to a perfect weekend.





- ◆ Clockwise from upper left: The depth of the Porsche racing machinery was very impressive. Shown foreground is a 956 with a Rohr Racing 911 in the background.
- ◆ Big Sur and Porsches made for a wonderful trip.
- ◆ The Auto Union marquee was well represented at the water-side concours.
- ◆ TV personality and car nut extraordinaire, Jay Leno chats with none other than Porsche racing legend Hurley Haywood. Trading monolog one-liners, I doubt it!
- ◆ The legendary 1970 Le Mans winning Porsche 917K brought Porsche its first of several Le Mans victories!
- ◆ Actor and racer Steve McQueen's 917K is yet another legendary 917 made famous due in part to a leading role in the classic movie "Le Mans."

**Bob Brooks**

**BPM Group**

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Sincerely,  
Rodger Gay

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(713) 540-6565 Cell





# Treasurer's Report

Tim Westby - Treasurer

## Checking:

09/01/09	opening balance:	29,967.88
	credits:	39,236.00
	debits:	(32,937.82)
09/30/09	closing balance:	36,266.06

## Money Market:

09/01/09	opening balance:	27,158.63
	credits:	3.35
	debits:	-
09/30/09	closing balance:	27,161.98*

\*excludes six CDs purchased for \$25k/ea, current value approximately \$162,746.50.

**Revenues** (excluding interest) totaled \$39,236.00 and consisted of \$35,000 DE; \$3,240.00 from PorscheNaut ad sales; \$423.00 from LSR Store; and \$573.00 unknown/miscellaneous.

**Expenses** totaled \$32,937.82 and consisted of: \$17,330.03 for DE (\$11,580.75 track rent, \$2,531.00 corner food, \$40.00 miscellaneous, \$204.70 hotel, \$344.50 concessions, \$2,465 corner work, \$20.56 miscellaneous expenses, \$143.52 water); \$8,452.85 newsletter printing and mailout; \$4,024.68 Social; \$3,125.65 AX/PDS; and \$4.61 for bank charges.

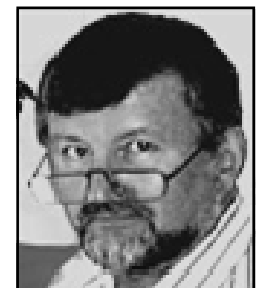
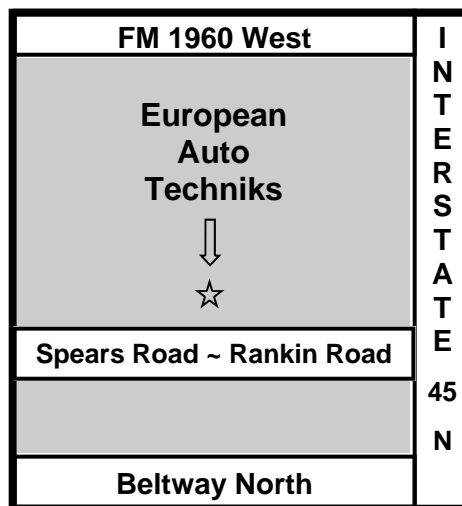
Our checking account balance as of today is \$29,101.78.

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# In Defense of the Bra

By Jim Heimer – Fashion Accessory and Foundations Reporter

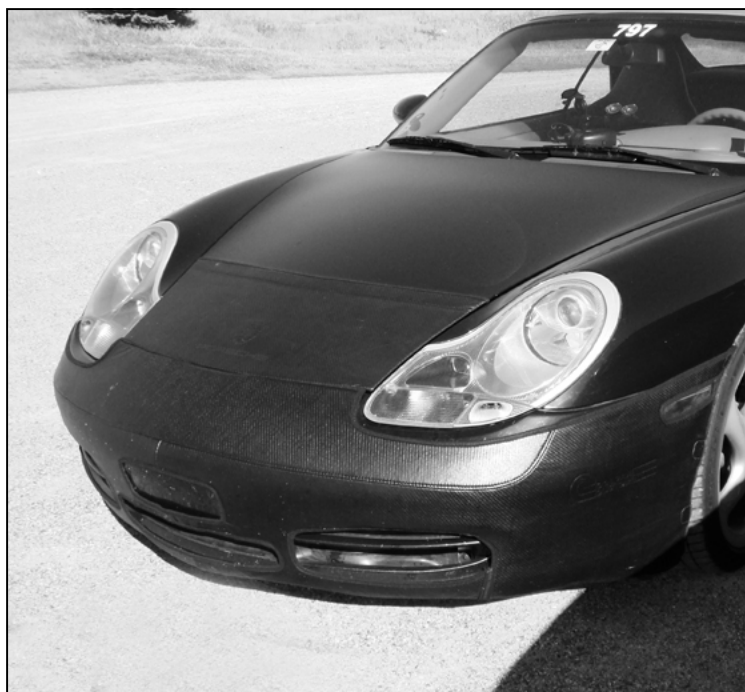
Let's face facts, ladies, there are some of you who just need the . . . oh wait – I just reread the instructions from the PorscheNaut Editor, and it seems he has something else entirely in mind for this article. So begin again.

In the September *PorscheNaut*, Jim Zwahlen wrote about the advantages of the adhesive film paint protection system in his article, "Which Paint Protection System is Right for Your Car." He also listed some of the perceived problems with the most common alternative, the detachable vinyl bra. He listed concerns about blocking the air intakes on the front of the car, the bra coming loose while driving with the flapping ends posing a danger of paint damage, moisture getting under the bra and discoloring the car's finish, and the hassle of taking the bra off to wash the car. He was also concerned about the aesthetics - that the bra spoiled the lines of the car. Jim also admitted, with the exception of the aesthetics, he had no actual experience with vinyl bras. But on the basis of these perceptions, Jim favored the "permanent" clear film solution to protecting the car finish from rock chips and potential damage from other sources, and he made a solid case for this system.

I, on the other hand, equate the clear film approach to using those plastic seat covers on your overstuffed sofa and other living room furniture – you know, the ones at your grandmother's house. Also, compared to the cost of the clear film system, the vinyl bra is very cost effective. I have used a vinyl bra on both my Boxster and Carrera for a total of 10 years. I had similar concerns to Jim's, but in actuality, I have never experienced any of the concerns that are often raised.

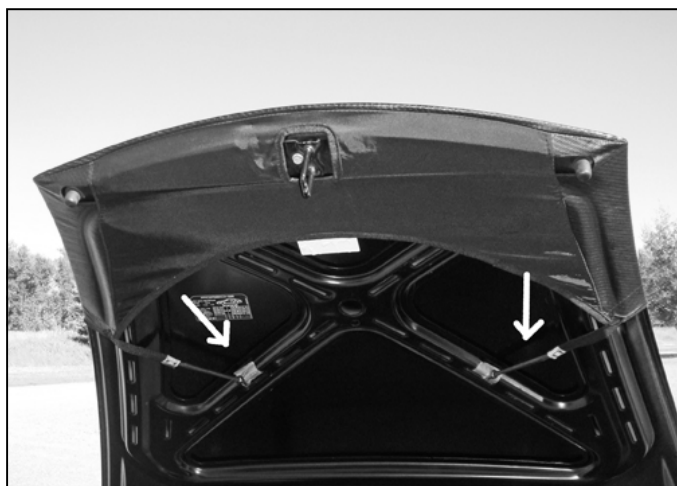
First, vinyl bras are custom cut to fit the make, model and year of your car. They mold around the front of the car and do not impede the flow of air to the engine cooling system or brakes. Second, the bra is fitted with attachments that take into account the highway speeds (and above) likely to be encountered and the bra is securely held in place.

I am about midway through a 4,000 mile trip, and I have yet to touch or adjust the bra since putting it on the car 5 days ago. I have been through high winds and rain as

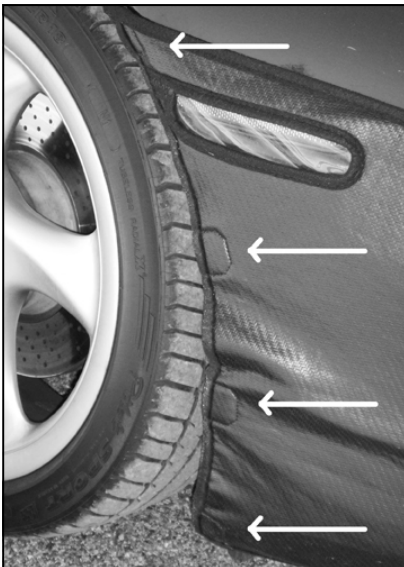


well as high temperatures and direct sun. I did make sure, after the rain, that the bra had thoroughly dried out prior to exposing the car to the sun, and in the past I have removed the bra to dry, when it got wet and did not have the opportunity to dry on its own.

My preference in bras is for the two piece model that does not go around the headlights. It is a little easier to fit and install this kind. The top piece is like a sock over the front trunk lid which fastens by two hooks on elastic straps to the frame under the trunk lid inside the trunk.



The bottom piece covers the front bumper area. It is held on by five hooks – one in the center of the trunk at the locking mechanism, two under each of the air cooling ports on the sides, and two under the car in between the other three. In addition, the bra is held in place by four "clamps" that grip the front edge of the front wheel wells. All of the clamps are padded, so that even if one did come



loose, it will not damage the finish around the front wheel wells.

It takes about five minutes to install the bra, which folds into a small storage bag, when not in use, and I generally only put the bra on for extended driving or DE's, not for around town trips.

Bras can be ordered in plain black vinyl, with a "carbon fiber" look weave, and with or without a logo. You can also specify a cutout for the license plate, if you display one on the front of the car. I have used Colgan bras, on which I base my experience. They are available from AutoAnything, among others, at around \$120.

As for the aesthetics, I think that is a matter of personal taste. On my car, the bra looks "phat" (is that still used) – it says, "I am coming through and I don't care what you are throwing up from the roadway."

There is one place, however, where I do recommend the clear film solution. I use XPEL Headlight Protection sold by AutoSport - among others - on my headlights. This is a self adhering, pre cut, clear plastic protective covering that is easy to apply as a DIY project. Once in place, it is virtually undetectable, and – like the clear film paint protection system, will not yellow or discolor.





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A 3rd place finish by Dirk Werner and Wolf Herzler in the Farnbacher Loles 911 GT3 RSR entry gives Porsche the manufacturers Michelin Green X Challenge title.



# Porsche Motorsport News

## **PORSCHE CLINCHES MANUFACTURERS, MICHELIN GREEN X CHALLENGE TITLES WITH THIRD PLACE FARNBACHER LOLES 911 GT3 RSR FINISH, PORSCHE CLINCHES 2009 ALMS GT2 MANUFACTURERS TITLE IN RAIN-SHORTENED PETIT LE MANS AT ROAD ATLANTA**

--Flying Lizard Porsche drivers close in on year-end title; Porsche wins season Michelin Green X Challenge GT manufacturers championship--

FLOWERY BRANCH, Georgia - September 26 - After almost four hours of red flag track condition due to lightning and a flooding downpour, the rain-shortened Petit Le Mans presented by Mazda 6 at Road Atlanta was given the checkered flag when the rain refused to quit, but the race ran long enough for Porsche to clinch the GT2 manufacturers title over Ferrari.

It was the third place finish for Dirk Werner and Wolf Henzler (both Germany) in their #87 Farnbacher Loles Racing Porsche 911 GT3 RSR that gave Porsche a 26-point lead over Ferrari, with only 25 points available at the final event in two weeks at Laguna Seca Raceway. Despite the less-than-ideal conditions, Porsche Motorsport North America President Paul Ritchie was pleased with the year-long efforts of all the 911 teams.

"Although they are not in contention for the drivers or team championship this year, Farnbacher Loles Racing, Dirk Werner and Wolf Henzler put forth outstanding efforts today, and earned the podium position that put us over the top for the manufacturer's title," said Ritchie, noting that Werner is in contention in two weeks for the Rolex Grand-Am GT title and Henzler won the ALMS GT2 drivers title last year.

Ritchie pointed out that Porsche has now won the manufacturers championship in eight of the 11 years of the American Le Mans Series, and is in contention to clinch its ninth drivers championship in those 11 years.

Speaking of drivers titles, Patrick Long (USA) and Joerg Bergmeister (Germany), along with fellow Porsche factory driver Marc Lieb (Germany) who were running as high as second place in GT2 just before the red flag flew, settled for fifth in their #45 Flying Lizard Motorsports Porsche 911 GT3 RSR. Long/Bergmeister retained their driver points lead, however, even though the Melo/Kaffer Ferrari finished first. Long/Bergmeister now have 156 points, while Melo/Kaffer have 137 - a 19-point lead with 25 points available for the last event.

Long was philosophical about the finish as he sat in the paddock waiting for the rain to stop.

"We ran really well today, and pressured to GT2 leaders for the whole race. I have to offer congratulations to the Ferrari for coming in just at the right time for rain tires. In those last two laps in the rain, they went from fourth to first, and we went from second to fifth as we had to skate into the pits for rains. We are still in the drivers seat for the championship, and we will now turn our attention to Laguna.

Long shared the ALMS GT2 title with Joerg in 2005, and Joerg won it alone in 2006 when Patrick took one race off to drive the Penske Porsche RS Spyder. Then Joerg won with Flying Lizards and Wolf Henzler last year.

The #44 Flying Lizard Porsche team car, which ran Ethanol E85 fuel for the first time, finished first in the Michelin Green X Challenge GT competition. The car, driven by Johannes van Overbeek/Seth Neiman/Darren Law (all USA) finished seventh in the GT2 class, was rated the best Green Achievement score from a formula which measures performance efficiency, greenhouse gas emissions, and petroleum displacement.

The #44's win clinched the Michelin Green X Challenge GT manufacturers title for Porsche over Chevrolet (Corvette). Both the #44 and #45 Lizard Porsches, along with the #87 Farnbacher Loles Racing Porsche, have a chance to win the Michelin Green X Challenge team title at Laguna Seca in two weeks. The other Porsche 911 GT3 RSR in the event, the

Team Falken Tire entry of Bryan Sellers and Dominic Cicero (both USA), finished 11th in GT2 in only its second event.

In the LMP2 class, the Cytosport Porsche RS Spyder, driven by Klaus Graf and Sascha Maassen (both Germany), and team owner Greg Pickett (USA), took its third podium finish in three races by finishing third in class, but the team had quite an adventure on the wet Road Atlanta track. Graf started the car from the pit lane, and quickly carved his way through the field, catching all the LMP2 cars and most of the LMP1 cars, finally passing the eventual overall winning Peugeot to run fourth overall. But then, things started to happen.

"Obviously I don't want a race to end like that weather-wise with these conditions. Everybody wants to race but it's a podium for us and we'll take it. We had a really fast car today and I really enjoyed myself out there, even in the very difficult conditions. I made a little mistake coming out of the pits after switching to slicks but that wouldn't have had that big of an impact except that we then ran in to a technical problem which really took us out of conten-

tion to win the race. We found the problem actually which was really difficult so hats off to the engineers, it's not easy to locate the issue. So we fixed it and we brought it back out, but we had lost 48 laps. We ran really strong lap times again after that. I'm happy for everybody on the team, it was great to have Sascha (Maassen) on board and I can't wait to get to Laguna Seca," said Graf.

The Porsche RS Spyder has won both the manufacturers and drivers championship the last three years in the American Le Mans Series.

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The LMP2 Cytosport Porsche RS Spyder, piloted by Klaus Graf, Sascha Maassen and Greg Picket finished 3rd in class, successfully earning their 3rd podium in the last three races.



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# Membership: September

*William Wong - Membership*

**Lone Star Region welcomes our newest members!**

New members as of 10/01/09 for the month of September 2009

David A. & Riham Baumgartner	1972	914
William Betts	2006	911 S
Steven & Jeff Bukoski	1999	911
Joseph P. Drago	2006	Cayman S
Richard W. Franke	1986	911
Jorge A. Gilling	2008	Cayman S
Jack D. Goldfield	2006	Cayman S
Richard L. Jones	2002	911
Jan Tore Linstad	1991	911
Shelley H. Malone II	2001	911 Turbo
Kem E. Miller	2009	Boxster
Mark R. Minier	1966	912
Mongwei & Charles Popp	2008	Boxster
Tony C. Randell & Sadie Sellars	2004	911
Warren D. Rumpel	1977	911S
Michael R. & Patricia Shust	1999	Boxster

Transfer-in

Corey P. Barrett

1970 911 E

Christopher L. Liner

1991 911

Welcome!

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

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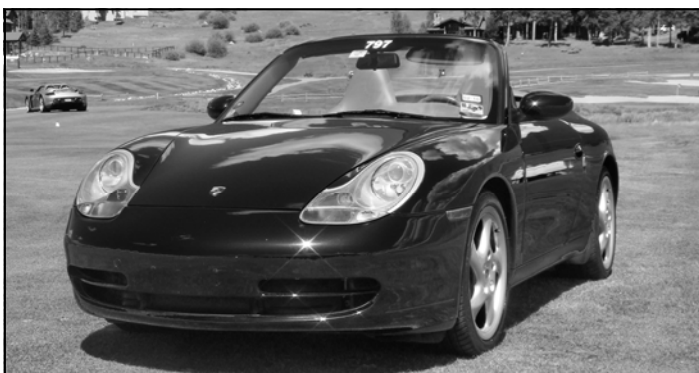
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We've sold some cars from this page! Ads with pictures usually work the best. This space available free of charge to PCA members. Ads are automatically removed after six months. Non-PCA member ads \$10. Email your ad to [nauteditor@aol.com](mailto:nauteditor@aol.com). Don't forget the Classifieds on the LSR webpage [www.lsrpca.com!!](http://www.lsrpca.com!!)



**2001 Carrera Cabriolet** Lapis Blue w/ full leather graphite grey interior. Many options incl. Porsche Stability Management, 18" Light Alloy Turbo Look Wheels, Sports seats—backs painted to match exterior / heated front seats, aluminum leather shifter and hand brake handle, Technic package (trip computer, cruise) Porsche crests on seats, steering wheel, wheel hubs. Headlight washers / variable interval windshield washers and removable hard top. 48,000 miles (approx) but engine replaced with factory rebuild at 33,000 miles – factory warranty on engine to January 2010 and extensive extended warranty until March 2010; all service and work done at Momentum; complete service records avail. \$30,000 – Car avail in late Oct/early Nov, when new Porsche arrives. E-mail Jim or call 281-772-2245. Sep09



**2004 Cayenne S** 43k miles, Crystal silver/blk leather int, great cond., well maintained, auto trans, AWD, Xenons, sunroof, tow pkg, nav, rear DVD player, 6 CD changer/prem sound, Turbo look heels with plenty of tread left on tires. 40k service recently performed. CPO warranty till 6/2010. 32.5k OBO. Cct Mark McIntyre at 281-255-8519 [bikrcr2@yahoo.com](mailto:bikrcr2@yahoo.com) Oct09

**USED TIRES:** Continental Sport Contact 2 (N2), 225/40ZR18, 11/64" tread depth, \$100/pair; Bridgestone Potenza RE050A (93Y), 285/30R18, 15/64" tread depth, \$150/pair. Contact Bob Brooks at 713-419-5152, [bcarchrb@aol.com](mailto:bcarchrb@aol.com). July09

**Wanted: 996/986 black leather dash** and instrument cluster piece. Must be in good condition. Email Randall with pix and price at [randall@touchusa.org](mailto:randall@touchusa.org). Nov09



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**For Sale: Track Tires** - Toyo RA1: 2 x 205/50/17 and 1x 255/40/17. These tires are in excellent shape with only 3.5 track days. \$60 each. Ctc John Haworth, cell# 713.899.7334, email: [jsh1686@yahoo.com](mailto:jsh1686@yahoo.com) Oct09



**2006 Porsche 911 Cabriolet**—30,600 miles, Tiptronic, Certified, Red Exterior/ black interior \$48,50 Direct inquiries to [cceasy@flash.net](mailto:cceasy@flash.net) or (281)362-7633. Sep09



**1986 911 Turbo Coupe**, guards red/black, 70,550 mi, exc cond, no accidents or track time, kept in garage, sunroof, upgraded B&B exhaust, intercooler & turbo, factory exhaust kept, owner's manual & all maint recs, 3rd owner. \$36k, Ken Rozek, Houston , TX , 832/489-4844. k.rozek@sbcglobal.net.

Oct09



**1995 911 Cabriolet**, aventurine green (more grey than green) Marble grey leather interior with matching boot cover. Great combination. This Porsche has the desired 6 speed manual transmission. The paint is in flawless condition, the wheels are also perfect with no scratches or discoloration. If you are looking for a pristine well serviced Porsche 993 this is the one! The only thing this car needs is a new owner. No time to drive. Always garaged. 60,238 miles, call Gus 954-647-6208 or gustoferrari@comcast.net \$31,975

June09



**2006 Cayman S** with only 8,500 original miles. One owner. with \$25,000 of Factory Options added. Never driven in the rain. Excellent condition, never involved in an accident nor flooding. Carmax available. Title clear. Extended Warranty up to 100,000 miles . Exterior color is "slate gray Metallic", and the interior is finished with a special factory leather Porsche named "Special Leather Cocoa". \$48,000. Interested please write to hzaga7910@aol.com. For additional information and more pictures.

June09



**1987 944 Turbo** Dark Metallic Grey—Maroon Int, 88,220 miles. Professionally set up for DE or Club Racing (E class). \$4500 roll cage, 5 pt harness, Sparco seats, removable wheel, transponder, etc. Turbo S brakes, Leeda Coil overs, Alcon billet lower A Arms, Adj camber plates, new 3" stainless exhaust, Fikse FM5 17" wheels. Much more. Straight body, good paint job, Stock drive train runs/drives great. No mechanical issues. Call for more info. \$12,500 or interesting trade. Contact Brian 214-802-2222 Dallas

Sep09



**1997 Porsche Boxster**, Arena Red/Black Leather, 42,600 miles, Sport Package, Chrome Exhaust, CD, Great Condition ~ Just had regular service done: new spark plugs, oil change (20-50 Pennzoil Hybrid), all fluids changed, radiator flush. Clean title, All records. Photos: [http://www.inventoryshowcase.com/UnitDisplay.aspx?business\\_id=154&unit\\_id=1978](http://www.inventoryshowcase.com/UnitDisplay.aspx?business_id=154&unit_id=1978). \$12,900 Call Richard at (713) 204-9191 email: richard.hermann@elpaso.com

Aug09



**1990 944 S2 Cabriolet** 5 Spd, 92,100 miles, Cyclam Red Metallic (deep burgundy) w/Burgundy top & Interior, no Dash Cracks, 17" Cup 2 Wheels painted w/polished edges, LSRPCA Concours Winner past 2 years for class, LS Differential, all power, AC & CC work as new, \$14,500. Tom Erdmann 832 549-6283, home 281 256-9808, e-mail todaerd@aol.com. Call for color pictures of this unique paint color combination.

July09



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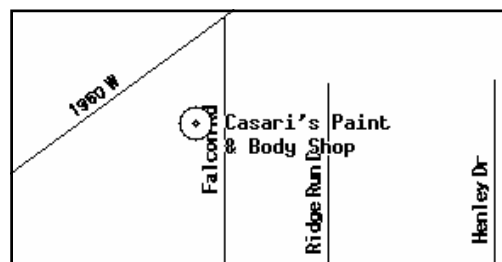
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# LSR PCA— High Speed Drivers Education

## 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](http://www.clubregistration.net). Additional detailed information can be found on-line at [www.lsrpca.com/drivers\\_ed.htm](http://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](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**



Remaining 2009 dates: Sept. 12-13 / Oct. 24-25 (Hill Country Region sponsored) / Dec. 5-6

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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