

October 2009

# PorscheNaut

## MAGAZINE

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

Lone Star Region hits  
milestone—1000+ members!  
Way to go!



Photo by Andrew Broadfoot  
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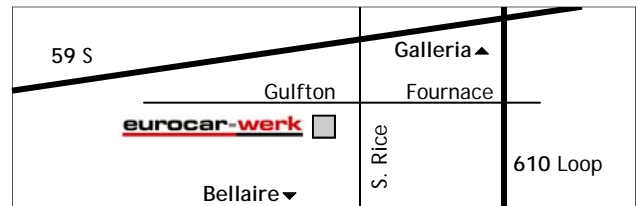




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**Cover Shot:** The Wings & Wheels get-together brings out both air and ground pilots and their machinery, for all to enjoy.

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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 Lone Star Region PCA

Up, Up and Away – the Panamera and LSR

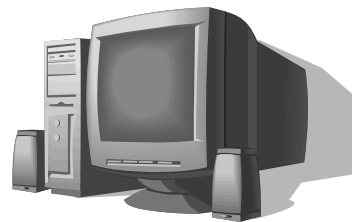
The debut of the new Panamera is featured in the June/July Issue of The Porsche Magazine, ‘Christophorus.’ The article, “Up, Up and Away”, chronicles the Panamera’s dramatic world debut at the Shanghai World Financial Center – including its ascent to the 94 th floor where the festivities were held. Transporting the Panamera 1,394 feet above Shanghai’s streets was a feat in itself. The car was placed on a special skid where it will traveled in the freight elevator tilted an almost vertical position. The debut car made its trip to the top and was greeted with phrases like “Higher, Higher Panamera” and “Upward Bound.”

Not to be outdone by the new heights that Porsche has reached with the Panamera, Lone Star Region has soared even higher. Higher, Higher, LSR! This month we passed our 1,000 mark in membership! As of September 1, 2009, we have 1005 active primary members and a total of 1739 members including the associate members. Congratulations to all everyone! This is a real milestone.

Come celebrate this milestone at our ‘LSR Fandango at George Ranch’ on Sunday afternoon, November 15. The historical George Ranch is located 30 miles southwest of downtown Houston. There will be lots of food and festivities, including cowboys, campfires, live music, mule drawn hay rides, visits to the historical sites, horseshoes, volleyball and more. There will also be a ‘Show and Shine’ for your Porsche. This is a family friendly, so bring the kids!

Check the website for details on this events and all of the other activities for October. ([www.lsrpca.com](http://www.lsrpca.com))

Lynn Friedman



Do you have a computer sitting around collecting dust because you’ve upgraded to the newest mega-speed system available? Have you thought about what you’re going to do with the old system? We have a solution for you. Donate it to our club charity, Magnificat Houses! If your system is in working order and meets the following requirements, we’ll be happy to take it off your hands.

PC’s must be Pentium 3 or better

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Monitors

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**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

## October 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

### 1-4 2009 PCA Escape Weekend in Dayton, Ohio

3 Formula 1 Dinner - Japanese Grand Prix

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

### 3-4 HCR Porschedillo in Austin - Concours on Saturday / Rally on Sunday

7 Board Meeting

9 Porschenistas - Ladies Networking

10 LSR Performance Driving School at Gulf Greyhound Park (tentative date)

11 LSR Practice Autocross at Gulf Greyhound Park (tentative date)

15-18 Zone 5 Escape Weekend Hosted by the Mardi Gras (New Orleans) Region

17 Formula 1 Dinner - Brazilian Grand Prix

24 PCar GTG— 830am Market Street Starbucks (By The Woodlands Mall)

24-25 Hill Country DE at TWS

31 Formula 1 Dinner - Abu Dhabi Grand Prix

31 Porsche Swap Meet— Porsche North Houston (details coming!)

## 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**

28 PCar GTG— 830am Market Street Starbucks (By The Woodlands Mall)

# Upcoming Activities

## 2009 Concours d'Elegance

Details are being finalized now.  
Keep an eye on the LSR website  
or the *PorscheNaut* for details.

La Centerra—Cinco Ranch—November 8, 2009

### Porschenistas

#### Ladies Networking Social- October 13

Ladies! Mark your calendars to attend a “Porschenistas—Ladies Networking Social.” These fun-filled events will be held the second Friday of every month (subject to change) through December 2009 and are open for all primary and associate Lone Star Region members. These monthly events are planned with the ladies in mind. Past events have included dinners at trendy eateries as well as enjoying musical entertainment at local hot spots.

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

Details for locations and scheduled activities will be communicated via the *PorscheNaut*, the LSR website and our monthly email blasts. Events schedule: February 13th- March 13th- April 10th - May 8th -June 12th- July 10th- August 14th- September 11th- October 9th- November 13th- December 11th.

If you have questions about the up-coming events, a suggestion or would like to assist in the planning of a Porschenistas event, contact LSR Social Chairperson, Nina Midway at [ninainternational@sbcglobal.net](mailto:ninainternational@sbcglobal.net).



# Lone Star Region Goes to Wings and Wheels

By Jim Heimer, Aviation Reporter

In 1940, the Houston Municipal Airport opened just west of the current location of Hobby Airport. It was the first commercial airport in the Houston area, and the first tenants were Eastern Airlines and Braniff, each operating 2 flights daily. For the next fourteen years, HMA was the only airport in Houston, which was becoming a major air transport hub.

At that time, a new and larger airport was constructed at the present site of Hobby. But the airport authority forgot one thing. They forgot to tear down the old Municipal Airport Building. For a time it was used as office space by airport related firms, but eventually it was abandoned, boarded up, and forgotten.

Then about 10 years ago, a group of volunteers headed by persons with actual ties to the old airport building, began a campaign to restore the building to its 1950's configuration, when an additional floor and new, larger control tower, had been added to the original structure. Currently, the first floor has been partly renovated with the old Braniff and Eastern check-in desks and many historical displays in the passenger check-in and waiting area. This has all

been done with private donations, and as money comes in, the upper floors and control tower will become accessible again.

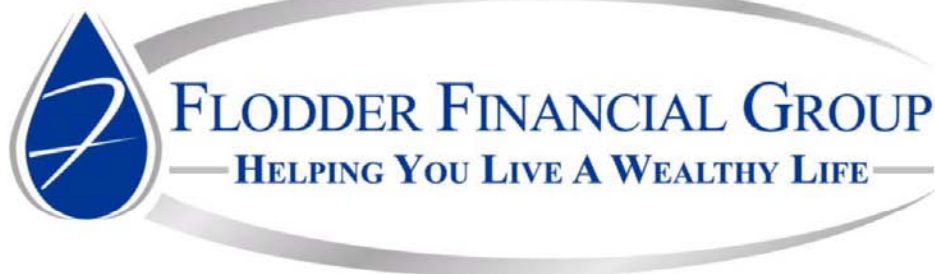
In order to foster interest in what is now called the 1940's Air Terminal Museum, monthly "fly-ins" are conducted at the terminal, which is adjacent to the most westerly taxiway at Hobby. Aircraft park on the apron behind the Air Terminal building. At the same time, a local car club is invited to participate in the event. On August 15<sup>th</sup>, about 35 members of the Lone Star Region in 25 Porsches participated with some 20 Experimental (i.e. home made) aircraft in one of the largest turnouts of the Wings and Wheels program.

This was a unique opportunity, as participants (and other visitors) are permitted onto the terminal apron and can walk around the aircraft and talk to the pilots (and, in this case, the builders). Because of current security concerns, no other air terminal in the US provides for this – free access to a limited area inside the airport security fence.

(continued on page 10)



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Aside from a chance to meet other LSR members (where are all you “air-cooled” owners at our concours?) and view the aircraft, we got a hot dog lunch and a brief talk about the airport from one of the terminal volunteer staff, who played a significant role in the history of the Houston Municipal airport and its aviation history.

Lone Star Region will also participate in Wings and Wheels in November. You can find out more information about this event at <http://www.1940airterminal.org/WingsAndWheels/>, which will be the salute to veterans with a “war birds” fly-in of historical military aircraft. You can find out more about the 1940 Air Terminal Museum, its history, and other events at <http://www.1940airterminal.org/>.

**Plan to join in with the Lone Star Region for the November 21<sup>st</sup> Wings and Wheels Open House. The 1940 Air Terminal is located at Travelair and Neuhaus Streets on the west side of William P. Hobby Airport, two blocks off Telephone Road. Admission is \$5 for members of participating car clubs.**

**See you there!**



A cockpit view. Is this considered a sunroof or a Targa top?



A tarmac full of fast machinery, aka Porsches!



Porsche participants are lined up and ready for takeoff. Plan now to attend the November 21st event!





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# August Board Minutes

*Dave Abmayr- Secretary*

*LSR PCA Board of Directors*

Date: Aug 5, 2009

Place: Houstonian Fitness Center

Time: 6:30PM

Present:

Lynn Friedman— President

John SMAardy—Vice President

Burnell Curtis—Past President

Dave Abmayr—Secretary

William Wong—Membership

Greg Stewart—DE Chair

Richard Jackson—DE Registrar

Matt Kucharski—AX Chair

Nina Midway—Social Chair

Jim Heimer—Webmaster

Lea Safley—PorscheNaut editor

Greg Platt, Club Store

Anne Retzler, Ron Baklarz, Rodger Gay, Michael Shassere, Bob Newhouse

Lynn Friedman called the meeting to order at 6:35 PM. Lynn reported we were invited to participate in “Wings and Wheels” in October. Lynn will send out a link. Lynn asked if there was any chance we could get some folks there for Aug 15<sup>th</sup>. Four or five folks indicated interest. Lynn will send out the e-mail of the contact. Escape 2009 is in Dayton, Ohio. Jim has it on the website. There was discussion of organizing Saturday Morning Coffees building on the model of the activity at Woodlands Mall but trying to cover all of the area. It was noted that a number of “informal organizers” are needed by area to pick places, times, etc. Lynn and Jim will follow up. Lynn reported that a tentative date for the dinner cruise is March 13, 2010. Lynn also discussed the possibility of a Picnic on Nov. 15<sup>th</sup>. The idea would be a family style event, possibly at the George Ranch. She will get a better handle on prices and distribute to the board.

John raised questions about promoting the PDS as training for young drivers noting this would surely benefit an otherwise unserved constituency. Matt noted that it is difficult to market events to both young audiences and new people. Maybe different events targeted to different groups would work. He

noted we are sold out for the August event but we could look at how to do something different next event, probably in November. Richard noted we could reserve some slots for young drivers. Greg Platt suggested perhaps a low price or free and an early sign up for kids.

Matt reported he would like to organize a one day training event for PDS instructors at a cost of about \$1200. Matt moved he be authorized to do so, Greg Platt seconded, all approved. Lastly Matt noted that the Aug. 29<sup>th</sup> event is full and plans are being finalized. Joost will hold an instructor briefing on Aug. 19<sup>th</sup>. And there will be a practice Autocross on Aug 30<sup>th</sup>. See Clubregistration.net to register.

William reported that membership renewal notifications include 1 by USPS and 3 by e-mail so no further notifications by LSR seem appropriate. William noted we are down some on renewals and he suspects people are on vacation.

Lea noted the next ‘Naut issue should be in the mail. He also asked that some PDS pictures be sent to him. Lynn will cover that.

Greg Platt noted we are running out of time for ordering shirts for the August PDS.. Everyone applauded Jeri Platt’s efforts organizing the store inventory. Greg will send photos of new merchandise to the Webmaster and Nauteditor, and will have a notice placed regarding how interested persons can get name tags like the ones provided to the Board.

Michael Shassere spoke regarding Boxtoberfest. He gave an overall description of the event and requested that LSR act as the intermediary to obtain PCA insurance as we did last year. Greg Platt moved that we get the PCA insurance, many seconded, all approved.

Bob Newhouse commented on the Facebook page he is working on. He is currently drawing a lot of content from the LSR DE web pages. It was noted that we’d like the page to reflect all of the club activities



not just DE. There was a bit of discussion of Facebook and could there be multiple pages with different foci .

Greg Stewart noted there is interest being expressed in doing a one day event at MSRH. There followed a bit of discussion. Greg is looking for some new ideas. He will check out possibilities and report back.

Jim reported that hits on the website reached a summer time low of around 1700. There were around 300 Calendar hits, 200 DE hits, and 70 F1 Dinner hits. Jim spoke a little about Parade, noting that there aren't many from LSR who attended. He summarized the various workshops he attended. He noted one discussion on how to engage sales persons to help promote club interest/promotion. There followed a bit of discussion regarding local circumstances. Lynn thanked Jim for all of his efforts.

Nina Midway showed an idea for a style for ladies T-shirts. She reported that she has been in contact with the Mayor's Office concerning a proclamation of "Porsche Club Day" and is looking for input on a

good date. After brief discussion it was decided that the date LSR PCA was chartered would be a good choice. Lynn will e-mail appropriate info to Nina. Nina noted that the idea of a lunchtime ladies events hasn't worked and that future events will be in the evening. Lastly she discussed a possible visit to Driver's Source and asked if we were interested in combining with the BMW Club. The consensus was we'd prefer to do it ourselves and it was decided that she should explore Nov. 21<sup>st</sup> as a possible day.

Old business:

John noted that it is time to form a nominating committee. Burnell volunteered to lead it.

New Business:

None

John moved to adjourn, many seconded, and the meeting was adjourned at 8:15PM

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# We Don't Love a Parade...But Why Not?

By Jim Heimer—Investigative Reporter

Are you aware that 1,800 Porsche owners and their spouses driving 650 Porsches, from the earliest 356's to the latest 997's (and even Carrera GT's) recently gathered in Keystone, Colorado, for the 54<sup>th</sup> annual Porsche Parade? Were you there from June 30<sup>th</sup> to July 4<sup>th</sup>? Probably not, because as near as I can figure, exactly 3 members of the Lone Star Region drove the 1100 miles for a week steeped in Porsche lore, competition, and camaraderie. Lone Star was well outnumbered by delegations from Pennsylvania, California, and New York, and even Alaska, 4,000 miles distant from Keystone, managed to turn out 1/3 as many attendees as Lone Star did.



Driving the mountain highway brings a change of scenery.

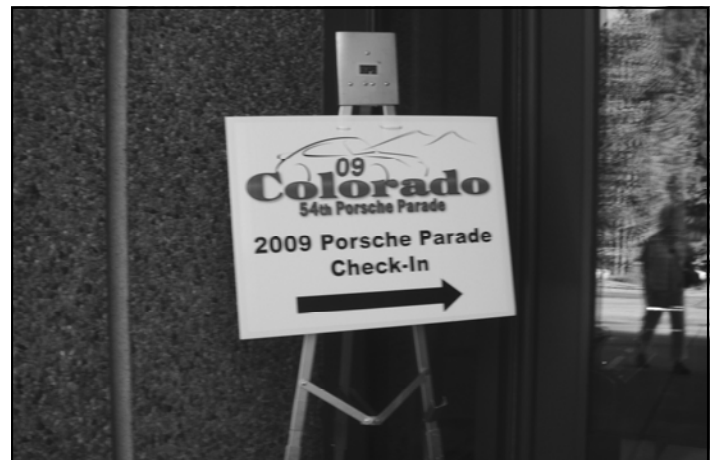
I checked into the Slopeside Condos at the base of the ski lift area on Sunday, and enjoyed a convivial meal with the locals at the bar of the Dam Brew Pub in Dillon, just down the road from Keystone, before retiring under a nearly full, mountain moonlit landscape. Monday morning I was up early to assist, as a volunteer worker, with setting up signs for the Parade events. When I finished that, it was time for a quick coffee and donut in the hospitality suite, before I registered and got my official packet – ID badge, Parade and shuttle bus schedule, hatpins, patches, pen, and Panamera registration card. This entitled me to a promotional book on the Panamera and a USB jump drive in the shape of a Panamera key fob – neato!

I then drove into Dillon to get a fishing license (more



Are we still in Texas???

So what did you miss? Well, an interesting drive from Houston to Keystone, which took me two days – braving 108 degree temperatures in Quana on the way to my overnight stop in Amarillo, then reveling in the second day's top-down drive on the hilly and winding roads of northwest Texas and the even more exhilarating mountain roads from Pueblo through Canon City and Fairplay, over the 11,000 foot plus Hoosier Pass, then through Breckenridge to Keystone. The weather was in the mid 80's, the humidity way low, as was the oxygen content of the atmosphere at 9,500 feet.



Registration - this way!

later) and retrieve my credit card from the Dam Brew Pub (I said it was a convivial evening), before reporting to one of the three car washing areas. These were located around the Keystone Resort and Conference Center complex and liberally supplied with car wash soap, mitts, and buckets (courtesy of Griot's) and mountains of clean towels (courtesy of the resort). I spent an hour and a half in full sun in the gravel parking lot of the tennis court area and didn't break a sweat – did I mention the humidity was low.



Leading the Pcars to the Keystone Ranch golf course.

After a quick clean-up (this time of me), I mustered at the staging area for the Porsche corral, and lead a group of P-cars to the Keystone Ranch golf course, where the concours was being held the next day. The corral is the equivalent of the “display” class for the Lone Star Region's concours events, but the hundreds of cars lined up along the golf cart path on the fairway with a lake and mountains in the background made it difficult of focus on any one car.



Another wonderful gathering of Parade participants.

That night the Welcome Cocktail Party and Dinner were held on the terrace of the Keystone Lodge overlooking the lake, and I met up with Vince and Lecia Muller from Houston. We sat at a table with one of the Concours judges and a couple who were attending their 51<sup>st</sup> Concours (they missed the first three, not being Porsche owners at the time – their 356 had been to almost as many). We talked about Porsches.



Houstonian parade-goers Vince and Lecia Muller.

Tuesday was Concours day, but since the Snake River ran about 20 yards from my condo, I took the opportunity to unpack my fly rod and waders and hit the water at 6am, hooking into a nice Rainbow (catch and releases) before I got cleaned up and caught the shuttle over to the conference center – remember the hospitality room – coffee, donuts – some call that breakfast.



Sunrise fishing on the Snake River. Relaxing!



Then I was off on the shuttle to the Golf Course to peruse the concours entries, which were spectacular, especially the heritage and historic class. I also spent some time working over the interior of my car (no sweat, Sherlock), while it was parked in the corral and talked to the passers-by about . . . Porsches!



The ultimate scenery, Porsches and snow-capped Rockies!

I also had the opportunity to meet some of the staff from Porsche AG in Germany at their tent next to the clubhouse on the golf course.



A new Carrera lured many Porschephiles to the factory tent.

I spent a very interesting and potentially expensive hour the following morning with Sascha, head of factory deliveries in Stuttgart, and his associate. Ulrike, who help European customers spec out their new Porsches – which about 80% of them do, versus about 20% of the US customers. We spec-ed out my dream car, while he explained the options (like why I would like my B-pillar caps in leather, but did not really need the side skirt trim painted).

After lunch at the concours, I attended some workshops on Membership, Websites, and Newsletters, getting to share thoughts and best practices with other Region Representatives in very informal meeting hosted by the PCA National staff.



An outdoor lunch, Keystone style!

The concours was only the first of the competitive events to be held that week, and although the competition can be at the “expert” level, there is room for beginners to get in on the ground floor. In addition to the meetings I attended on Tuesday, there was also a very extensive course for beginners participating in the Time-Distance-Speed Rally on Wednesday, for example.



Participants of the rally enjoying the Colorado countryside.

On Thursday there was the Autocross, and on Friday in addition to technical seminars (how do you tell a 356A from a B or a C) there was a historic and technical quiz session divided up among the various Por-

sche models. Additionally, each day featured a driving tour around the local area, and there was also a gimmick rally designed to lead you around the area, while you used clues to find the route and answer questions about Keystone and nearby towns and landmarks.



The mountain tour was a well attended Parade activity.

Prizes were awarded in each event at a banquet at the end of the day for that event, and Saturday evening was reserved for Regional and National awards for people who had made special contributions to PCA, Porsche, or their communities through their Region. Since this was also the fourth of July, we adjourned this, the last formal event at the Parade, to watch fireworks at the Keystone Lodge.

Next year's Parade will be July 3<sup>rd</sup> – 8<sup>th</sup> at the Pheasant Run Resort in Illinois, about 40 miles west of Chicago.

Will anyone from Lone Star be going?



Photos are by Jim Heimer except for Rally and Mountain Tour, which are from the 2009 Parade Website.

## OUR FIRST, BUT NOT OUR LAST

contributed by Vince Muller

On numerous occasions during the past few years, my wife Lecia and I have been told how wonderful the annual Porsche Parade is. This year, we decided to find out for ourselves. We figured that at worst, we would have some fun in the mountains with the 911. Well, let me tell you, the Parade was fantastic.

**The Venue:** The Keystone resort was the perfect location. Just large enough to accommodate all of us, as well as our cars. Cool days and the nights were a good excuse to break out the jackets. Con-course on the golf course with the backdrop of the Rockies. Spectacular.

**The Committee:** The region did a superb job, not sure how they were able to pull this off, but they did. Well, I guess I do know how, hundreds of people working extremely hard. Every activity, meal and event, were first class.

**PCNA:** New cars all over the place. Staff from both Atlanta and Stuttgart. Always available. And bearing gifts, many gifts. Oh Yeah, I think we might have seen that new four door, but I am not sure, what is it called again?

**Vendor Contributions:** First class here too. Gifts of banquet meals, tires, and other items, as well as funding for the auto X and other things.

**The People:** It is pretty cool that people came from as far away as Alaska to attend. With perhaps nothing more in common other than you know what. Our first parade, another couple's 52nd.

**The cars:** New, old, shiny, dirty, fast, slow we had it all, including about six tractors!

It is quite satisfying to pull into the driveway after a 3000-mile trip, and see a one-inch coating of dead stuff on the front of the car. I really hated washing off all those souvenirs.

Trust me - give it a try next year.



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Sincerely,  
Rodger Gay

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# Treasurer's Report

Tim Westby - Treasurer

## Checking:

08/01/09	opening balance:	27,357.03
	credits:	7,773.00
	debits:	(5,162.15)
08/31/09	closing balance:	29,967.88

**Expenses** totaled \$5,162.15 and consisted of:

\$794.69 for DE (\$600.00 for insurance, \$15.00 shirt-related, \$179.69 expenses); \$1,461.55 for newsletter mail out; and \$4.31 for bank charges.

Our checking account balance as of today is \$36,436.64. I have outstanding checks totaling \$6962.72.

## Money Market:

08/01/09	opening balance:	27,155.17
	credits:	3.46
	debits:	-
08/31/09	closing balance:	27,158.63*

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

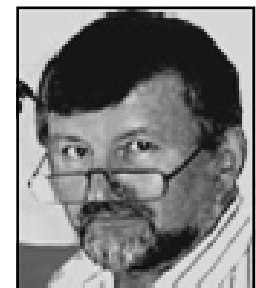
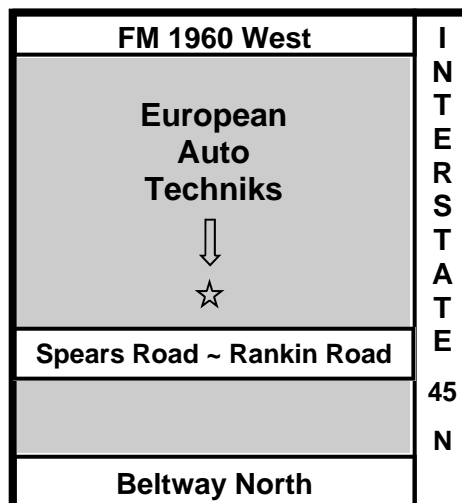
**Revenues** (excluding interest) totaled \$7,773.00 and consisted of \$4,455.00 from PorscheNaut ad sales and \$3,318.00 in PCA National dues rebate.

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# Kevin Paige

## *Houston's Premiere Motorsports Artist*

*By John E Lionberger*

**H**ouston artist Kevin Paige combined a college job and his love of art into a career in motor sports art that has taken him across the nation and hopefully across the globe. I first met Kevin a couple of years ago at the Houston Grand Prix. He was doing a live painting at the track while showing his other work. I immediately fell in love with a painting of a Porsche RS Spyder at night. His love of motor sports really showed through in the way he showed motion and his attention to detail. You could even tell the 6 car was in first place from the green blur of the one lit L.E.D.

As I talked to Kevin his excitement for racing and his passion for capturing his excitement on canvas poured out of the conversation. His eyes lit up as he described Ryan Briscoe looking at the painting I fell in love with a telling Kevin what he felt when he drove the car. Kevin stopped talking to me mid sentence when the Audi TDI went past on its way to qualifying. "Now that's a phenomenal car..." and Kevin was launched into a dissertation of the benefits of the turbo diesels power versus fuel mileage advantage in the long races.

Kevin became a car nut while studying art in 1997 at the University of North Texas. Kevin got a job changing tires knowing nothing about cars except what he did and didn't like. He started reading the car magazines lying around the shop Motortrend, Car and Driver, and Road and Track, so he wouldn't feel too dumb about the cars he was working on. As he started to become more aware of sports cars he started watching Speedvision in his dorm (something I am lucky I didn't have in mine or I wouldn't have graduated). Kevin was hooked. It was at that point Kevin's good friend and now business manager Lisa Murray convinced Kevin to combine his new found

passion for cars with his major in painting and drawing (note to all guys, isn't it always a woman in our life that points us in the direction we need to go...)

Kevin has always had a love for Porsches. Porsches were actually some of his earliest memories of racing. "They are so distinctive in style they stuck out in every series I watched. The sound of a flat six hanging over the rear of a car at full throttle is just so romantic. I can hear a Porsche from a mile away and it makes me smile every time."

Since his epiphany he hasn't stopped or looked back. Kevin's art has taken him to the Montreal GP and Bush Races, the U.S. GP, Houston GP, ALMS at Texas Motor Speedway, Las Vegas Champ Car, Indy 500, NASCAR (where he learned that guys that buy Skoal don't buy fine art) and several events at Texas World Speedway and Houston Motorsports Park. During his travels he's had the opportunity to meet several of the drivers and work with some top companies such as Red Bull, Grand Prix Tours, Grand Prix Houston, Sportality, Rock Star Paints and Chaparral Diecast. He's done live paintings, charity pieces, space changing (several different works to help change the atmosphere of room and space), single paintings and commissioned work. In 2006 he completed 13 paintings for Red Bull during the U.S. GP; one painting for each year of Red Bull's involvement in Formula 1, plus an additional painting commemorating the 2006 opening of Scuderia Toro Rosso. One of Kevin's favorite projects was for a client in the O.C. The client commissioned Kevin to do eight paintings for his office which he mounted on custom frames. His collection featured the painting Fire Arts, which is an overhead view of a Ferrari F1 pit stop, prominently placed in their conference room. Fire Arts inspires his group to strive to reach the same pinnacle of team work. The client even flew Kevin and two of his friends/co-workers from Kevin Paige Art for the open house and dedication of his new office.

The Italian masters seem to keep Kevin's attention. His favorite painter is Da Vinci while his favorite car is the Ferrari F2003GA. "Modern F1 car and tech that hit, in my opinion, the zenith of sculpture and form, right before the air boxes got too big and there were too many flip ups." His love for F1 certainly shows in his paintings. A visit to his studio reveals the majority of the twenty or so paintings he works on at a time have an F1 theme. "F1 is the pinnacle of

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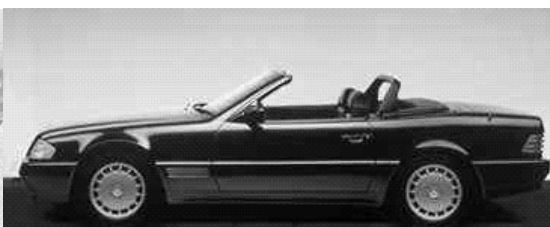
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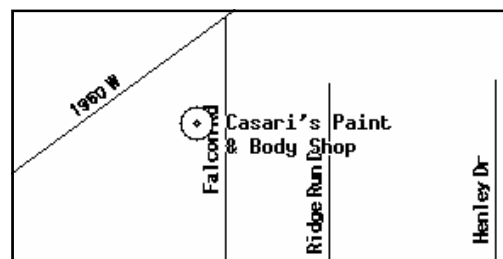
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4 tires, steering wheel, engine and driver. The open cockpit also makes me as a spectator see more of the driver/car interaction.” Interestingly though, Kevin’s favorite driver does not race for the prancing horse. “Juan Pablo Montoya is my favorite driver. He has such a reactive natural style. He is much smarter and has much better race craft than people give him credit for. He also has no fear of passing and will do it as soon as he has the chance.”

Who knows where Kevin’s career will take him. He hopes his career will be successful enough that his art will take him across the world to display; watch more races, and explore. Kevin has also started exploring what it takes to own a race team (lots and lots of money) with the eventual goal of involvement in F1. Good luck Kevin, from what you’ve done so far I have no doubt you’ll make it. By the way Kevin, there is this place in Rome, the Sistine Chapel, which has some problems with chipping and peeling paint on their ceiling. Considering your love for Italian Renaissance and the Vatican’s love for Ferrari, you might be able to get a really nice commission. Red Bull could even sponsor it...

#### About Kevin Paige

You can reach Kevin Paige at  
[www.kevinpaigeart.com](http://www.kevinpaigeart.com) .

#### Other vitals statistics include:

*Fav Food:* Lobster Burrito from Tijuana Mexico  
*Fav Car:* Shelby Cobra 427 or My baby (2002 Subaru WRX)  
*Birthplace:* El Paso Texas  
*Favorite Past time:* Sleep/Sports (Currently Hockey)  
*Fav Football Team:* Washington Redskins  
*Fav Hockey Team:* Dallas Stars  
*Most Thankful for:* Friends  
*Obsessed over:* Formula 1 (you could probably guess)  
*Were would I like to go most in the world:* Australia  
*Favorite Artist:* Leonardo DaVinci  
*One Lump or Two?* Just one thank you  
*Coffee or Tea?* Sweet Tea, I hate coffee  
*Fav Drink:* Coke, no ice  
*Steak:* Medium rare



# Porsche Motorsport News

## The Most Sporting Road-Going 911

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is sending the new 911 GT3 RS to the starting line: Delivering even more engine power, offering lower weight, and featuring shorter transmission ratios as well as body and suspension elements upgraded to an even higher standard, the new 911 GT3 RS sets the foundation for homologating the racing version of the 911 GT3 and therefore offers everything it takes for ongoing success on the race track, continuing the series of absolutely uncompromising, sporting 911s homologated for the road.

The heart of the new 911 GT3 RS, the power unit, is based on the engine already featured in the 911 GT3. Like the latter, the RS power unit now displaces 3.8 instead of 3.6 litres, delivering even more power and revving up even faster and more dynamically.

The engine featured in the new 911 GT3 RS delivers 15 bhp more than its counterpart in the 911 GT3, that is maximum output of 450 horsepower from the fast-revving naturally-aspirated power unit. This means specific output of more than 118 bhp per litre from the six-cylinder, an extremely high figure for natural-aspiration technology even in the strictest worldwide comparison. And unlike many other high-performance engines, the power unit in the new 911 GT3 RS remains fully suitable for everyday use.

The new 911 GT3 RS comes exclusively with a six-speed manual gearbox optimised for short gearshift travel, low weight and high efficiency. To enhance the level of performance throughout the entire range of engine and road speed, the gears come with a shorter transmission ratio than on the 911 GT3, deliberately making concessions in terms of even higher top speed.

To further improve its sporting behaviour, the new 911 GT3 RS comes for the first time with a purpose-built and specially set up PASM suspension, with wider track not only at the rear, but also on the front axle. Accordingly, the body of the new 911 GT3 RS is wider not only at the rear, but also at the front through the use of additional wheel arch covers.

The front axle comes with nine-inch-wide wheels running on 245/35 ZR 19 sports tyres, the rear axle features twelve-inch-wide wheels incorporating 325/30 ZR 19 sports tyres.

The dynamic engine mounts featured as standard also serve to improve the car's driving dynamics to an even higher level. Depending on driving conditions, the mounts change in their stiffness and damping effect, improving the connection between the engine and the body when driving under very dynamic conditions.

As yet a further point the car's aerodynamics develop even more downforce than on the GT3, again benefiting the qualities of the car on the race track. Racing qualities are also why Porsche is introducing another new option in 2010, a lithium-ion battery delivered with the car and, replacing the conventional lead battery, reducing weight by more than 10 kg or 22 lb.

The new 911 GT3 RS shows its close connection to motorsport also through the dynamic looks of the car borne out in particular by its low ride height, the new, extra-large carbon-fibre rear wing with its specifically designed wing supports made of aluminium, the characteristic dual tailpipes on the extra-light titanium sports exhaust, as well as special front and rear parts exclusive to this model.

Sales of the new Porsche 911 GT3 RS are starting in Germany in January 2010. The Euro base-price is Euro 122,400.- without value-added tax and national specifications.



## PORSCHE MOTORSPORT DEVELOPS ACCESSORIES FOR 911 GT3 / GT3 RS

Lightweight Components for Individual Retrofitting on the 911 GT3 and GT3 RS

Stuttgart. Starting in September, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is offering a new product line for retrofitting motorsport accessories on all Porsche 911 (Type 997) models of the GT3 and GT3 RS. Using these special components, the enthusiast is able to further customize the exterior of his car with weight-optimized materials such as titanium and carbon also used in motorsport.

These optional accessories have been developed by engineers in Porsche's Motorsport Division in Weissach and naturally tested on the race track. Apart from an unusually sporting look, the new motorsport accessories from Porsche Tequipment offer an even higher standard of driving dynamics.

The new double tailpipe made of titanium, for example, reduces the weight of the car at the rear, the white-metallic patina of the tailpipe turning blue when exposed to high exhaust temperatures, like on many racing cars.



The spoiler lip at the rear (Gurney flap) and the ram air scoop on the rear lid provide a further reduction of weight and add a striking look to the car. Both are made of super-light but extra-stable carbon.

The front air outlet above the bumper and the rear-view mirrors are also available in carbon which, being a very stiff material, enabled Porsche's engineers to choose an even more open structure on the air outlet, this special motorsport component now coming with just one middle bar instead of the usual three

reinforcement bars. Yet a further point is that the carbon elements add additional optical highlights particularly on cars finished in a light exterior color.



The titanium-colored second-generation 19-inch GT3 wheels complete with central locking are likewise a new feature in the range. The wheel bolts are made of forged aluminium and finished in red eloxy-plating. To customize the first generation of the 911 GT3 and GT3 RS (Type 997), there is also special a model designation in various colors extending round the wheel. The special trim film used for this purpose is made of the same highly resistant material as the starter numbers on racing cars for lasting quality.

All motorsport accessories are available starting immediately in all authorized Porsche dealerships worldwide except China.

## PORSCHE SAYS IT IS WORKING ON ALTERNATIVE POWERED SPORTS CAR

New CEO unveils four new high-powered 911s and hints at future hybrid and electric vehicles at Frankfurt Auto Show

ATLANTA, September 15, 2009 - Speaking publicly for the first time at the Frankfurt Auto Show, Porsche's new president and CEO, Michael Macht, revealed that Porsche is considering and working hard on an electric-powered sports car that would meet the high demands of the Porsche brand.

"I am also convinced that one day Porsche will have an electric sports car in its line-up," said Macht at the company's press conference today. While he cautioned that so far the available battery technology is



Bob Brooks

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# Membership: August

*William Wong - Membership*

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

New members as of 09/1/09 for the month of August

Patrick Biglarians	2007	911 Turbo
Charles L. Coonrod	1999	911
Hamil Cupero	2007	911 S
Leonardo P. Docanto	2006	911
John D. Echard	1998	911
Morten Gjønnes & Vibeke Waclawczyk -	2008	Cayman S
Mark A. Haynes	1989	944
Gerard J. Hinloopen	2002	911
Mike M. Jarrar	2008	911 GT2
William F. & Tammy Lee	2001	911 Turbo
Filippo Librino	2000	911
William L. Lush & Kathleen Bashall -	2006	911 S
Rick Marquette	2007	911 S
Michael H Mellen	1999	Boxster

Omar Minhaj & Sonia Faillace	2007	Cayman
Zachary R. Prell & Nguyen Ha Tran	2000	911
Shellie & Philip Reagan	2006	911
Donald L. Sanders	2002	911
Ash Sharma	2008	911 Turbo
Ernest E. & Susan Teves	1999	911
Alex J. VanRooyen	1976	911
David D. & Sabra Vargas	2000	Boxster S
Amir & Christy Zarrabi	2005	Boxster S
Katya Zotova	2008	Cayman S

Transfer-in:

Todd Dettling	1968	911
Kevin & Kate Ferdinand	1999	Boxster
Henri I. & Alex Laura Haggbloom	1997	911 S
Tomas & Nelly Lanc Konvalina	1981	924
Matteo & Kim Pedercini	2005	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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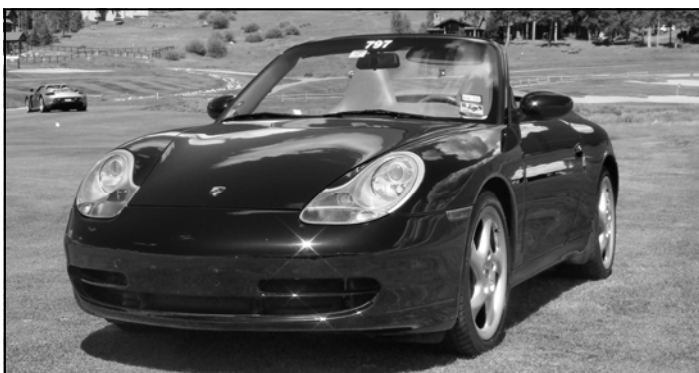
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**1986 911 Turbo Coupe**, guards red/black, 70,550 mi, exc cond, no accidents or track time, kept in garage, sunroof, upgraded B&B exhaust, intercooler & turbo, factory exhaust kept, owner's manual & all maint recs, 3rd owner. \$36k, Ken Rozek, Houston , 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

not "sufficient to meet Porsche's strict requirements," he said "our engineers are already working hard on this challenge."

"An electric sports car would therefore only make sense for Porsche if it offers performance and a cruising range similar to that of current sports cars in the market," he said. "We are therefore taking the first step in this direction with a full hybrid - in the Cayenne, the Panamera and maybe in the not too distant future also in a racing car or a production 911. Why not?"

Macht pointed out that Porsche has a long legacy with hybrid technology as it was exactly 109 years ago that Professor Ferdinand Porsche built the first fully functioning car with hybrid technology.

Speaking about Porsche's newest model, Macht said the new Panamera Gran Turismo is already generating thousands of orders just three days after its market launch in Europe.

The highly anticipated Panamera represents Porsche's fourth model line and is the brand's first-ever four-door sports car. It goes on sale in the U.S. on October 17, 2009.

"Although the car has only been at the dealership for three days, we already have 4,500 orders for the Panamera, most of them from customers who have not even seen the car yet," he said Macht. "And since test drives for customers have only just started, sales of the Panamera are already making a very positive start."

Another highlight of the press conference at Frankfurt was Porsche's presentation of its new 2010 911 Turbo, the flagship of the venerable 911 range.

"The 911 Turbo is the spearhead in innovation throughout Porsche's complete range of sports cars. It has been successful in the market for 35 years, accounting throughout this period for almost 80,000 units sold worldwide," said Macht

Premiering alongside the venerable Turbo will be a series of asphalt-burning 911s, including the 911 GT3 RS, and its race ready sibling the 911 GT3 Cup car.

Porsche also took the wraps off its limited-edition 911 Sport Classic at the Frankfurt show, marking a return to the tradition of occasionally issuing ultra-exclusive production cars. The Sport Classic will not be offered in the U.S. Production will be strictly limited to 250 units.

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