

PorscheNaut November 2011

MAGAZINE

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

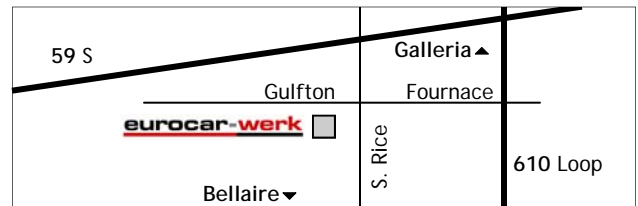




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FEATURES

Win a Trip to Germany	10
2011 Annual Corks and Cars Wine Trail Ride.....	10
The Mystique of Motor Oil (Segment 1).....	11/12
The Week Before Your First DE: Preparing Your Mind and Body	13
Midweek Tour to Houston Air Traffic Control Center.....	15
50th Anniversary Gala	16
Porsche Expands Leipzig Facility for New "Cajun" Model	19
Club Registration Owner and LSR Member, Collects Donations for the American Red Cross	21
Performance Driving School.....	23
Tires--Things You Should Know	24
After You Buy Them	24

DEPARTMENTS

LSR Board of Directors	3
On My Mind - Lynn Friedman	4
From the Fast Lane - Mark Weisser	4
LSR Committee Chairs / Upcoming Events.....	5
DE Event schedule / Registration info	6
Membership Report - William Wong.....	9
LSR Board Meeting Minutes - Cynthia Crawford.....	14
Classified Ads.....	25

LSR ADVERTISERS

AXA Advisors / Flodder Financial Group	8
Casari's	26
Classic Home Inspections	21
Eurocar Werk	2/28
European Auto Techniks	15
Houston Fix My Computer	9
Independent Body & Paint.....	23
Koby Motors	17
Lifetime Dental Care.....	20
Magnetic Oval Numbers	14
Manor Inn College Station	7
Momentum Porsche	27
Porter Hedges LLP.....	9
Rodger Gay	18
Swiss Garage	22
Texas World Speedway	17
Victory Motorcars	7/21

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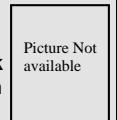
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From the Fast Lane:

By Mark Weissner, PorscheNaut Editor

Fall. My favorite time of year. It's parsnips, turkey and sweet potatoes. It's recoil and the smell of gunpowder and feathers. It's falling leaves, cool nights and the smell of the heater firing up for the first time since March.

And it's top down time! At last! On my car, the Borla exhaust can be a tad obnoxious and boomy with the top up (it's a Boxster with all that mid engined goodness). But when the top goes down...

It just screams when the throttle is open and is quite acceptable when cruising. So when the weather actually gets really cool, the windows can go up, I can turn the seat heaters on and the cabin heater all the way up and enjoy it down to about 40 degrees. So where we live in the Gulf Coast, that means we have the best part of the top down year beginning now.

Thanksgiving is right around the corner and I hope you all make a special thought about all the things in your lives for which to be grateful. We should all think about it every day, but it's good to have a special day to really ponder it.

And it's the best time to drive, at least for me. Do keep in mind, please, that on our cars that have summer performance tires that they lose their grip in cold weather. At any temperatures in the forties or colder, exercise caution. Your car won't stick to the road like you are used to.

And that brings us to Christmas. The season of giving. What a wonderful time of year. The turkey dinner memory may be a bit fresh on your minds, I know it is for me. So I look at other memories to make with food. A prime rib roast, perhaps. A big pot of soup. There are plenty of choices out there. Whatever you choose, it's a great time to be with friends and family.

And there are plenty of ways to make memories for ourselves and others. We can make blood donations. We can clean out those closets and give yourself some room and someone in need something they will treasure. We can donate money to Magnificat House (our LSRPCA choice for charity) or other such organizations.

What an absolutely marvelous time of year. Let's get some fall fresh air out there, buckle up, drive safely and I will see you in the fast lane...

Mark



On My Mind:

Lynn Friedman, President
Lone Star Region PCA

On a summer day, 50 years ago, the Lone Star Region Porsche Club of America was chartered. Our first president was Ernest S. Roberts of Pasadena, Texas. In 1961, the club boasted 42 members. Today, our membership stands at 1198 primary and 702 family members, totaling 1,994 members. Back then, the 356 was the car of choice. Now, the Boxster, Cayman, Cayenne, 911, and Panamera fit the bill, with new ones on the horizon. Lone Star Region is rich in history, cars and people, and has even more to come in the years to come.

The fact that more than two thirds of all Porsches ever built are still on the road is testament not only to the marque, but to the people who own and care for them. We are a special breed.

Our cars are Sunday drivers and garage queens. They are vintage models and the very latest. They race at the track and take us to work. They can pull a trailer and shuttle the kids to school. They run like a top or are up on blocks in the garage. No matter what the car and what we do with

it, our love for all that is Porsche brings camaraderie to our club that is truly unique.

Join me in celebrating LSR's 50th Anniversary at the Houstonian Hotel, on Saturday, November 19. It will be a great time to meet new members as well as reminisce with others. From the Concours in the afternoon to the Dinner Celebration in the evening it will be a full day of Porsche people and their cars.

Compete in the Concours, or simply come and see all of the "eye-candy" and visit with fellow enthusiasts. You can park your car in the exclusive "Porsche Corral" with other members. There will also be a special historic race car display. After the Concours, there will be a Happy Hour and Social at the hotel, followed by the Dinner Celebration. Our guest speaker will be Porsche racing legend, Vic Elford. From International Rallying to Sports Car Racing to F1, Vic has excelled in them all. He has had six major victories at the classic Nurburgring, and is also a Targa Florio, Sebring 24 and Daytona 24 winner, to mention only a few. There will be a silent auction; lots of door prizes and "goodies" and at the conclusion of the evening the winner of the LSRPCA Fundraiser "Trip to Germany" will be announced.

See you there!

Lynn

Upcoming Activities

LSR COMMITTEE CHAIRS

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November 2011

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

- 2 Tour to FAA ARTCC-Air Route Traffic Control Center
- 2 Board Meeting
- 4-6 11th Annual Third Coast Event for 928's, Marble Falls, Texas
- 5 Coffee and Cars - location can vary, check the link
- 5 Swap Meet at Porsche North Houston
- 6-11 Ozark Trip #2
- 11-13 Porsche Palooza, Eureka Springs, AR (Ozark Lakes Region)
- 12 Corks and Cars - wine tasting and antique cars
- 12 PCar Get-together (S) - 8:30 am at Dunn Bros in Friendswood
- 12 Formula 1 Dinner for the Abu Dhabi Grand Prix at Cafe Bibylos
- 19 LSR 50th Anniversary
- 19 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 26 PCar Get-together (N) - 8:30 am Starbucks in Market Street, Woodlands Mall

December 2011

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

- 3 Coffee and Cars - location can vary, check the link
- 3-4 LSR DE at TWS
- 7 Board Meeting
- 10 PCar Get-together (S) - 8:30 am at Dunn Bros in Friendswood
- 10 Performance Driving School at Houston Police Academy
- 17 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 24 PCar Get-together (N) - 8:30 am Starbucks in Market Street, Woodlands Mall

The calendar of events is current at the time printing. Date/time/event changes may be necessary. For additional details of the events listed above and for events scheduled after printing, please check the Lone Star Region web site at www.lsrpca.com

LSR PCA— High Speed Drivers Education

Come drive with us!



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

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

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

"How do I sign up?"

DE event registration **MUST** be completed on-line at www.clubregistration.net. Additional detailed information can be found on-line at www.lsrpca.com/drivers_ed.htm. The Texas regions DE handbook can also be found on our website.

"Will I learn to drive better?"

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

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

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

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

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



December 3-4, 2011

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

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

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PPG-63458(06/11)



Membership: October

William Wong,
Membership

LSRPCA new members joined in the month of October of 2011

Jaffer A. Abbas	1997	911 C4S
Conrad A. & Lauri Arnold	1989	911
James N. & Barbara Brock	2011	Boxster
Kathy Collins	2006	Boxster
Michael Davidson	2012	911
Harry Flook	2000	911
Randy D. & Mary Alice Lewkoski	2008	Cayman S
Gary & Fredna Manney	2012	Cayman s
John J. McDonald	2007	911
John David Patton	2011	911
Kim M. Pettis & William Brisbane	2008	Cayman S
Ricardo Ramirez	2009	911
Edward C. Ramon	2012	911
Mark A. Reid	2001	911 Turbo
Michael & Stephanie Ruediger	2008	Cayman S
Ernest M. Schirra Jr.	2008	Cayenne S
Marc A. Scott	2011	Panamera
Benjamin N. & Monica Urban	2003	911
Larry Wooden	2008	911 C4S

Transfer-in

William E. & Heather Earl	1985	911
Mark H. & Dana Murrin	2003	Boxster s
Marvin s. & Karen Smith	1983	911 SC
David W. Thompson & Jack Gruendler	2007	Cayman S

Welcome!

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

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GERMANY TRIP DRAWING

2011 LSRPCA CHARITY FUNDRAISER TO BENEFIT MAGNIFICAT HOUSES, INC.

For PCA Members Only - You need not be present to win

**Winner to be announced:
November 19, 2011 at LSRPCA 50th Anniversary Gala**

Trip to Germany includes:

- Two round trip coach class tickets from Houston or Dallas to Frankfurt, Germany (maximum limit \$1,500 per ticket), subject to black out dates and availability, no cash value *
- One week stay for two (double room) including breakfast buffet at Marriott Stuttgart Sindelfingen (donated by Marriott Stuttgart Sindelfingen)
- \$500 towards a rental car, no cash value *
- A tour of Porsche Factory and Porsche Museum

* Travel arrangements (airline tickets and car rental) will be made by:
Woodlake Travel, 1800 Post Oak Blvd, Suite 6130, Houston, TX 77056
Contact: Linda de Sosa at 713-499-7105

** Valid PCA membership is required and must be in effect at time of drawing.

According to the IRS Code the amount paid for chances does not qualify as a charitable contribution.

LSRPCA CONTACT: Anne Retzler, charity@lsrpca.com Drawing deadline: November 5, 2011

2011 ANNUAL CORKS AND CARS WINE TRAIL RIDE

Enjoy lunch, inclusive tasting flights or wine by the glass, live music and antique car collection.

The ride wraps up in Montgomery, TX with the
Corks & Cars Festival, 2 PM–5 PM

Sponsored by Cork This! Winery and Retreat Hill Cellars

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Meet up: Saturday, Nov. 12, 2011—8:30 AM
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Navigate: menu/search events
search by date of event

THE MYSTIQUE OF MOTOR OIL

by Joe Foster

SEGMENT 1

Crude oil, also called mineral oil, and natural gas make up today's "petroleum." From its Latin root, the word means 'rock oil'. In the early days of the motorcar, fuel was referred to as petroleum. Many countries call it "petrol" or "benzina"!

Motor oils are composed of base stock oil plus various additive types at varying concentrations. Many different additives and multiple suppliers make it unlikely any two motor oils have the same formulation.

Base Stock

Base stock can be mineral-based, produced from crude oil, or synthetic, a chemical. This [oil] stock is blended with additives to create motor oil. The base stock percentage in motor oil varies, usually above 75%. Several base stock properties and qualities contribute to the performance of finished motor oil.

Base stocks are classed according to their viscosity characteristics. Typical mineral oil stocks used to blend motor oils are 80N [neutral], 100N, also 65N. For higher viscosity oils, 15W-XX and above multigrades, also 20W and above single grades, another component called bright stock can be included. It provides excellent anti-wear properties. Bright stock's higher viscosity prevents its use in lighter viscosity grades of motor oil.

Mineral-oil or Petroleum-based

In 1852, the first petroleum-based lubricant base stocks became available. Before that, animal fat-based oils were used for lubricants. Formulators of early motor oils learned which crudes produced the best base stocks. Those refined from paraffinic crude oil were considered best. A leading source of paraffinic crude at that time was Pennsylvania...thus the product names Pennzoil and Quaker State, major motor oil brands still today.

To improve quality, the process of distillation was introduced. In the 1920's, base stocks were further processed to improve lubricant performance. These early techniques included clay filtering, acid treating, SO₂ treatment and/or solvent extraction.

About 65% of the petroleum-based base stocks are now produced using solvent refining. These Group I base oils contain more than 10% aromatics and over 300 ppm sulfur. In a two-phased process, aromatics are reduced using solvent extraction, while wax is removed by chilling the oil.

Group II base oils are further refined by hydro-cracking and early-technology wax isomerization processing.

These almost colorless oils contain under 10% aromatics and below 300 ppm sulfur. The improved purity provides better performance, the base stock plus additives giving longer motor oil service life.

Synthetic Base Stocks

Motor oils using synthetic base stock have much higher temperature capability, with increased oxidation resistance. Due to the improved 'heat stability' of synthetic oils, they do not darken or thicken as much as mineral-based oils when exposed to high temperatures. Compare butter and vegetable oil heated in a kitchen skillet. The butter darkens and burns before the vegetable oil. The vegetable oil is more stable, better resisting high temperature oxidation.

Synthetic oils also have a flatter viscosity versus temperature 'curve' than mineral oils, to maintain a lubricant film between moving engine parts even at high temperature. This same viscosity advantage also means synthetic oil does not thicken as much at very low temperatures as mineral-based oils. Engines using synthetic oil 'cold start' more easily at very low temperatures. Initial lubricant flow in a cold engine is also improved.

Some synthetic base oils are considered 'polar', such as ester-based stocks, which contain 'ol' or alcohol units. When 'polar', one end of the oil molecule has negative polarity. Metals, including iron and steel, have positive molecular polarity. So the oil molecule is attracted to metal, trying to spread over the surface. These oils also migrate by capillary action, which can cause leaks if engine gaskets are marginal.

The base oil's polarity may influence the additive package's effectiveness, by interacting with it. It can keep additives soluble [dissolved] in the oil, possibly even competing with additive components. An example is when a polar base oil competes with anti-wear additives for metal surfaces, not permitting the anti-wear component to work properly. This can cause engine parts requiring anti-wear protection to be damaged and fail.

A polar base stock providing good wetting of metal surfaces is neither good nor bad. With the selection of the correct additive package, base stock polarity makes little difference. Poly alpha olefin- [PAO] derived base oils are essentially non-polar. To a chemist...just hydrocarbon chains, assembled by various means.

With a given base stock, the motor oil additive package is then carefully selected and/or adjusted to provide optimum engine protection. Additive chemistry is the primary factor deciding the preferred surface-active components to use in

(continued, see page 12)

a motor oil formulation, not the base oil.

A further benefit to synthetic base oils is reduced volatility, due to fewer short chain molecules than mineral-based oil. This because synthetic oils are chemically created, rather than produced by refining. With chemical processing, synthetics have a narrower molecular weight distribution, or chain length. Short chain length molecules are more volatile than longer molecules, so evaporate more at high temperature. As short chain molecules are lost, the remaining oil thickens.

A wide variety of different types of synthetic motor oils are marketed:

Poly Alpha Olefin Base Oils

Most synthetic motor oils today use poly alpha olefin base stocks. Synthesized from ethylene [C2 molecules] gas using a catalyst, 10-carbon chain molecules are formed. Three of these molecules combine to produce a poly alpha olefin molecule. The resulting oil is more stable at both high and low temperatures than mineral-based oil. It remains liquid at low temperatures, resists evaporation or oxidation at prolonged high temperature. With mineral-based oils, oil thickening and reduced oil flow to moving engine parts may result.

Polyester Base Oils

Ester-based [diester, polyester, polyol esters and complex esters] base stock, extremely stable at high temperature and pressure, are used for jet engine oils. They are also used in motor oils. The service temperature limit for these oils, around 400°F, is well above the 250°F temperature limit for continuous use of mineral-based oils. Ester-based oils are also polar, with the same molecular 'charge' discussed above, attracting them to metal surfaces.

Olean Lubricants

Technically a polyester, a new food product [OLEAN *tm* brand of Olestra] with potential as a high temperature, wide temperature range lubricant has interested the USAF. OLEAN is a sucrose octa-ester, today used in food as a fat substitute. When held at 426°F for nine hours, OLEAN retained 70% of its initial lubricant volume. In the same test, a polyester-based oil lost 90%v due to evaporation.

'New' Synthetics

The synthetic base stock story above is not complete. In 1984, Chevron successfully combined several chemical processes to improve mineral-oil base stock to further reduce light aromatics and [heavy] wax. The Chevron combined process is called "hydro-isomerization." "Hydro" means hydrogen is used to produce 'saturated' molecules. Isomerization is a reforming process, where molecules are re-arranged to produce new molecules with improved properties compared to the original ones.

Synthetic base oils are superior partly due to more uniform

molecule size and shape. The Chevron hydro-isomerization removes olefins and wax to a greater degree than other mineral oil refining processes. In doing so, it changes molecules, improving oxidation resistance to produce a base stock more like a synthetic.

When Castrol began using the Chevron base stock in its Syntec line, Mobil claimed deceptive advertising. In April 1999, the National Advertising Division [NAD] of the Better Business Bureau ruled in Castrol's favor on the labeling of motor oil containing hydro-isomerized base stock. The NAD determined evidence presented by Castrol constituted a reasonable basis for the claim that Castrol Syntec, as formulated, is a synthetic motor oil.

The NAD found the Society of Automotive Engineers [SAE], in its Section J354, deleted any reference to "synthetic" in describing base stocks. This plus API's subsequent removal of any mention of "synthetic" in API 1509, were industry decisions not to restrict use of the term "synthetic" to Mobil's preferred PAO definition. The SAE Lubricants Reference book, an extensively peer-reviewed publication, states base oils made by severe cracking and reforming may be marketed as "synthetic." Thus a company may create synthetic base oil from a mineral-oil feed stock and market it correctly under the terminology, "A fully synthetic motor oil."

Castor Bean Oil

Castor bean oil was used as a lubricant prior to the availability of higher quality mineral oil base stocks. It has excellent oil-wetting [lubricity] characteristics, especially in the piston ring area. However its thermal stability [oxidation resistance] at operating temperatures is poor. This is not a problem for two-cycle engines, as the oil is burned along with the fuel in a single 'pass'.

According to references, castor bean-based motor oils were used during WW I in military aircraft. Aircraft engines of that day leaked oil freely. Most of these aircraft had open cockpits. Pilots usually completed their missions with goggles, helmets and the upper portion of their flying suits coated with engine oil. The castor bean-based oil was favored, as it was non-toxic. One danger was de-hydration caused by oil coating the skin. From references, military pilots began wearing silk scarves, not for dramatic effect, but to wipe oil off their goggles!

Castrol produced castor bean-based Castrol R oil until the 1960's. It was popular with some sports car racers. The aroma of burnt Castrol R in the exhaust of racing cars was very different than mineral-based oils [a nice smell, from personal experience].

WANT TO LEARN MORE?

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

The Week Before Your First DE: Preparing Your Mind and Body

by Randall Neighbour, PCA Member



Randall owns a 1997 Boxster & makes a living as a published author.

I remember the days leading up to my first DE. I was so excited! Before my tech inspection, I bled my brakes, had the tires road-force balanced, and changed the oil and filter. As expected, my car passed the tech inspection without any concerns and I was so anxious to get on the track I couldn't sit still.

While my car was ready, I quickly discovered I was not personally prepared for my first weekend at the track behind the wheel of my Porsche. Here's what I now do the

week before a DE, which makes a night and day difference in my performance and level of satisfaction:

Hydration

Because I drink far too much coffee and very little water on an average day as an editor sitting behind a computer, I cut my caffeine consumption down to one cup a day and replace all that caffeine with a full gallon of water. I do this for a full week leading up to the DE. Does this require constant and rather annoying trips to the bathroom for relief? Absolutely. However, most first time DE participants discover they are dehydrated by Saturday afternoon, and it's too late to do anything about it.

If you arrive dehydrated, you cannot rehydrate in a few hours while simultaneously working your body to extreme the way you do when on the track driving. Two different doctors verified this for me. Both were emphatic when they stated it will take a full week or more for a heavy caffeine user to fully rehydrate with water and electrolyte-enriched drinks like Gatorade as they cut their caffeine intake.

Driving fully hydrated is actually amazing. When I'm not dehydrated, my mind is clear and I can focus, remember flag colors, how to approach turns, the speed I carried the last time around the track, and more. When I'm dehydrated—even a little—I lose

patience with myself, my instructor, my car, and I cannot think clearly enough to enjoy the fourth runs of the day. In fact, at the DE where I was dehydrated, I skipped sessions and left early because I was so concerned that my poor driving would endanger me, my car, my instructor, or other drivers. And then I woke up at 1 am Sunday morning with a banging headache the likes of which I had never experienced.

Hydration is not an issue to take lightly. Even if you're not a coffee-holic like I am, drink a gallon of water every day for a week before your next DE and you will not regret it, or all the time you spend in the bathroom. Trust me.

Prepare your mind, not just your car

Get your car prepped and inspected as early as possible so you can focus your attention on yourself, the driver. Visit the LSRPCA web site and download all the information about high speed driver's education weekends and read it aloud to yourself or your kids or your spouse. Then visit the Texas World Speedway web site and get a track map and think about the turns, remembering which direction you'll be running at the DE. Even if you've never driven the TWS track, you can still see where the long straightaways are located and start thinking about how you'll be driving the course.

Get a good nights' rest Friday night

The last bit of advice I have for you is the most difficult for me. It's as if I'm a six year old who finds out he's going to Disney World the next morning. I just can't sleep! So, I piddle around in the garage until well after 10 pm, even though I know my alarm will go off at 4:30 am. To avoid driving on the track Saturday with a few hours of sleep, I pack up everything I need to take to the track in the Porsche on Thursday evening. Then, on Friday I go for a hard bike ride or a long walk, just to reduce my anxiousness and help me sleep better.

Saturday night, it will not be a problem drifting off to sleep, even if you find it difficult to sleep in hotels. You'll be so mentally drained from your first day on the track that I can almost guarantee you won't be watching Letterman. But Friday night's important. Plan well ahead to get a good nights' rest so you can enjoy the track all day Saturday.

High Speed Driver's Education through the PCA is, as I have written before, the most fun a person can have with their clothes on when that person has prepared their mind and body as well as their Porsche.

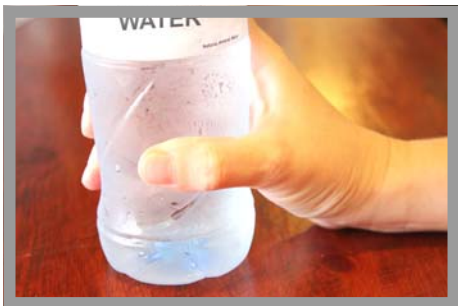


Photo courtesy of Photos8.com



LSRPCA Board Minutes

Cynthia Crawford, Secretary

October Board Minutes

Date: October 5, 2011

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Mike Globe, Vice President

Cynthia Crawford, Secretary

Burnell Curtis, Past President

William Wong, Membership Chair

Jim Troxel, Club Race Chair

Steve Bukoski, PDS Chair

Nina Midway, Social Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Mark Weisser, PorscheNaut Editor

Leonardo Docanto

Larry Friedman

Katie Lazarides

Jack McCall

Joost Perquin

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

Mark Weisser reported that the PorscheNaut was at the printer. The fires spared his house but did cause a delay in getting the magazine to the printer.

William Wong reported that the membership stands at 1172.

Anne Retzler reported that sales of the raffle tickets for the trip to Germany were going well. There was a discussion about the process of purchasing tickets. Joost Perquin will work with Chris Alvarado to set up an on-line process.

Joost Perquin showed the logo for the 50th Anniversary shirts and caps.

Steve Bukoski reported that registration for the October 8, 2011 PDS was good. The next PDS is scheduled for December 10, 2011. Steve also mentioned the non-PCA event Corks and Cars scheduled for November 12, 2011.

Jim Troxel reported that it was time to start planning for the 2012 Club Race. John Haworth will be working with Jim on this race. Jim will send out an email asking for volunteers soon.

Mike Globe reported on the 50th Anniversary Celebration. Many of the details have been nailed down. Contracts have been signed with The Houstonian and Vic Elford, Mike is working with various entities to obtain raffle items and door

prizes, t-shirts have been ordered, parking has been worked out for attendees as well as for the Concours and display vehicles. Registration will be open on Club Registration in a few days. An email announcing the event will be sent soon. There was a discussion regarding the best process for handling door prizes and raffle items. Each attendee will receive a ticket to be placed in a drawing for door prizes. Other tickets may be purchased for raffle items of your choice. The recommended attire will be dressy casual. The Houstonian is offering rooms for attendees for \$159/night.

Nina Midway reported that the next two F1 dinners will be on October 22 at Kiran, and November 12 at Café Byblos.

Burnell Curtis reported that the nominating committee for next year's officers was continuing to work and expected to have a slate of nominees shortly.

Lynn Friedman reminded everyone that the forms that are sent out with the insurance certificates for moving car events must be filled out and returned to PCA at the conclusion of the event. There was a discussion about the safety requirements for moving car events and the necessity to have all participants sign the waivers.

Mike Globe moved to adjourn, Cynthia Crawford seconded, all agreed and the meeting was adjourned at 7:30 p.m.

Correction: We accidentally misspelled John Denninger's name in his memoriam last issue, which we regret. John was a 'killer' poker player in a game among friends, yet a kind man almost to excess, and a friend one highly treasures in life. He gave much of his professional life to defending those unable to afford a defense attorney. John, you will be missed.



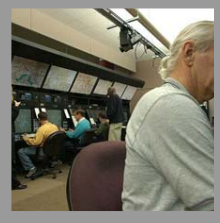
Magnetic Oval Numbers

Magnetic sheeting rated to 150mph. Track tested to 129mph at Feb. DE track days. Appx. 13"x25". Vinyl lettering conforms to track standards and is available in many colors. Magnetic background in white only. \$65 for set of three includes tax. Shipping is extra. Cash or checks only. Contact: Harvey at (832) 256-0320 or bighco@earthlink.net

Midweek Tour to Houston Air Traffic Control Center

by Ron Baklarz

On a recent and lovely Wednesday morning, Lone Star Region members Keith and LaTane Boone, Jack and Marcy Goldfield, Anne Retzler and Lynn Friedman bravely managed the early morning (08:15 am) drive to George Bush International Airport to tour the FAA Air Traffic Control Center.



Our FAA guide, Ken Gallegos, greeted us and presented an overview (with graphics) of the Center's airspace responsibilities – many square miles and from the surface to way up there.

Prior to the anticipated experience in the Controller Center, we were briefed on Traffic Management and Weather. The Traffic Management Unit, TMU, manages the flow of air traffic in and out of Houston. They also look at the 'big' picture – what is happening around the U.S.A., e.g. weather that will impact traffic flow – delays. Their tools of the trade are impressive.

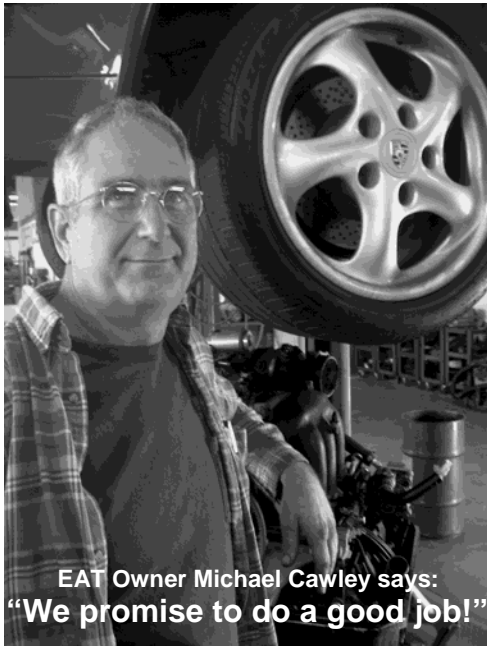
Everyone is anxious to visit the Controllers and witness their orchestration of the traffic flow. There are many Controllers, each with an assigned area, and taken as a whole, you ask yourself how they manage this all day, every day. These Controllers visualize the airspace in 3D. We see things in 2D.

With that bluish aura around their heads and that wondrous radar, Controllers keep us safe in the sky. Controllers and pilots depend upon radio communications and radar to depict the location, altitude and speed of the target aircraft.

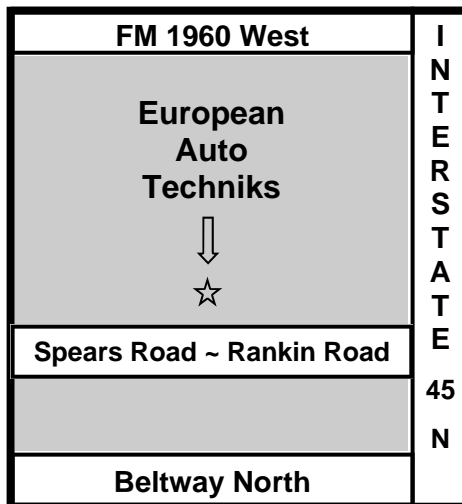
In the LSR tour group we had four pilots. One for an air carrier, one former USAF, one a commercial and one a private pilot. LSR people are an amazing bunch with whom to share time and stories.

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50th ANNIVERSARY GALA Lone Star Region Porsche Club of America

Saturday, November 19, 2011
Houstonian Hotel, Club and Spa



SCHEDULE OF EVENTS

CONCOURS & HISTORIC CAR DISPLAY 1:00 to 4:30 p.m.

Enter the competition or just come by and view the show and special historical racecar display. From vintage to new and everything in-between, there will be something for everyone. The Concours will be held on the grounds of the Houstonian Hotel. Porsches will be judged and results will be announced during the dinner. To compete in the Concours, you must contact Sylvia Lanz at concours@lsrpca.com prior to the event.



1980 LSRPCA Concours

HAPPY HOUR and SOCIAL 5:30 p.m.

After the Concours, relax at the Happy Hour and Social. Cash Bar and appetizers will be served.



2011 LSRPCA Concours

DINNER CELEBRATION 7:00 p.m.

Join us for the Dinner Celebration with guest speaker Vic Elford. There will be silent auctions, door prizes and lots of "goodies" throughout the evening. The winner of the "Trip to Germany, LSRPCA Fundraiser for Charity", will be announced. You can purchase your tickets at www.clubregistration.net Go to Lone Star Region PCA Events, and go to the heading "LSRCA 50th Anniversary Celebration."

About Vic Elford

Born in London, Vic Elford was one of the fastest drivers of the Sixties and Seventies... and a Porsche hero. "Quick Vic" is arguably the most versatile all round driver of all time. From International Rallying to Sports car racing to F1, Vic has excelled in them all. He has had six major victories at the classic Nurburgring, and is also a Targa Florio, Sebring 24 and Daytona 24 winner to mention only a few. To learn more about Vic Elford, go to www.vicelford.com



Vic Elford

Trip to Germany, LSRPCA Fundraiser for Charity.

The winner of the "Trip to Germany, LSRPCA Fundraiser for Charity", will be announced at the dinner celebration. You can purchase your chance to win at www.clubregistration.net Go to Lone Star Region PCA Events, and go to the heading "2011 LSRCA Charity Fundraiser ONLY – not for tickets" Additional information and forms may also be downloaded from the website www.lsrpca.com/charity.htm#fundraiser

Dinner Celebration tickets are 50.00 per person - Register at www.clubregistration.net

Contacts: Michael Globe vp@lsrpca.com 218-813-8049 or Lynn Friedman president@lsrpca.com or 832-563-9577



Make it a weekend! Spend the night. The **Houstonian Hotel, Club & Spa** is and is offering a special rate of \$159.00 per night for our event. The hotel is situated on an 18-acre wooded oasis right in the heart of Houston. Relax and rejuvenate from all that hard work prepping your car for the Concours at the world class **Trellis Spa** located on the grounds of **The Houstonian**. Make your reservations early, and be sure to mention you are with the Lone Star Region Porsche Club to get the special hotel rate. For reservations call 800.231.2759 or visit www.houstonian.com

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Porsche Expands Leipzig Facility for New “Cajun” Model

Production to Begin in 2013 at New, 42-Acre Site

ATLANTA – October 18, 2011 – Porsche today announced the expansion of its production facility in Leipzig, Germany as the company prepares to produce the “Cajun” model beginning in late 2013. Wolfgang Porsche, the Chairman of the Supervisory Board of Porsche Automotive, and Matthias Müller, Chairman of the Board of Management, joined guests from government and business to announce the news in Stuttgart on Tuesday.

“We are investing another 500 million euro [\$684.9 million] in the production facility to build the Cajun in Leipzig. This is not just a mark of confidence in the

manufacturing skills of our Leipzig colleagues, but also an important contribution to the economic development of the region,” said Matthias Müller on the morning of the festivities.

The Leipzig site, currently home to 800 employees, has been producing the Porsche Cayenne since its conception in 2002, and also produces the four-seater Porsche Panamera. Porsche has invested approximately \$383 million (280 million euro) in the Leipzig site, with more than 420,000 cars produced to date.

Production of the “Cajun” will create approximately 1,000 additional jobs at the facility.



A rendering of the entire Porsche plant in Leipzig, expected to be complete in 2013.

The plant sets environmental standards as well, being one of the world’s most efficient car factories. Efficient air recirculation and power cut-off technologies in the paint shop ensure economical energy use.

With the development of the upcoming “Cajun,” Porsche plans to expand its SUV line-up, adding a new, smaller SUV model below the Cayenne.



A close-up of the current Porsche production facility in Leipzig.

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Club Registration Owner and LSR Member Collects Donations for the American Red Cross



Chris Alvarado, Club Registration owner and LSR member, collected donations for the American Red Cross at the September DE. With his "Toolbox" turned "Collectionbox," Chris collected \$2,212 in donations to help those affected by the recent Texas wildfires that have ravaged our area.

Thank you to everyone who donated and especially to Chris who led the effort.

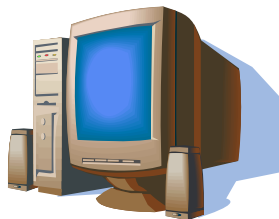


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Do you have a computer sitting around collecting dust because you've upgraded to the newest mega-speed system available?

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PC's must be Pentium 3 or better
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Printers
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Pick-up of your equipment is available.

Email pnaut@lsrpca.com if you wish to make a donation which will help the residents of our club charity, Magnificat Houses.



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No prior performance driving experience required. Those that do; you will have a blast! Guaranteed.
Registration is now open at www.clubregistration.net Special rates for young drivers!

Where : Houston Police Academy (near the IAH airport)

When : Saturday December 10th, from 8:00 am to 4:30 pm

Who : For PCA members and non-members (different rates may apply).

More info : lsrpca.com/pds.htm or Steve Bukoski: (832) 454-9411 / pds@lsrpca.com

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Tires--Things You Should Know After You Buy Them

(and we Porsche owners get to do that a lot!)

By Joe Foster, South Central Region

Porsche owners buy more tires than the average passenger car owner, and the cost of our tires is far higher as well. So learning as much as you can about your tires and wheels is important for a number of reasons. Here's a few basic things to keep in mind when you next remove a wheel or have new tires installed on your Porsche.

Proper Wheel Mounting

Studs and wheel bolts are designed to stretch slightly when tightened to preload the wheel. An air gun or torque limiting wrench should *never* be used to mount wheels! Although this is a common practice at most tire shops, excessive tightening torque (over-tightening) may stretch wheel studs beyond their elastic limit, causing permanent deformation and future fatigue failure or warping of the wheel face.

Tighten wheel bolts or nuts *by hand* until snug and then use a hand torque wrench to tighten the bolt or nut to the proper setting. Stud threads should be clean and free of lubricants. If there's a hub face, it should be checked for correct fit. Finally, a criss-cross sequence must be used when tightening lug nuts. Then, after mounting a wheel, it should be re-torqued after 50-100 miles of driving.

Below are representative torque requirements by bolt diameter. These are only basic guidelines. Refer to your manufacturer's torque specifications as the wheel material is an important factor.

<u>Diameter</u>	<u>Torque (ft-lb)</u>	<u>Diameter</u>	<u>Torque (ft-lb)</u>
10-mm	45-55	7/16-inch	70-80
12-mm	70-80	½-inch	75-85
14-mm	85-90	9/16-inch	135-145



Proper Tire Pressure

Tire pressure is one of the most neglected areas of auto safety. Never forget that tires naturally lose pressure with time and as ambient temperatures drop. It's vital to your safety, longevity of your tires, and the performance of the tire to check the cold tire pressure of all four corners at least once a month. Proper inflation allows tires to deliver the grip and traction you demand and provides better fuel economy and longer tire life. Buy a good pressure gauge and use it often.

Many newer models are equipped with tire pressure monitoring systems (TPMS). These systems are sensitive to air pressure changes of 20% to 25% and transmit at 5 kHz. Three systems are in use today:

- Banded: The sensor/transmitter is wheel-mounted with a band clamp plus adhesive.
- Stem mounted (most common): The sensor/transmitter is mounted in the valve stem with a mounting nut. This system uses a lithium battery with a seven to ten-year lifespan. The sensors transmits when vehicle speed reaches 20 mph, and shuts down or transmits less often when the vehicle stops to save battery life.
- Indirect: Vehicle ABS data indicates when wheel rotation speed drops by 30%.

If a TPMS sensor-equipped wheel is moved from one position to another on your car, it must be reprogrammed or reset ... or the reading will be correct but displayed for the wrong corner. Resetting is complicated; there are over 50 testing/resetting protocols, varying between vehicle types. Read your car's manual for more information to get this right the first time and every time.

There's a lot to know about tires beyond brand preference and tread performance. Learn as much as you can and watch tire installers carefully at the shop where you have your tires mounted and wheels balanced. They can remove the bolts with an air gun, but must never tighten bolts or nuts with one. And if your car's equipped with TPMS, make sure it's reset before you leave the tire shop. Bon voyage!

CLASSIFIED ADS



2003 Boxster S, Speed Yellow, 25,000 miles

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

July 11

Agency Power Dual Exhaust Tip

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

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

Nov 11

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

A collection of **Porsche books**.

Porsche model diecast cars.

Porsche remote control car.

Contact: David Waldron at (979) 865-8897

July 11

Front bumper cover off 01 996. \$600.00

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

Oct 2011



Track Wheels for Sale: Four 16" BBS Wheels, 8's and 9's. Four slightly-used Toyo RA1s on them. 225/50-16 fronts and 245/45-16 rears. The rims were straightened and cleaned just before the Toyos went on them. Asking \$900 for all. Can be seen at TWS anytime the track is open but especially at LSR events.

George Bigham georgebigham@pdq.net 281-866-9728-office
713-705-3219-cell

Jan 11

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

Oct 2011

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



2004 Porsche 911 Cabriolet

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

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

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

Nov 11



1974 Porsche 911 GT-4R Race Car

PCA and NASA Competition

3.0 litre Porsche Engine – Minimum Race Time on the Engine

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

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

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

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PCA and NASA Log Books

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Aug 11

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European Automobiles are Our Business!



BMW



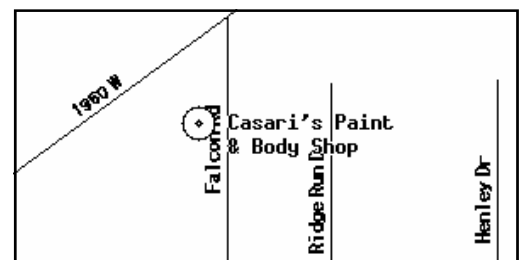
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