

September 2009

# PorscheNaut

## MAGAZINE

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

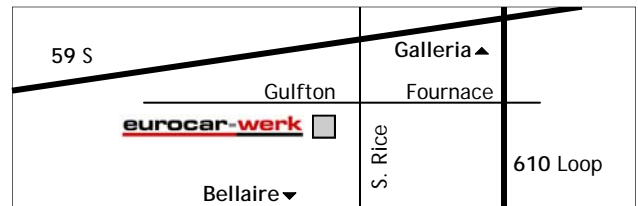




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**Cover Shot:** A stunning past Porsche racer now enjoys podium status everyday in the Porsche Museum.....photo: Robert Schneider

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## On My Mind: Lynn Friedman, President Lone Star Region PCA

September starts a fall full of events for us to get out with our cars, and hopefully with a little cooler weather. The Porschenistas (Ladies) will meet September 11. There will be a DE (Drivers Education) at TWS (September 12,13) Want a full weekend of hill country driving? Check out Boxstoberfest (September 11-13 - <http://www.boxstoberfest.com/>) Our first fall Concours is September 20 at Marine-Max on South Shore Harbour. This is always a favorite event surrounded by both beautiful cars and boats. You can cap the month off with a Singapore F-1 dinner on the 26<sup>th</sup>.

For the most up to date information on these events and more, always check the LSRPCA website. ([www.lsrpca.com](http://www.lsrpca.com))

Are you on Facebook? Did you know that LSRPCA DE has a Facebook page? It is easy to sign up and become a member of Facebook. This is a great new way to connect with other LSRPCA members. ([www.facebook.com](http://www.facebook.com)) Further developments with Facebook are in the making.

### *..and just for men*

You know your Porsche, and all its numbers and what they mean. You know the amount of horsepower or torque your car has or when it redlines. That 1992 Guards Red Porsche is not just a 911, it's also a 964. Each 30,000 on the odometer signifies a major maintenance due and the significant number of dollar bills you must part with to pay for it.

You probably know a whole lot of more numbers associated with your car, but Guys, do you know **your** number... *your PSA number?* (Prostate Specific Antigen). September is Prostate Cancer Awareness Month. Prostate cancer is the most commonly diagnosed cancer in American men today, and is the second leading cause of cancer death in the United States. Every year over 232,090 men are diagnosed with prostate cancer, and about 30,350 die.

Us Too International Prostate Cancer Education and Support recommends by age 45 you should know your PSA number and have an annual prostate examination. If you have a family history of prostate cancer or are African American you are at high risk and should start by age 40.

Talk to your doctor. Get annual examinations and know your number...your PSA number. **Remember: Early detection saves lives.**

### *...and to our Porschenistas*

What does a PSA number have to do with me? Plenty! Prostate cancer, as well as other men's health issues, doesn't affect only men; there is a significant impact on everyone around them. And because women live longer than men, we see our fathers, brothers, sons, husbands and friends suffer or die prematurely. It is up to us to be proactive, and encourage the men in our lives to visit their doctor regularly and get annual examinations.

Stay cool and I hope to see you at an event soon,  
Lynn

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## September 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			

2 Board Meeting - nomination committee appointed

11 Porschenistas - Ladies Networking

11-13 BoxtoberFest in Fredericksburg

12-13 LSR DE at TWS

20 LSR Concours at Marine Max

25 Porsche to Oxford 2009 - Mid Ohio Region PCA

26 Formula 1 Dinner - Singapore Grand Prix

## 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

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

7 Board Meeting

9 Porschenistas - Ladies Networking

9-10 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

24-25 Hill Country DE at TWS

31 Formula 1 Dinner - Abu Dhabi Grand Prix

**BOLD type** indicates additional details this newsletter

TWS—Texas World Speedway, College Station

# Upcoming Activities

## 2009 Concours d'Elegance

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

MarineMax—Seabrook—September 20, 2009  
La Centera—Cinco Ranch—November 8, 2009

**What: 12th Annual *BOXSTOBERFEST* !!!**

**When: September 11-13**

**Where: Fredericksburg, Texas**

**Details: [www.boxstoberfest.com](http://www.boxstoberfest.com)**

**What: Porschedillo**

**When: October 3rd-4th**

**Where: Austin, Texas**

**Event flyer on page 10**

PORSCHEDILLO has been scheduled for Austin, TX, on October 3rd and 4th. Arrangements are being made for a Concours on Saturday, October 3rd, and a Rally on October 4th. More details will be forthcoming.

If more information is needed now, please contact us. [MUSGROVE1@aol.com](mailto:MUSGROVE1@aol.com)

Sincerely,  
Edie and John Musgrove



### **2009 Escape to the Birthplace of Aviation October 1-4, 2009**

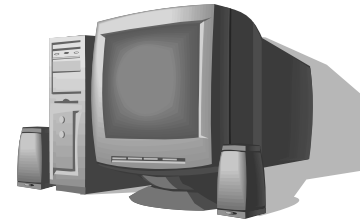
Ohio Valley Region invites you to this year's  
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the Taj Ma Garaj and at Carillon Park.

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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.

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## **Porschenistas**

### **Ladies Networking Social- September 11**

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.

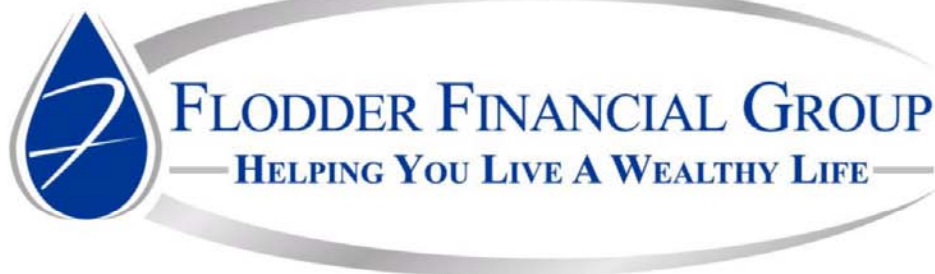
OK Porsche guys, if your spouse or significant other isn't reading the *PorscheNaut*, now it's time!

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).



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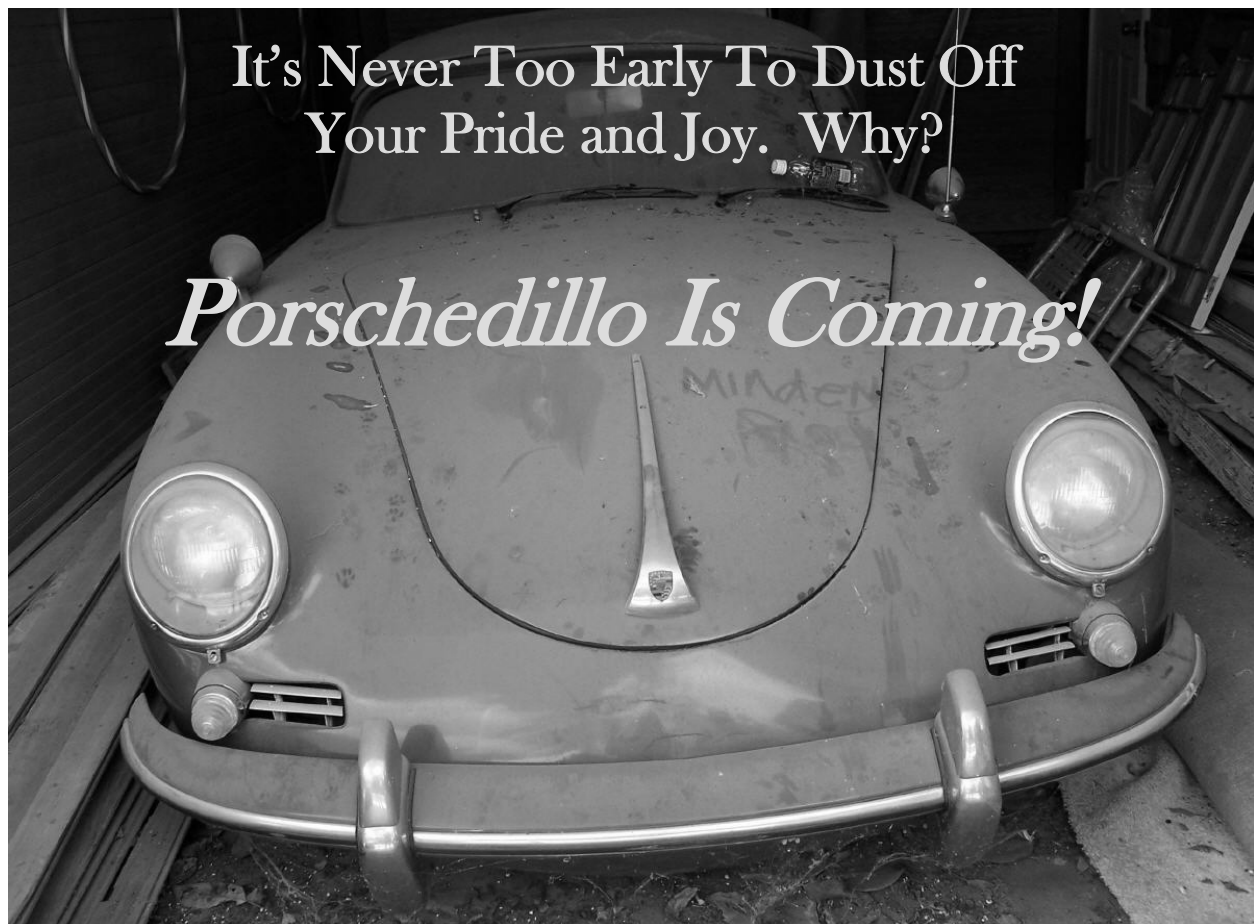
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## **PORSCHEDILLO 2009**

An annual special event for the enjoyment of all people who own a Porsche, have owned a Porsche, or would like to own a Porsche. Scheduled are a **Concours d'Elegance** (a competitive, judged event), dinner, and a rally – Rain or Shine.

**ROGER BEASLEY PORSCHE** will host Concours and dinner at 200 E. Huntland Drive, Austin, Texas. More than 50 carefully prepared Porsches are expected from Austin, San Antonio, Dallas, Houston and other PCA Regions. Registration is August 8, 2009 to September 28, 2009. Late registration at site may be limited.

**For Announcement/Rules/Registration see Files/Concours [www.hcrpca.org](http://www.hcrpca.org)**

**Registrar: Georgia Tooms, [smoot1776@hotmail.com](mailto:smoot1776@hotmail.com)**

**October 3<sup>rd</sup> 10A** Concours d'Elegance, qualified judges inspect each Porsche and judge it under specific standards of appearance and quality. Since there are classes of cars based on age and type, almost any entrant has a chance to win. Bag lunch, rally school and Awards Dinner follow Concours.

**October 4<sup>th</sup>, 9A** Rally - Start location: Fairfield Inn and Suites - Parmer Lane at IH35 (discount rates)

Fees and more details on website; PCA membership is not required; spectators are free.

Chair: Edie and John Musgrove – [musgrove1@aol.com](mailto:musgrove1@aol.com)





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# July Board Minutes

*Dave Abmayr- Secretary*

*LSR PCA Board of Directors*

Date: July 1, 2009

Place: Houstonian Fitness Center

Time: 6:30PM

Present:

Lynn Friedman, President  
John Smaardyk, Vice President  
Dave Abmayr, Secretary  
William Wong, Membership  
Lea Safley, 'Naut editor  
Greg Stewart, DE Chair  
Nina Midway, Social Chair  
Richard Jackson, DE Registrar  
Greg Platt, Store

Anne Retzler  
Ron Baklarz

Lynn Friedman (President) called the meeting to order at 6:35 PM. Lynn distributed name tags to the Board members present and thanked Greg Platt for obtaining them. Lynn noted that Jim Heimer (Webmaster) was at Porsche Parade and that, in total, six LSR members were attending. Lynn also reported that Mardi Gras region is planning a Zone 5 "Escape" in October patterned after the national "Escape" conducted by PCA. All of our members are invited to participate. Lynn circulated a flyer describing the event and will forward information to Lea Safley ('Naut editor) and Jim Heimer.

Greg Stewart (DE Chair) indicated there was nothing to report on the DE front as we are in our typical summer down time. He mentioned that TWS is holding Friday evening events through the summer and that we might want to pass that information on to our members.

Lea Safley reported that we might see a few new advertisers in the next issue of the 'Naut. Also, it may arrive to members a little later than usual.

Richard Jackson (DE Registrar) reported that Gena Young is helping him explore hotel opportunities in College Station for Friday evening DE registration activities.

Greg Platt reported that he sold \$577 worth of merchandise at the May and June DEs. He said that for any members would like name tags such as he obtained for the officers, the name and phone number of the supplier will be on the website for them to call. He has ordered new hats and shirts and is awaiting invoices. In general, store prices are set to cover costs with a little leeway. He is also working on ladies shirts and asked for guidance on fitted or loose shirts. The ladies present preferred fitted. He expects to have a proposal ready for next meeting. He noted that some merchandise hasn't moved in quite a while. Some might sell if he could get some help transporting them to a DE. Thanks to Greg for the good job. A question was raised about getting some jackets. Greg indicated that the type of jacket he previously looked at is relatively expensive, so inventory and the cost thereof is problematic. There followed discussion about various types of jackets that might be considered. It was suggested Greg consult his supplier and get more information on the types of jackets we might consider offering.

Ron Baklarz (member) commented that Driver Source is interested in hosting an event for LSR members. An event such as a Concours, or, possibly, a two part session on car preparation (maybe one focused on the exterior and one on the interior), or some form of tech session might be possible and that we might want to try to work with them. Nina Midway (Social chair) will follow up with them exploring possible dates in the fall.

Nina Midway reported that no one attended the last ladies event. Trying for a lunchtime event seemed not to work. There was discussion about how to get the word out about the ladies events. Nina indicated she would like to attend as many events as she can to make contact and promote participation in the ladies events. A question was raised concerning F1 dinners and there was discussion about the variety of attendees and possible follow-ups. It was noted that formulating a list of F1 dinner attendees might help as a means for Nina to contact ladies interested in the ladies events. Lynn mentioned that we had previously

discussed another Clear Lake cruise event. She has checked dates and we could do one on either Nov. 14<sup>th</sup> or 21<sup>st</sup> with no conflict, or, less desirably (because of conflicts), on Nov. 7<sup>th</sup>. It was noted that there is also a Paddle Wheel cruise ship on Lake Conroe. Lynn will follow-up. Nina asked if there was still interest in a horse track event. The consensus was that there was but it needed to be during Thoroughbred season. No one knew when that was and the question will be addressed further at a later time.

William Wong (Membership) reported that we are now just shy of 1000 members, membership now standing at 993. Nina introduced the idea that as large a group as we are, maybe we could put together a "Porsche Day".

**Old business:**

Richard asked if there was anything new concerning our club charity activities. There has been nothing new. It was also noted that there was nothing new as far as a Facebook presence was concerned. Lynn inquired if there had been any action concerning the waivers for minors doing touring laps. It was re-

ported that we still need to come up with a way to manage them. John asked if there had been anything decided concerning how to manage parade laps themselves. Again, the discussion focused on possible ways to better control parade laps but no decisions were made.

**New business:**

John noted the passing of local racer Tom Thrash at a race at Elkhart Lake. John noted that Tom started his motorsports career in a 914, later helped to start the spec Rx7 series, then moving on to the E-Prepared class in an Rx7 and was a phenomenal driver. Our heartfelt condolences go out to his family and friends.

On another item of new business, it was noted that we do not have Chair positions on the board for PDS activities or Store activities even though we have folks effectively doing these jobs. Lea moved that we add Store chair and PDS chair as official chairs on the Board. Richard seconded. All Approved.

Richard moved to adjourn. Greg Stewart seconded. All Approved and the meeting was adjourned at 7:45 PM.

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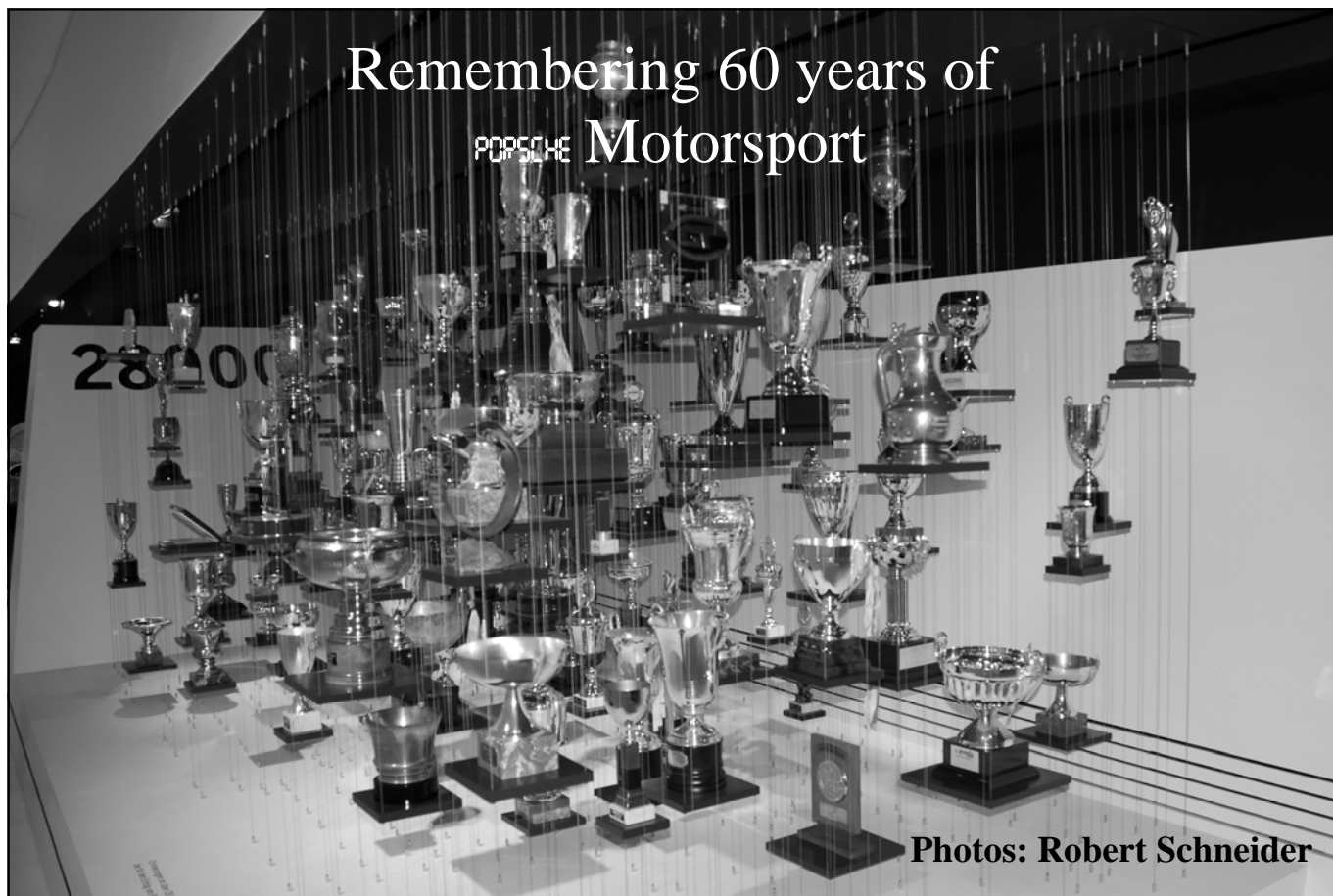
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**C**elebrating victories, racing into mass production  
 The number of victories that Porsche has racked up is naturally impressive: 28,000 wins in the last 60 years. Eight world championships in endurance races, three world championship titles in Formula 1 (as engine supplier) as well as 16 Le Mans overall victories are impressive proof of motorsports competence and know-how. And yet the hunt for trophies in almost every category of automobile racing is not the measure of all things for Porsche. The technical discoveries and findings as a result of motorsports involvement were and are, for Porsche, just as important as 1st, 2nd, or 3rd place. This is because motorsports has enabled Porsche to gain important development know-how for automobile mass production. The philosophy is sports cars for even better sports cars. For Ferry Porsche, this is even reflected in his philosophy. "Life itself is like a race that is marked by the start and finish lines. Whether our participation has a certain value is defined by what we have learned during the race and how we have applied that knowledge," he once said.

From the beginning on, Porsche used motorsports both to attract attention to its cars as well as test new technologies under tough racing conditions. Not even three weeks after re-receiving its one-time official approval and homologation for road service, the Porsche 356 "No. 1" won its class on July 1, 1948 at the Innsbruck City Race and had thus successfully passed its first performance test. Additional victories from Porsche 356 Coupé variants were not long in coming. In the international arena, the small German sports car manufacturer was able to attract attention in 1951 when the French drivers Auguste Veuillet and Edmond Mouche won the 24 Hours of Le Mans with a Porsche 356 SL in the cubic capacity class of up to 1.1 liters.

In addition to numerous victories in national sports car championships, Porsche also enjoyed several international successes. In classic races such as Le Mans, the Mille Miglia or the Carrera Panamericana, the light, nimble and reliable Porsche race car 356 and 550 models ranked among

the certain contenders for a class victory. Already by the middle of the 50's, the young company had racked up more than 400 race victories.

In addition to its factory racing team, client racing also ranked as one of Porsche's most important areas of activity right from the start. Since the days of the 356, Porsche race cars are valued by private client teams all over the world. Today, Porsche is one of the largest race car manufacturers in the world. Both sides benefit from this wealth of experience: Porsche develops competitive Bolides so that client teams are successful and simultaneously gather new findings for automobile mass production.

In 1990, Porsche had the idea of creating its own race series with a focus on the 911 sports car legend while at the same time strengthening client car racing. Thus, the Porsche Carrera Cup Germany was born. In this race series, Porsche offers absolute equivalent opportunities for all teams and race drivers both in the seven other world-wide Porsche Carrera Cups as well as the Porsche Mobil 1 Supercup. Porsche provides technical and organizational support even on the racetrack.

## **From class victory to overall winner**

The Porsche domain was always motorsports with prototypes and sports cars because there is a close relationship between this sector and mass production. Unforgettable are the many successful Porsche race cars such as: the 550, 718, 804, 904, 906, 907, 908, 910, 917, 935, 936, 956/962 and 911 GT1 up to today's RS Spyder. Many of them have celebrated major victories on all important racetracks in the world both with factory teams as well as professional private teams.

In the 50's and for the most part, in the 60's, Porsche appeared with race cars of less than a 2-liter cubic capacity and was subscribed to class victories worldwide. Yet in 1956, Umberto Maglioli achieved an overall victory for Porsche in its 550 A Spyder in the Sicilian Targa Florio against a seemingly unbeatable competitor. In 1957, Edgar Barth placed first in a major German race, the Formula 2 race at the Nürburgring, which was begun around the same time as the Formula 1. He was faster in his Porsche 550 A Spyder than the competition with its Formula Monoposti.

In 1960, Porsche posted the first of so far 18 overall victories in Sebring/USA with Olivier Gendebien and Hans Herrmann behind the wheel of a Porsche 718 RS 60 Spyder.

In 1958, Wolfgang Graf Berghe von Trips won the European Hill Climb Championship in a Porsche 718 RSK. And in 1962, Dan Gurney placed first in the Formula 1 French Grand Prix in Rouen behind the wheel of a Porsche 804. In 1964, one of the most beautiful Porsche race cars secured its sixth overall victory in the meantime at Targa Florio – the 904 Carrera GTS designed by Ferdinand Alexander Porsche. The list of overall victories grew longer and longer. At the 24 Hours of Daytona, Porsche celebrated in 1968 a brilliant triple victory with the Porsche 907-8. In the same year, Hans Herrmann and Jo Siffert won the 12 Hours of Sebring in front of Vic Elford and Jochen Neerpasch, and Gerhard Mitter was the Hill Climb champion for the third time in a row – with eight victories in eight starts.

Right from the start, the 911 also had to put its performance capability to the test: In 1965, Porsche sent an almost series 911 2.0 to the starting line at the Monte Carlo Rally. A race victory against the competing rally cars was basically almost impossible, yet Porsche employees Peter Falk and Herbert Linge demonstrated the potential of the 911 with a class win and a surprising fifth place finish in the overall class category. The 911 was able to demonstrate its reliability in many other rally starts in subsequent years. It won almost all major races, including the World Rally Championship. In the 1970 Monte Carlo Rally, it even managed a hat trick; in 1984, Porsche won the Paris-Dakar Rally with the 911 Carrera 4x4, and two years later, the 959 boasted winning 1st, 2nd and 6th places.

The Porsche 911 shined on the race track even more than in rally racing. One milestone was the 911 Carrera RS 2.7, whose series production as a homologation vehicle was initiated in fall of 1972. The 911 Carrera RS was the starting point for many 911's with race car attributes. In 1973, a Carrera RS won in Daytona and Sebring against much superior GT cars and prototypes. The overall victory of the 911 Carrera RSR during the last Targa Florio in 1973 was also outstanding when it left behind all prototypes at this leading WC race.

In 1974, right from its start, the 911 Carrera RSR Turbo 2.1 placed second behind pure race car prototypes in Watkins Glen and in Le Mans. Based on the regulations, the turbo engine had only 2142 cubic centimeter capacity (130 cubic inches) – its performance however reached an impressive 500 hp. This was the predecessor of the “911” variants 934 and 935, which, among others, brought the Team World Championship title back to Zuffenhausen.

In 1977, the 911 proved again the versatility of its concept. In the small car division of the German race car championship, Porsche caused considerable excitement in the middle of the 1977 race season when Weissach engineers used the successful Porsche 935 as the basis for a 750 kilogram (1650 pound) light version, lovingly called “baby,” with a 1.425-liter turbo engine. Even during its second race, the 380 hp Porsche 935/77 won in Hockenheim with a 52 second lead. Another extreme was the Porsche 935/78 “Moby Dick” from 1978. Designed for the highest speed, it was recorded in Le Mans at 366 km/h (208 mph). Its up to 845 hp, 3.2-liter six-cylinder engine distinguished itself through a forward-looking feature: For the first time in the history of the Porsche 911, the engine was designed with water-cooled cylinder heads.

## Porsche – the endurance specialist

Le Mans is the magic word for motorsports enthusiasts. The race around the clock, 24 hours long, is impressive because this race requires not just the highest speeds, but the greatest possible reliability and endurance. Porsche has become a legend when it comes to endurance classics, with 16 overall victories.





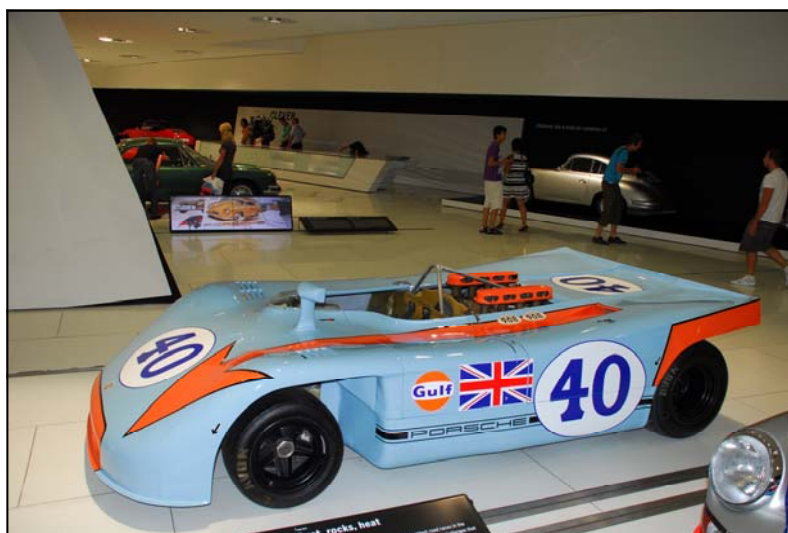


It all started in 1970 with Hans Herrmann and Richard Attwood behind the wheel of the Porsche 917 KH. The following year Gijs van Lennep and Dr. Helmut Marko brought the title back to Zuffenhausen. Penske Racing Team won the Can-Am Championship in the turbo-charged Porsche 917/10 in 1972. One year later, Mark Donohue was victorious in the Porsche 917/30, the most powerful race car of all time with an 1,100 hp engine. Porsche racked up other Le Mans overall wins with the Porsche 936, which was driven by Jacky Ickx and Gijs van Lennep in 1976 and, in 1977, by Jacky Ickx as well as Jürgen Barth and Hurley Haywood. A further overall victory in the Porsche 936/81 followed in 1981 when Jacky Ickx and Derek Bell were first to cross the finish line in the classic endurance race.

Porsche motorsports in the 80's was particularly successful with the Group C prototypes Porsche 956 and 962. In 1982, Porsche won a Le Mans triple victory with the Porsche 956. From 1983 onwards, as the client sports car also began racing, the Porsche 956 continued its series of victories and dominated the Group C race series.

Seven overall victories in Le Mans, ten triumphs in Daytona and Sebring, five manufacturer and team world championships as well as four championships in the American IMSA series made the Porsche 956/962 the most successful race car of its time. In addition, Porsche enjoyed great success as an engine supplier for Formula 1 between 1983 and 1987. The 1.5-liter turbo engine developed in Weissach for the TAG McLaren team wrote racing history with 25 victories and three world championship titles.

(continued on page 22)



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# Treasurer's Report

Tim Westby - Treasurer

## Checking:

07/01/09 opening balance:	30,903.59
credits:	1,590.00
debits:	(5,136.56)
07/31/09 closing balance:	27,357.03

**Expenses** totaled \$5,136.56 and consisted of:

\$530.22 for DE (\$425.00 corner workers, \$25.00 water, \$80.22 equipment); \$80.00 for AX track rent; \$4,522.16 for newsletter printing and mail out; and \$4.18 for bank charges.

## Money Market:

07/01/09 opening balance:	27,151.71
credits:	3.46
debits:	-
07/31/09 closing balance:	27,155.17*

Our checking account balance as of today is \$30,695.35. I have outstanding checks totaling \$11,300.26.

\*excludes six CDs purchased for \$25k/ea, current value approximately \$162,016.92.

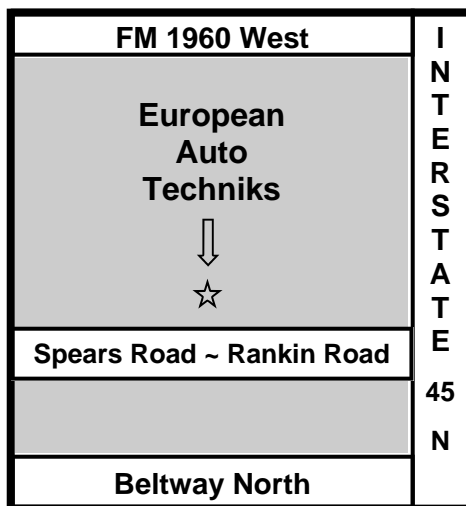
**Revenues** (excluding interest) totaled \$1,590.00 and consisted of \$1,590.00 from PorscheNaut ad sales.

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# Which paint protection system is right for your car?

By James Zwahlen

Imagine sand, grit, gravel, rocks, beer cans, truck tire hides, and even ducks, being hurled at your Porsche at 70mph or more. This is exactly what happens when you take your car on the freeway...in effect your car is sandblasted and over time your paint will become eroded.

I was recently asked by a member of the LSRPCA what I thought of the new adhesive film paint protection systems. I first encountered a Porsche club member with an invisible bra system on his new 911 back in 2002. At that time, I was very skeptical of this new product. My biggest concerns were ease of removal of the film in the future, would the film discolor the paint, and what would the seam line look like when you did decide to remove the film after several years (would the protected paint look pristine compared to the patina-ed finish of the unprotected areas).

I had always steered clear of the opaque vinyl bra systems which either strap on, slip on, or are retained by magnets. I always considered these bras, which have been available for decades, to be unsightly especially on the very sleek Porsche cars. Proper fitting around venting seemed problematic. Also, some vinyl bra systems include mesh covering over the air intake vents—did these hamper proper radiator and brake cooling? I also worried about improperly secured bras flapping in the wind and marring the paint, or rain water pooling under the bra and staining the finish. Also, removing the bra for washing and waxing seemed to be a hassle. Since I have never actually owned one of these standard vinyl bra systems, I have no experience which would prove these worries to be legitimate or unfounded.

With all the potential downsides that I had conjured up regarding the strap on and invisible bra systems, I still recognized the benefits to be derived from the protection they both offered. I used to dread taking my 1994 968 Coupe out on the freeway for fear of a new rock chip. Fifty thousand miles of spirited driving had inflicted numerous chips which I satisfactorily

touched up, but the whole bumper showed signs of light sand blasting that come with driving down the freeway at 75+mph speeds.

So in late 2006 when I ordered my 2007 Carrera S, I decided to go out on a limb and have an 'invisible bra' paint protection system put on the car to maintain the original paint in like new condition for as long as possible.

After two years experience with the paint protective film, I can now highly recommend the invisible bra systems which are available today. When I purchased my 2007 997S, I worked an agreement with the delivering dealer to include the invisible bra on the car at no additional charge. The system that was used was called DigiShield. They cut the bras from stock material with a laser using patterns provided by DigiShield. The DigiShield system worked well...deflecting rocks and grit and saving the paint on the car. In one case, I was running down the freeway at about 75mph and a rock the size of a quarter bounced off the protected part of the hood, then glanced off the unprotected part. Where the rock hit the film, the film stretched and allowed air under it...making the impact point look white (the car is red). I later had the film piece replaced and discovered that the paint was pitted extremely lightly--not all the way thru the paint, just on the very surface about the size of pen point. On the area unprotected by the film, the glancing blow by the second bounce of the rock removed the paint to the undercoat. After replacing the damaged film, the pit in the paint is completely unnoticeable. I'm sure that the film saved the initial impact point from a chip at least and possibly even prevented a dent.

I have hit various garbage on the freeway unknowingly and can see where the film is lightly scuffed, but no damage in the paint. Last spring I hit a duck (long story) and it slid up the hood...no damage to the paint.

When I replaced the damaged film pieces on the hood, I could not find a DigiShield installer in Houston. Rapid Body Works in Spring (phone 281-893-6677) recommended an installer of 3M product, Invisishield (phone 713-539-6700 or check out their website at [www.invisishield.com](http://www.invisishield.com)) Selem, my installer, did an excellent job installing the replacement pieces. The DigiShield peeled right off the car very easily after being heated by a hair



dryer. No adhesive residue at all. It was apparent after removal that the DigiShield product had slightly yellowed after about 18 months. It is not noticeable on the red car put was obvious after being removed. This may have been visible on a light color car. Also the 3M product is slightly thicker than the DigiShield, and I would consider this to provide even better impact protection. The installer assured me that the 3M product would not yellow...but that remains to be seen.

I like the invisible bra because, well, it's invisible. Mostly. If you study the car closely you can see the seams, but not thru casual observation. The film is not as high a gloss as the paint, but very darn close. What makes the seams more noticeable is waxy residue, but that can be removed with a little care with a toothbrush. Also, the film is cared for just like the paint, wash and wax as usual.

I recommend the invisible bra because it is carefree, and saves your factory paint. If the film gets screwed up, replace a piece. If film gets gnarly after a few years, replace it for \$400-800. It's cheaper than a repaint and it preserves the original paint. Expect to pay \$400-800 for installation of pre-cut kits, which cover the front end (bumper cover, lower portion of hood, lower portion of fenders, and side

view mirrors. Custom installers will go as far as you are willing to pay for. A common custom job might include covering the entire hood and front fenders (not a bad idea). I have heard one story of a gentleman that had his Toyota Avalon completely wrapped in film, stem to stern!

I also recommend X-Pel headlight protection. It is a thick 3M film that is custom cut to your vehicle and easy to install. I purchased mine from Auto Sport at [www.autosportcatalog.com](http://www.autosportcatalog.com). It's a custom cut kit that covers the headlights and foglights of your specific vehicle. It keeps the composite lens of the headlamps from becoming pitted. (My 5-year old, 60k mile BMW's headlamps, see below, are so pitted they look permanently dirty.) To install just use a solution of water and isopropyl alcohol, mist down the headlamps to provide a lubricating cushion, apply the adhesive film, and squeegee out the excess moisture to allow the adhesive to stick in place.

The 3M installer told me he did not recommend headlamp protection because the heat buildup would cause the life of the bulbs to be shortened by 40%. I don't know if this is true or not, but I figure that bulbs are a whole lot cheaper to replace than a pitted headlamp assembly (Is that \$1000 or more per assembly?)

(Continued page 30)



The 911 GT1 was developed for factory team racing in 1996. For the first time at Porsche, a sports car with a carbon fiber chassis came into use in 1998. As the crowning event of the 50th anniversary of the Porsche's sports car, a 911 GT1 was first to cross the finish line at the 24 Hour Le Mans race and, in 1998, collected Porsche's 16th overall victory.

With the RS Spyder sports prototype, Porsche took part in the American Le Mans Series (ALMS) starting in 2005. Even when it first raced in California's Laguna Seca, the Porsche RS Spyder won the pole position, lap record and class victory. During the third season run in central Ohio, the Porsche RS Spyder achieved a double victory on May 21, 2006 with the American Penske team. For the first time, an LMP2 class race-car achieved a first overall victory in the ALMS. The Porsche RS Spyder finished off its first complete LMP2 season by winning the manufacturer,

team, and driver categories. And 2007 was even better! With a sensational series win, the Porsche RS Spyder turned the American Le Mans Series on its head. With eleven wins in twelve races, among them, eight overall wins and outstanding stability, the RS Spyder was the dominant car.

What Swabian understatement in sports look like was demonstrated in Le Mans in 1983 when nine Porsche's were among the top ten finishers. Back in Zuffenhausen, the winning names were inscribed on the Winner's Cup in sequence with the added comment: Nobody is perfect.



**Most important victories and championships**

Team World Championship	14
Endurance Driver World Championship	8
IMSA Supercar Series	3
German Race Car Championship	6
European Hill Clime Championship	20

Formula 1 World Championship (Driver) (McLaren with the engine designed and built by Porsche for TAG)	3
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Formula 1 victories (McLaren with the engine designed and built by Porsche for TAG)	25
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Formula 1 victories (as engine suppliers) (together with the victory in Rouen in 1962)	26
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Daytona (24 Hours)	20
IMSA Supercar Race	15
Le Mans (24 Hours)	16
Sebring (12 Hours)	18
Targa Florio	11
American Le Mans Series	1
Monte Carlo Rally	4
Paris-Dakar Rally	2

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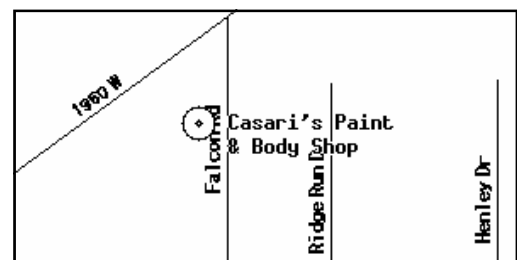
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# Porsche Motorsport News

## KEEN, WERNER PAD GRAND-AM GT2 LEAD; LATE FLAT DEFLATES PENSKE DP

With the 911 GT3 Cup of Farnbacher Loles Racing, Dirk Werner (Germany) and Leh Keen (USA) further extended their lead in the American Grand-Am Series. At the ninth round of the season on the time-honoured circuit of Watkins Glen in the US State of New York, the pair secured second place in the GT class on Friday evening – just 0.774 seconds off claiming their fifth win of the season. With this result, they continue on a solid title course.

“Our tactic worked perfectly. We didn’t have a single problem with our car and in the championship we were able to pull further away from our opponents,” said Dirk Werner. “A huge compliment to Leh. As another car spun in front of him, he reacted brilliantly to avoid a collision, and saved us points.”

Porsche Junior Marco Holzer (Germany) also gave a strong performance at just his second Grand-Am race. In the Farnbacher Loles Racing 911 GT3 Cup he quickly became familiar with the difficult track and netted top times from all practice sessions. In the race, he took over the car from teammate Eric Lux (USA), after Lux had been involved in three collisions and had been the cause of one of many caution phases. “When I climbed into the cockpit the car was already looking the worse for wear and difficult to handle,” said Marco Holzer, who finally saw the flag as ninth. “I was so upset that I even turned the fastest GT time towards the end of the race – at least that was some consolation. Still, to race on this legendary circuit is a fantastic experience.”

In the Daytona Prototype class, David Donohue (USA) and Darren Law (USA) claimed sixth place with Brumos Racing’s Porsche Riley. Their teammates Joao Barbosa (Portugal) und JC France (USA) secured eighth which also earned them crucial championship points. “That was a tough race for us. For a time it looked as if we weren’t going to do so well,” said David Donohue, who won the season-opening 24 Hours at Daytona with Darren Law. “But then we were able to use several situations to

our advantage. This makes us optimistic for the rest of the season.

With the Porsche Riley fielded by Penske Racing, Timo Bernhard (Germany) and Romain Dumas (France) were well on their way to a podium result. Shortly before Timo Bernhard handed the car over to his teammate, he had even moved into the lead. After the driver change, Romain Dumas rejoined the race in twelfth and fought his way up the field. Six minutes before the finish of the two hour race he was sitting in third when his front-right tyre exploded. After the pit stop, the Porsche works drivers, who secured third at the six hour race on this circuit in June, saw the chequered flag in 13th.

“This race was again typical for our season. Right from the beginning we had to drive without a clutch but still third was within reach. We fought hard for this, but unfortunately didn’t receive the rewards,” said Timo Bernhard. Romain Dumas added: “The tyre just exploded without warning. I suspect there was something on the track. We were running well, although we still have no chance against our competitors on the straights.”

Round 10 of the Grand-Am Series took place on 29th August in Montreal/Canada.

####



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Car #87, the GT3 Cup of FarnbacherLoles Racing, qualified on pole after a great drive by Leh Keen (USA) and raced to 2nd place finish with drivers Keen and co-driver Dirk Werner (Germany) at the wheel. Car #86, the Eric Lux / Marco Holzer FarnbacherLoles Racing entry is close behind and finished ninth.



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William Wong - Membership

# Membership: July

## Lone Star Region welcomes our newest members!

Lone Star Region welcomes our newest members as of 8/1/09 for the month of July 2009.

Jim Brady	1988	911
Kelvin R. Collard	2008	911
Michael G. Decker	1993	911RSA
Bjorn A Egerdahl	2006	911S
Jesson Gil	2005	Boxster
Rhonda Goodson & Robin Leigh Kessler	2006	Cayman S
Mark P Hablinski	2009	911
Trevor Lavelle	2004	911 C4S
Benjamin & Kathy Mathis	2008	911 C4S
David H McNaught	2005	911S
Patrick O'Bryan	2006	Cayman S
Jeff & Andreea Taner	2004	Boxster S

### Transfer-ins

Steve R. Aubin	2001	911
David P. & Suzanne Ryan	1984	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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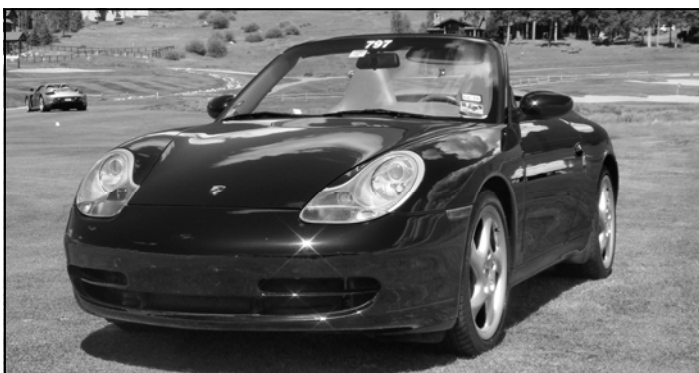
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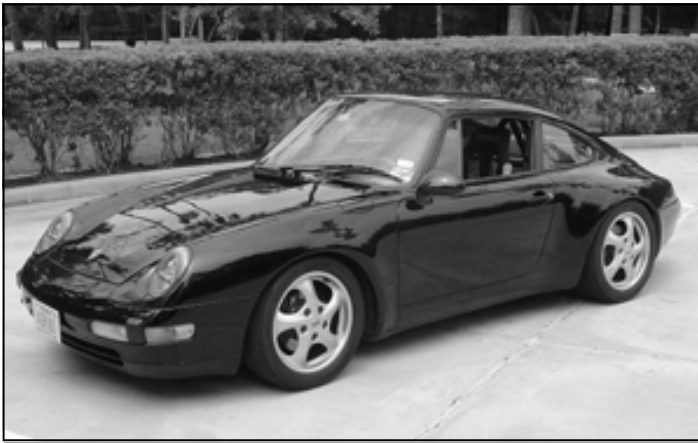
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**Boxster Rims/Tires.** ROH SP 17" rims (7.5 & 8.5) with Sumitomo HTRZII tires w/500 miles. Front 225/45ZR17's—back 255/40ZR17's. Excellent set track rims w/new rubber for less than the price of Sumi's. Rims not in best condition, but are straight and true and don't require spacers. \$300. More pix available. Local p/u only in central Houston. [randall@touchusa.org](mailto:randall@touchusa.org) or call 832-474-7381 Sep09

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





**1997 911(993)** \$33k. Beautiful . 63k miles. Street and/or DE. Professionally Maintained. PSS10's, RS Ride Height, Alpine CD, Race Tech Seats, DAS Rollbar, OMP 6 pt. harnesses. Runs great, no known issues. Discount if car sold w/original leather seats and above seats/bar/harness removed. Contact John at [jsh1686@yahoo.com](mailto:jsh1686@yahoo.com) Apr09



**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](mailto: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](mailto:hzaga7910@aol.com). For additional information and more pictures. June09



**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](mailto: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](mailto:todaerd@aol.com). Call for color pictures of this unique paint color combination. July09



**2007 GT3-** Basalt Black Metallic, Black Full Leather, Adaptive Sport Seats, PCM 2.1, Bi-Xenon's, Sound Package Plus, Chrono Pkg plus, Thicker Leather Steering Wheel, Red Seat Belts, Foot Rest, Floor Mats. Clear Bra all critical areas. 7,280 miles. MSRP \$119,335 Sell for \$94,500 OBO. Ctc Hugh [hq@sterlinglines.com](mailto:hq@sterlinglines.com) or 713-539-7964 July09

(Continued from page 15)

A note for those of you who show their cars in concours...I show my car in the local LSR Concours and have to date not received any demerits for having the paint protection on my car. At the Nov. 2008 show at Marine Max, my car took Best of Show. If you are planning to show at other major concours including the national PCA Porsche Parade, I would count on the film costing you some points as it is not considered original equipment. (At the 2004 Ft. Worth Parade, my 968 received a 2 point demerit for having a Porsche Club sticker in the window!)

In summary, I highly recommend some type of front end paint protection for your Porsche. I personally prefer the invisible bra protective film type, but the traditional vinyl bra systems provide great protection as well. These systems will protect your paint and keep it in great condition for years. They certainly pay for themselves over the long term in avoidance of the cost of front end re-paints and will keep your car looking great!

Jim Zwalen



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

*"How do I sign up?"*

DE event registration **MUST** be completed on-line at [www.clubregistration.net](http://www.clubregistration.net). Additional detailed information can be found on-line at [www.lsrpca.com/drivers\\_ed.htm](http://www.lsrpca.com/drivers_ed.htm). The Texas regions DE handbook can be found on our web site at [http://www.lsrpca.com/linked\\_docs/de/Multi%20Region%20DE%20Handbook.pdf](http://www.lsrpca.com/linked_docs/de/Multi%20Region%20DE%20Handbook.pdf)

*"Will I learn to drive better?"*

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

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

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

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

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