

**LONE STAR REGION
PORSCHE CLUB OF AMERICA**

ISSUE 16



LONE STAR

OFFICIAL PUBLICATION OF LONE STAR REGION : PORSCHE CLUB OF AMERICA



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LONE STAR • ISSUE 16



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LETTER FROM THE EDITOR

Dear LSRPCA members,

What a summer it's been! We at LSRPCA hope everyone has recovered from the Hurricane Beryl and you, your families and your Pcar babies are safe and sound.

I'd like to thank all the contributors to this latest issue of Lone Star. The GTGs and member-initiated GOADS are really something I encourage ALL of our members to participate in, especially as the weather (hopefully) gets cooler.

Keep motoring!

Vik Day, LSRPCA

LETTER FROM THE PRESIDENT OF LSRPCA:



Dear Members,

The PCA motto is, "It's not just the cars, it's the people." They also add, "Fueled by volunteers." That is so true. All our events and activities are fueled by volunteers. These folks have a passion not only for Porsches but a passion for providing great experiences for all our members.

With so much history and experience tucked under our collective belts, the event chairs and their helpers make it look like everything just came together. While it isn't as easy as it appears, our chairs and volunteers have a great time organizing and running the events that our members enjoy so much.

In addition to the satisfaction received from knowing that they helped others enjoy their shared passion, there are the bonds created between our volunteers and between our members and our volunteers.

Volunteering does require some effort, but the benefits of volunteering far outweigh the effort. Please consider volunteering. Regardless of your passion - touring, autocross, high-performance driving events, social dinners, or new member outreach - we have opportunities for you. Remember, everything we do is fueled by volunteers, so please consider volunteering by reaching out to me or one of our chairs.

September marks the month that LSRPCA works with the Drive for Kids Charity Event to support Child Advocates and ArmsWide Children's charities. This is a fantastic event tying together our passion for cars with a charity that supports children who have been removed from their homes.

The event includes a GTG (think coffee & cars), parade laps of MSR Houston, breakfast and lunch served by Lupe Tortillas, and, for an additional fee, a track event in the afternoon. So, if you have ever wondered what it felt like to take your performance car around a race track, then you will be able to run laps behind a pace car.

Our incredible cars should serve to remind us how fortunate we are and that others aren't as fortunate and need the support of organizations skilled at helping children cope with tragic events in their lives. Help us give back to the community by signing up today via the QR code found in the advertisement in this magazine.

Our membership numbers keep growing. Currently, we have 1987 members in LSRPCA. That's a lot! How many do you know, and have you met at our events? Probably nowhere near our total. So, if you know a member who is reluctant to come out to our events, encourage them to join you. If you come across a Porsche one that is not in LSRPCA, encourage them to join by visiting our website or the PCA website at PCA.org.

Check our calendar for the complete listing of events. They change from time to time, so make it a habit to visit our calendar at LSRPCA.com.

Be safe, and here's to the cooler weather we all await. Warm Regards,

Hector Z. Martinez, LSRPCA President



**THE OFFICIAL
MAGAZINE OF
LSRPCA MEMBERS**

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[Facebook.com/groups/lsrpca](https://www.facebook.com/groups/lsrpca)

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Publisher/Editor

VIK DAY

editor@lsrpca.com

Art Director/Designer

REBECCA CASHWELL

Production Manager

SASHA SWEENEY

DIRECTORY

HECTOR Z. MARTINEZ
PRESIDENT
president@lsrpca.com

STAN TRIPP
VICE PRESIDENT
vp@lsrpca.com

WALT DOYLE
MEMBER AT LARGE
membership@lsrpca.com

MICHAEL SERGI
TREASURER
treasurer@lsrpca.com

DAVID BAXTER
SECRETARY
secretary@lsrpca.com

SHANE DOSSER
AUTOCROSS CHAIR
ax@lsrpca.com

CARLOS GUEVERA
PCA CLUB RACING CHAIR
clubrace@lsrpca.com

ZERIN DUBE
COMMUNICATIONS
comms@lsrpca.com

VIK DAY
EDITOR
editor@lsrpca.com

DEREK ROBINS
CONCOURS d'ELEGANCE
CHAIR
concours@lsrpca.com

ANDY CAO
DRIVER EDUCATION CHAIR
de@lsrpca.com

BILL LYONS
CHIEF DRIVING INSTRUCTOR
cdi@lsrpca.com

REYNALDO PAGAN
DRIVER EDUCATION REGIS-
TRAR
registrar@lsrpca.com

SEAN LLOYD
SAFETY CHAIR
safety@lsrpca.com

PAT SCHIELE
CAR CONTROL SCHOOL CHAIR
ccs@lsrpca.com

DANNY GREEN
GET TOGETHERS CHAIR
gtg@lsrpca.com

JAKE MCCONNELL
MEMBERSHIP CHAIR
membership@lsrpca.com

MANEESH KUMAR
CHARITY CHAIR
charities@lsrpca.com

ERIC SMITH
TOUR CHAIR
touring@lsrpca.com

JEFF GALLOWAY
CO-TOURING CHAIR
touring@lsrpca.com

DOUG CAROLL
PAST PRESIDENT
pastpres@lsrpca.com

DOUG ATKINSON
SIM-RACING
simracing@lsrpca.com

ZERIN DUBE
WEBMASTER

ZOLI PARMAI
WEB MANAGER
webmanager@lsrpca.com

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Weekly Get Together's, HPDE, AX, Tours and social events can all be found at LSRPCA.com and on our Facebook page. We have something going on every week and would love to have you participate!

We want your submissions!
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THE LONE STAR REGION PCA WELCOMES OUR NEW MEMBER **TYRONE SAUNDERS**



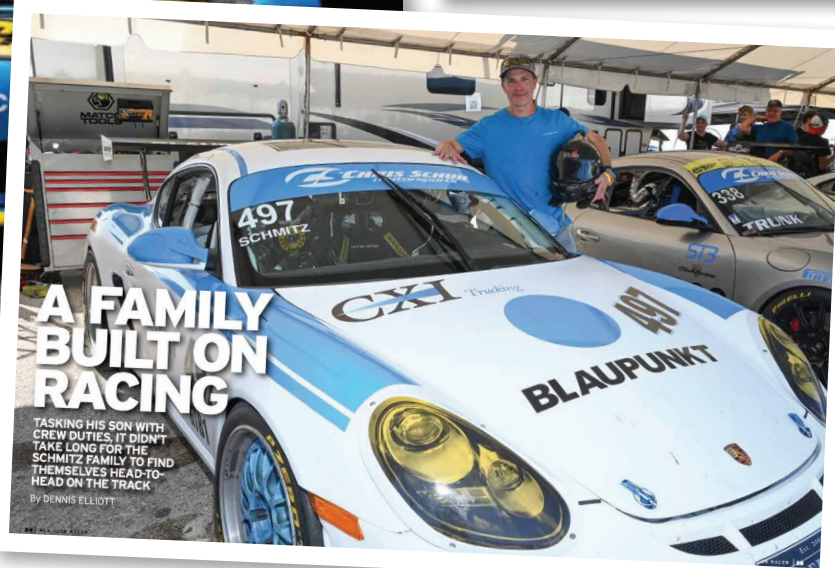
Tyrone Saunders joined LSRPCA in March of this year after acquiring his first Porsche. His enthusiast path started out early in domestic cars, first in a large Chevy Caprice, then a Trailblazer SS, later he owned a BMW 335, which was unfortunately totaled in a flood. Tyrone developed his automotive DIY skills over the years, aided by his background in engineering, which prepared him for his venture into owning a classic Porsche. The last few years driving his Honda Accord (stick) made him long for something more exciting, and his search began. A barn find 911 SC in Austin initially caught his attention, but he passed on the option after careful consideration. With the helpful support of his wife, Tiffany, they agreed if he found a Porsche that he could fix up, he could pull the trigger the next time a suitable candidate was identified.

It took almost a year, but Tyrone found his car on FB Marketplace, located in Katy, Texas. It was a Guards Red 1986 Porsche 944, with a Linen interior. The car was in great condition and only needed attention in a few areas to improve reliability, the couple agreed this car fit the bill.

Shortly after purchasing the car, Tyrone began his journey of gaining familiarity with the 944 and Porsche engineering, effecting repairs on the oil cooler, brake lines and hoses and mirror glass. The next items on his to-do list include fuel line maintenance and timing belt replacement. He also began joining the members in his 944 at weekly get-togethers.

As he learns more about the 944 and gains confidence, Tyrone is interested in trying Autocross, as well as joining group drives. With LSRPCA members owning 50+ 944 models, there is a wealth of knowledge in our group, please welcome Tyrone to the group and support him in his journey to owning this classic. 🍀

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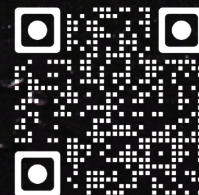
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SHOW-LOW SHOW-DOWN

A WILD WEST STORY

WRITTEN AND PHOTOGRAPHED BY: MARC MINACAPPELLI

I wake up to the sound of excited texts coming through my phone like rapid fire. One reads, "Wake up, we're leaving!!"

I gather my thoughts and question the decisions that led me to this point. It's 1:30 AM.

At about that same time, I recognize flashes and cracks of thunder filling the room. Further texts, tornado warnings, looks like the storms are here now. The exact scenario we meticulously planned to avoid is happening live! I pull myself together, get dressed, and make it to the car. If we leave now, there's a short window through hail-ridden, torrential downpours that will continue for several hours. No time to take in the sound of engines coming to life or even address the endeavor that lay before us. So, with over 1000 miles in front of us, we start to drive. Riders on the storm, into the night, turned to morning. The light breaks, and we are far from home.

Like the precision machines we piloted, we move in perfect unison as we navigate the unknown. The sounds of the four engines harmonize as we push the cars to the redline again and again. We have escaped westward.

The technical difficulty of these roads uncovered, coupled with the breathtaking beauty of the landscape they cut through, is lost without pause to soak in. Winding, quickly alternating sweepers, and tight technical hill climbs. No guardrail, only a straight drop to the switchback below. Constant oscillation

in elevation, road texture, and temperature create formidable challenges.

On Day 3, We Faced the Devil's Highway, a 7K foot elevation gain over a 150-mile stretch. Starting at the desert floor and ending in an Alpine Forest, the temperature ranges from 53 to 110 degrees Fahrenheit. It's an assault on the senses, a test of skill, and a brutal punishment for a car. The scenery can only be described as epic in these remote locations. The diversity of the landscape, from barren desert hills to cacti, to Alpine Forest, to snow-covered mountain tops, and paralyzing cliffs. Every turn is more dramatic than the last. You're begging for what's around the next corner, and so you drive on.

With some shenanigans, we did visit several equally impressive sites on the way, showcasing all the best the West has to offer on the return home, from Carlsbad Caverns, Roswell, and the array in New Mexico to the humbling scale that is Big Bend National Park in West Texas.

Each day physically sore from the day before. This was no vacation. It was a marathon and just as demanding. A marathon through some of the country's most remote and scenic landscapes. A crucible that forged a bond between car and driver, an epic adventure with memories that will last a lifetime. Into the wild West, we press on to chart an unknown path, to find all the glory and discovery that lay before us on the way. ★



JOURNEY TO THE

TRIUMPHS, TIPS, AND THE THRILL OF THE DRIVE



WRITTEN AND PHOTOGRAPHED BY: DEREK ROBINS

The drive to PCA Parade in Birmingham started with the first leg to our group's rendezvous spot at the Cleveland Super Walmart. No radio, just listening to every mechanical note for signs of trouble in my 20-year-old Porsche—paranoid, I know. With a new serpentine belt, fresh oil change, clear oil filter inspection (Thanks, Einar), and a clean Blackman oil report, I was feeling pretty confident as I started the longest drive I have done in my Porsche. But you never know.

We rounded up and headed North on 59, four Porsche 911s in a row making good time as we headed across East Texas to I-20 South of Shreveport—no I-10 traffic for us! A nice lunch at the Clear Springs restaurant in Nacogdoches, and we were back on the road to our overnight spot in Jackson, Mississippi. On I-20, we passed some other Parade participants but not as many as expected. A quick freshen-up and then a nice dinner at the 1908 Provisions restaurant in Jackson. Great food and conversation about Parade's past—it's about the people.

Saturday was an early morning as I departed solo to get to the Parade wash area and start my preparations as soon as possible. The wash area gave me a very comfortable feeling as it was sponsored by Griots, so it had the same soap, bucket, microfiber towels, wheel cleaner, etc., that I use at home. Nice. The Griots Bug Barricade proved effective, as the bugs and road grime easily washed right off!

There was only one other car in the wash area, a beautiful red 1987 911, and we ended up next to each other in the prep area as well. It was Bob Lundell, a tire tester and account manager for Goodyear—a cool job for a car guy! He is experienced in Parade Concours and gave me some great pointers as we prepped our cars and shared some supplies. It's about the people.

As I was going through my prep checklist, there was time to look around, meet people, answer questions, and get answers. I met some impactful guys in our Porsche world.

PARADE



Grant Larson, the designer of the Boxster, who had a lot to do with saving Porsche, was one row back in his new-to-him 1997 Silver Boxster. Tony Hatter of Porsche design fame was there, helping Grant and talking with everyone, including Cam Ingram, who was preparing Rick Mershod's 1964 904 GTs, a car previously owned by Jerry Seinfeld. Rick was giving the history of the car to anyone who would listen and was most proud to display a picture of the car in the 1964 Targa Florio race.

During COVID, Cam Ingram (Road Scholars Porsche Restorations) and Ray Shaffer (Porsche Classic Manager at the time) did a great Instagram Saturday morning show called Fresh Brewed & Air Cooled—great shows and stories. These two know Porsches and Porsche racing history. My fellow Lonestars came through, providing encouragement and introducing me to LSRPCA members Robert and Carol Schneider and their beautiful 1965 Silver 356, which was in the prep row just in front of the 904. What a sight!

I took advantage of the one-on-one judges coaching sessions offered with Pat Yanahan, a long-time PCA Judge, and gained some more preparation and showing pointers for my Concours "Street Class," which judges Exterior and Interior only, and the jump to "Touring Class," which includes the engine and storage compartments. It's a big jump, and many have fallen, he explained, so more work to be done. Saturday was a late night, but I was feeling on track.

Sunday morning, I was back at it early, and the best part was the continuous arrival of cars in the indoor prep area. Turbos, 30TH Anniversary in Purple, 2 Club Coupes in California Azzurro Blue Metallic, 2023 American Edition, 928s, 986s, and more. It's about the people, but oh, the Porsche cars!

In the afternoon, I attended the new Concours Judges training and Judges meeting session with Head Judge Michael Grove. I learned a few lessons we could implement in our LSRPCA Concours, so it was worth the time, and what a room of experienced judges and volunteers. Then it was on to dinner, where fellow LSRPCA members Hans and Louise won the ultimate raffle item, a Pirelli wind tunnel test tire. Fun night!



The Monday morning move to the Concours field at the Birmingham City Walk was early for some—356 Class at 5:30 am—but not too bad for me at 7 am. Once staged, it was final touch-ups and waiting for the Judges. Lonestar Region Rodrigo and Alex arrived late Sunday from the Porsche Experience Center but still had their cars ready.

As coached, I was prepared to introduce my car to the Judging team with a good story. Not hard, as an Astronaut found my car for me. It's a 40TH Anniversary car, and I have had good luck finding the correct parts to bring it back to its proper condition. The judges went through the car, closely examining the exterior and interior, then pointed out my three deduction areas—gee, how did I miss that?— and gave me a typical deadpan “nice car” comment. So, it was all over in five minutes—time to go have some more fun, look at cars, and meet more people.

I talked with Robert as the Judges started on his 356, Ray Shaffer as he was touring through the cars to pick the Porsche Factory award, talked with Danny (whose car was on display), Michelle, Stan and Andrea, Dave and Debbie, who knew my place but didn't let on. And the cars—incredible Porsche cars of every flavor! Right on time, Class results started to be posted.

The Schneiders placed 2nd with their 356, Rodrigo 9th in the largest Class of 991 cars, my prep buddy Bob Lundell's 911 scored 2nd, then the 996/997 Street Class where Alex was 3rd, and I placed 1st. Was I surprised? You bet! My goal in my first Parade Concours was to learn, just get an idea of the rigor and the experience, but to place was a surprise!

But I have to give it to our LSRPCA Judging teams, as their standard has proven to be right on par with the PCA Parade, and all of us from LSRPCA were well prepared for the Parade Concours.

So, my takeaways from my first PCA Parade are that it's a lot of fun and has something for everyone—from Concours to autocross, Porsche eBikes to eRacing, great clinics, tire experts, fun receptions and dinners, and great people and Porsche cars. For the Concours, our Judges are PCA Parade Caliber. Do well at an LSRPCA Concours, and you will do well at Parade. The Oklahoma City Parade in July 2025 will be even closer than Birmingham, so put it on your calendar now. You will have fun, and we should have a large group from LSRPCA. You need to sign up early to get the events you want, as the system is set up that way. Finally, a big thanks for everyone's support. It was fun! 🌟



YOUR PASSION IS OUR PROFESSION

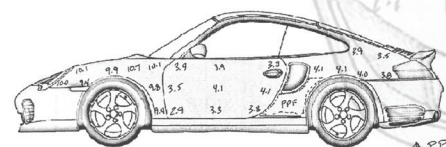


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The exterior of a vehicle is what you see first when you walk up to one. The exterior of a Porsche is often viewed by those who appreciate them as mechanical art. Damage that occurs to bodywork can be professionally repaired, but it typically results in a diminished value of that vehicle. These repairs may not be a major concern to the buyer at the time of purchase, but they could be a major problem for the next buyer should the owner decide to sell the vehicle. A PPI should include a detailed inspection of the vehicle's exterior and should help the prospective buyer

The interior of a Porsche, depending on the model and driver, can take the form of a pilot seat in a fighter jet or the seat in a luxury box at the opera. The interior options available from Porsche are second to none, and these cars can be fitted with basic manual seats or 18-way power adjustable climate-controlled seats finished in fine leather with deviated stitching. Interior trims can include painted surfaces, carbon fiber accents, and leather with plush carpeting. When purchasing a used Porsche, one needs to carefully evaluate the interior of the car for wear or damage, as replacement parts may not be available or match the rest of the interior, and repairs could be costly. A PPI should include inspection of the door panels, seats, carpeting, headliner, and trim panels. Door panels should be inspected for wear or damage to coverings, handles, pockets, and trim. Some door panels over the last few years have been known to come unglued along the top edge due to inferior adhesives used in manufacturing, and new replacement panels from Porsche can be upwards of \$2000 per door. Seat upholstery wear or damage is not uncommon with used vehicles, but it should be inspected for tears or wear. Wear on a seat is almost secondary to the adjustment functions and their controls, as mechanical repairs to the seats can be expensive. Headliners should be inspected for stains due to possible leaks and also for proper fitment. Some of the vehicles built in the last 15 years are plagued by headliner foam deterioration, which requires repair by an upholstery shop or replacement with new headliner panels, which in some cases requires removal of windows. Carpets should be clean and free from wear and should be protected by floor mats.



What would normally be a simple electrical system in an older vehicle can be very complex on a newer Porsche. Systems such as lighting can be complicated by control units and high-tech directional and self-dimming headlights, just to name a few. It is very important to know the condition and functionality of the electrical system on a used vehicle. Full functional tests need to be performed on the electrical system to verify they are working as intended. Windows, mirror adjustments, horns, lighting, climate control systems, sunroof, convertible tops, PCM or stereo systems should be tested in addition to the vehicle's lights and safety systems. Some older vehicles may have had wiring modifications performed by inexperienced shops or their owners. Issues with electrical systems can be time-consuming to diagnose, and the subsequent repairs and parts can get costly. Newer Porsche electrical systems are controlled by individual control modules that should be queried using a PIWIS diagnostic test tool, as not all diagnostic equipment is compatible with a Porsche. Control modules will keep track of issues or faults and store this information, which can be identified with a PIWIS as either an active or present fault or an inactive or stored fault. Active faults will sometimes include a warning message or light on the dash, but this is not always the case. Faults with some systems can be related to low voltage issues or failed/failing sensors or mechanical issues.

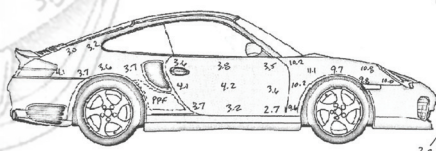
Porsche has been building cars for 70-plus years and has been successful on the road and at the track, they provide an offering of sports cars, luxury vehicles, and SUVs. There are many reasons why Porsche has such a large following, and a key reason most people note is the combination of performance and reliability. The mechanical systems that make a Porsche so desirable are usually very reliable, but when they break or have damage, they can be costly to repair. The main mechanical systems of a vehicle are the engine/transmission, suspension, brakes, and climate control. These systems are critical to the performance, safety, and comfortability of Porsche ownership. The engine and transmission are very important to inspect when performing a PPI, as repairs are very expensive. Inspection items such as fluids, belts, and hoses are important to check, but additionally important is to connect to the vehicle's engine control unit to check for fault codes, as noted in the electrical inspection section.

WRITTEN BY: FINAR GOERLAND – OWNER OF FINAR'S GARAGE

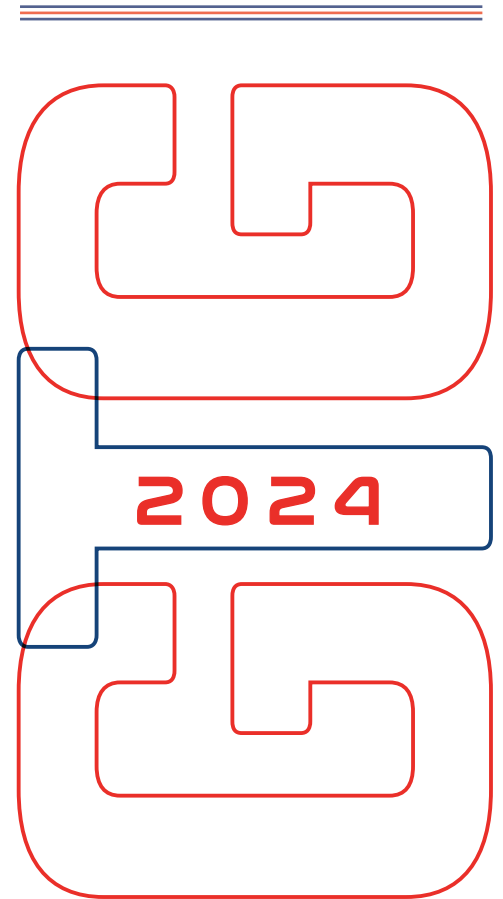
Further information regarding the health of the motor can be found in an ignition over-rev report, which identifies certain RPM ranges and ignitions that occurred at those ranges. Physical damage to internal engine components is possible if the engine was over-revved, which can potentially result in engine rebuild or replacement. Transmissions should shift smoothly without excessive noise, and when equipped with a manual gearbox, the inspector should verify positive gear selection and also verify that the clutch is not slipping.

Brakes are considered normal wear items, but when purchasing a used Porsche, it is advisable to know just how soon you may be purchasing new brakes. Brake components such as rotors/discs, brake pads, and sensors should be inspected closely for wear or damage. Suspension components are the main link between the tire/wheel and the chassis of the vehicle. Tire wear patterns can sometimes indicate neglected tire rotations or improper fill pressures but could also be a sign of worn suspension components or improper alignment. In order to afford the vehicle passengers a comfortable and quiet ride, manufacturers utilize rubber bushings on the suspension links. These suspension bushings can get worn over time and mileage, and they should also be inspected prior to purchasing a vehicle. Shock absorbers should be inspected for possible leaking dampening fluids, worn or missing bump stops, or other damage. Tires should be inspected to ensure the car will be safe to drive by verifying the appropriate speed and load-rated tires are installed on the vehicle and that the date of manufacturing is current for the specific vehicle.

Porsche vehicles can be expensive to own and maintain, and when purchasing a used Porsche, it is strongly suggested that you make an informed decision on the actual condition of the vehicle by having a Pre-Purchase Inspection (PPI) performed. In addition to a comprehensive PPI, a prospective buyer should inspect the vehicle's maintenance records provided by the seller. Services such as CarFax or AutoCheck can be helpful with this; however, these services may not provide adequate information related to maintenance or accident history, as not every shop is linked to their network. When you are looking at a potential car to buy, do not get emotionally attracted to a vehicle and make a hasty purchase decision without doing your homework, as it can be a costly mistake. ★



996 Turbo/GT2



WRITTEN BY: DANNY GREEN, GTG CHAIR
PHOTOS BY DANNY GREEN AND ZERIN DUBE

What are the GTGs? Our Saturday morning get-togethers (GTGs) are more than just coffee meet-ups; they're an embodiment of our shared passion for Porsche. Picture this: a sun-kissed morning and a parking lot filled with iconic Porsches. That's the essence of the GTGs. The LSRPCA covers a vast Gulf Coast territory, and we've strategically placed GTGs in different areas. There's a GTG waiting for you, so attend as many as your schedule allows, and you will find camaraderie around every corner. Weather doesn't deter us. It's where conversations flow, friendships ignite, and engines hum in harmony. Join us at the next GTG. Let's rev our engines, sip coffee, and celebrate the Porsche legacy together. 🌟

**SATURDAY
GET-TOGETHERS:
WHERE CARS AND
CAMARADERIE
MEET**







CHARITY CAR SHOW & TRACK EVENT

Saturday, September 28, 2024 • MSR Houston Racetrack

Fueled by motorsports enthusiasm and a charitable engine, Houston's car clubs and racing communities are coming together to raise funds and awareness to address child abuse in the Houston area. The 3rd Annual "Drive For Kids" event will benefit two local children's charities, Child Advocates and Arms Wide.

All participants will receive a Drive for Kids t-shirt. In addition to breakfast and lunch, the event will include morning parade laps, a VIP car exhibition, hot lap sessions in the afternoon and the opportunity to gather with sponsors and fellow motorsports enthusiasts in support of two worthy children's charities.

**Secure your spot today! Scan the QR code
or visit msrhoustoncharities.org/drive-for-kids**



LSRPCA CONCOURS NEWS

WRITTEN AND PHOTOGRAPHED BY: DEREK ROBINS

After a successful start to the Concours season with the LSRPCA Kemah Concours seeing 35 Porsches competing across thirteen Divisions, we saw a quiet spring due to several factors, one being me. I had a busy work and family schedule, and something had to give. If your interested helping with our LSRPCA Concours program, please let me know! This summer we saw a small group of LSRPCA members travel to PCA Parade in Birmingham in June to compete in the national level Concours. That's a big jump from the Region to the PCA National level as we don't have a Zone 5 Concours, yet. But the standards of our Region Concours held up as Lonestar members held their own in Birmingham. Robert and Carol Schneider scored 2nd, Rodrigo Nascimento 9th, Alex Maia 3rd, and Derek Robins 1st in their Divisions, representing the Lonestar Region well. The PCA Parade will be in Oklahoma City next July so put it on your calendar, it's a lot of fun! 2024 future events include a People's Choice concours, a Concours preparation Clinic, and the final full Concours event in November. Stay tuned for dates and hope to see you there! ★



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SHOTS FROM THE HEMI HIDEOUT

PHOTOS BY ZERIN DUBE





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LSRPCA

EVENT CALENDAR 2024

Our club hosts a number of fun and engaging events.
If you've never been to one of our events, come out and say howdy and more importantly—DRIVE!
You can always see what is happening in real time by checking out [LSRPCA.COM](https://www.lsrpca.com)

HPDE

EVENTS AT MOTOR SPORTS HOUSTON (MSR)

October 5-6

Dec 7-8

SCHNELL FEST

November 22

COTA Austin Schnell Fest

CAR CONTROL SCHOOL

Houston Police Academy

October 12

AUTOCROSS

Houston Police Academy

September 22

October 13

November 17

December 15

WEEKLY GET TOGETHERS (GTG'S)

There is a Get Together every Saturday morning.

Check [LSRPCA.com](https://www.lsrpca.com) for one near you!





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