

**LONE STAR REGION  
PORSCHE CLUB OF AMERICA**

**ISSUE 17**



# LONE STAR

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# 2025 LONE STAR • ISSUE 17



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## LETTER FROM THE EDITOR

Dear LSRPCA members,

As we step into another exciting year, I hope you and your loved ones — including your Pcar babies — are starting 2025 in good spirits and good health.

This year we are excited to announce a ONE DAY only HPDE option for the first time. This allows you to experience high level instruction, camaraderie and high speed thrills and not have to commit your entire weekend to do so. This is a huge change that no other HPDE programs offer, let alone with the intense one-on-one instruction you will receive via LSRPCA. I encourage everyone to try this at least once—from teenage beginner drivers to experienced hands.

Reflecting on the past year, I'd like to express my gratitude to our LSRPCA community. Your enthusiasm and dedication have made our events, from GTGs to member-led GOADS, truly special. I encourage every member to take part in our upcoming events — they're the perfect way to connect, share our passion, and celebrate the journey. Here's to another year of camaraderie, adventure, and, of course, motoring!

Vik Day, LSRPCA



## LETTER FROM THE PRESIDENT OF LSRPCA:



Dear Members,

Thank you for the opportunity to have served you as the President of LSRPCA since January 2020. It has been an honor and joy to have gotten to know so many of you and worked with all the other board members.

The only constant is change. I've said it before, but it's never been more true; our club is run by devoted volunteers who share a passion for our members, cars, and Porsche. Our regional membership has grown by nearly 20% to more than 2000 since January 2020. This growth is attributable to the efforts of many in our region, but the retention is because our members have found a community to which they enjoy belonging. Our best-attended events are the Get Togethers (GTG's) that take place in various parts of the greater Houston area. They have grown from one GTG each weekend to two, held in different parts of town. But this is only one of the many activities that our board leadership team plans, organizes, and executes in an effort to meet the many diverse interests.

We have activities for the many diverse interests of our 2,000-plus members. If you are not sure what you would like to participate in, start by attending our GTG's! Our cars are fun to drive and we encourage attending one of our Car Control Schools to familiarize yourself with your very capable Porsche. If exhilarating driving is your thing, we have High-Performance Driving Events (HPDE's) where you can get instruction and experience testing your limits in a controlled environment. If cleaning and shining your pride and joy is what you like doing, our Concours de Elegance program is one of the feature programs of our club and a fun way to enjoy your passion. We also have social events, tours, and many more things that allow you to engage with fellow members.

If you want to get involved in leading some of the many activities, come out to our board meetings. These are open to all members wanting to see how the region's leadership works, so please attend one of our Board meetings and get to know your Board Members.

Many thanks to all of the elected Board Members and activity Chairs.

There is so much history within the LSRPCA and the future looks brighter than ever.

It's not about cars; it's about people. It's not goodbye; I'll see you around!

Hector Z. Martinez, LSRPCA President



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## THE LONE STAR REGION PCA WELCOMES OUR NEW MEMBER **BRIAN HOOD**



Our member in the spotlight in this issue is a new member of LSRPCA, but well-seasoned in the auto enthusiast arena. In truth Brian Hood could be considered as having transitioned well beyond being a mere enthusiast given his 30+ years of track experience in a variety of cars.

Growing up in his teenage years in the enviable car culture locale of Southern California, he began with ownership of a '65 VW bug as his first car, even before holding a driver license. The prime location of the area in which his parents chose to settle down provided Brian easy access to iconic motorhead venues such as Riverside Raceway while he worked on VWs and Porsches when also attending college.

In the '90s he had become involved in PCA regional Driver Education events as an instructor and had taken up serious competitive racing in the IMSA endurance racing series at courses that included Sebring, Daytona and Watkins Glen, driving the Ford Mustang Cobra and Pontiac Firebird. Brian also placed 3rd in class in the Big Bend Open Road Race in a 1990 Chrysler Eagle Talon.

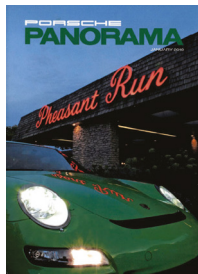
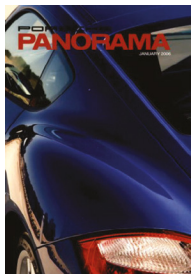
With this extensive competitive driving experience Brian has served as a driving instructor at The Drivers Edge for the better part of two decades now.

Although he has recently retired, Brian remains fully engaged as an auto enthusiast, having recently travelled to the Tail of the Dragon to drive his 1975 Porsche 914, a 2 Liter, 4 Cylinder car that he purchased in 2022 from a lifelong friend of 45+ years. His collection also includes a 2013 Boxster S, the Fiat 500 Abarth, Hyundai Elantra N as well as a Suzuki and Kawasaki motor bikes.

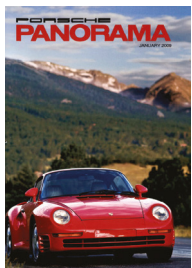
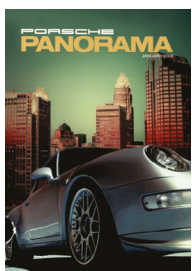
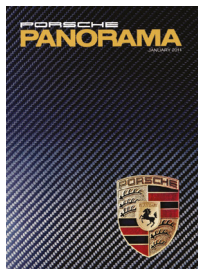
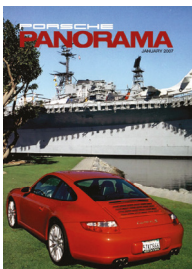
Please say hello to Brian Hood when you meet him at one of our events, he has a wealth of experience in competitive car racing and is happy to give you some helpful input about getting into LSRPCA Autocross and driver education track events. 🍷

*(If you are a new member and would be interested in telling your story, reach out to Jake McConnell at [membership@lsrpca.com](mailto:membership@lsrpca.com))*





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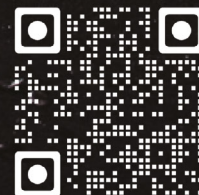
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# YOGI'S GARAGE

## A JOURNEY OF SELF DISCOVERY

WRITTEN AND PHOTOGRAPHED BY: MICHAEL YBARRA



For as long as I can remember, I've enjoyed taking things apart. Most of the time, I even managed to put them back together. As I got older, the things I took apart became more complex. I soon found myself working on computers, building my own gaming rig, and diving deep into tech. But when the pandemic hit in 2020, everything changed. Like many others, I set aside my hobbies and focused on my IT career. But with the world at a standstill, there was nothing to focus on. I had exhausted every corner of the internet—yes, I watched Tiger King, Bo Burnham, and everything in between. I needed something to do, or I was going to lose my mind.

As someone who deals with depression, I knew that idle hands were a dangerous thing. I needed a project—something to occupy my mind and hands. Around the same time, my son needed a car for college. That's when I found a 2007 Audi A4 2.0L, a cheap foreign car I figured I could tinker with. Little did I know this would lead me down a path I wasn't entirely prepared for: an engine rebuild. The engine had suffered from oil starvation, requiring a full teardown—something I had never done before. But as I kept saying during the lockdown, "What else am I going to do?"

And so, Yogi's Garage was born. I rolled up my sleeves, rebuilt that little 4-cylinder from the crank up, and 24,000 miles later, it's still running strong. After the Audi, I craved a bigger challenge. What's a bigger challenge than a Porsche? Not just any Porsche, but the often-maligned 996 generation. Why? It's the most affordable entry into the Porsche 911 world, and I wasn't looking for a pristine example. I wanted a project—something I could save. So, I found one. And let me tell you, it was a doozy.

Then, the unthinkable happened. My wife, Emily (aka Yogi-mama), was diagnosed with colorectal cancer. Suddenly, my priorities shifted, and Yogi's Garage was shelved indefinitely. Emily had started feeling "off" in December 2021, and by March 2022, we received the news: pre-Stage 3 cancer. It was a gut-wrenching moment. As the treatment plan began, Emily—ever the resilient one—insisted that I get back to working on Pepper (the 996). She said it was because the car needed saving, but I knew the truth: she was tired of me hovering, waiting for something to go wrong. I couldn't blame her. Back in 2013, she had survived a ruptured brain aneurysm that required three surgeries. I guess you could say I had my reasons for being a bit overprotective.



What began as a way to keep myself busy during the lockdown became a journey of self-discovery. These cars spoke to me on a level I hadn't expected. The one I found, a 2002 996.2 convertible, needed some serious rescuing. The passenger floorboard was rusted out, every warning light on the dash was lit, the interior reeked of mold, and it was infested with roaches and black widow spiders. But despite all of that, she was mine. I named her Pepper, and she became my project car. Why put myself through the torture? Simple: even in her sorry state, she was still spicy.

The 2002 Porsche 911 came stock with a 3.6L flat-six engine that produced 320 horsepower. Despite the shot suspension, broken steering lock, and loose shifter, she could go. I was hooked and determined to get her back to her former glory. This wasn't just about mechanics either—I taught myself how to weld so I could properly repair the rusted-out floor panel. Water intrusion had caused electrical issues galore, and I tackled each one, systematically bringing the car back to life. With patience and a lot of trial and error, I resolved them all.

Fortunately, I wasn't alone in this journey. The Porsche community in Texas, particularly the Lone Star Region PCA (LSRPCA), has been incredibly supportive. I've made great friends along the way, like Bruce, who took me under his wing and showed me the ropes with these engines. I am forever grateful for his guidance early on.

Eventually, I had to confront the notorious engine issues: the IMS bearing and bore scoring. While the scoring was minimal, I knew the engine needed a full rebuild. As every car enthusiast knows, the dreaded "while I'm in there" syndrome hit hard. I made a few rookie mistakes along the way—like using Purple Power to clean the short block, which I definitely paid for. But with help from Jake Raby and an unrelenting drive to learn, I put together a plan. I had the block bored out to 4.0L, installed Nikasil liners, new pistons, forged rods, and Jake's IMS Solution. And yes, I documented the entire process on my channel.

So, what's next for Yogi's Garage?

I've come a long way since that first Audi rebuild, and Pepper has become the heart of my journey into the world of Porsche. But I'm not stopping there. My passion for these cars has evolved beyond just fixing my own. I want to share what I've learned with other owners and enthusiasts. That's why I'm now looking to feature 996 and 997.1 owners on my channel, giving them the opportunity to see firsthand how accessible maintaining and restoring these cars can be.

With most of my process documented on my channel, I've shown step-by-step how I've handled common issues and brought Pepper back to life. Whether you're a seasoned DIY-er or just curious about how to keep your 911 in top shape, my goal is to demystify the process and show that with the right tools, knowledge, and a supportive community, anyone can tackle these projects. ★





# GET-TOGETHERS

## 2024 EVENTS



Dear LSRPCA members,

As we say goodbye to 2024, I want to take a moment to reflect on the wonderful GTG events we've had throughout the year. There have been tech sessions at various locations, cookouts, and a costume party. Our get-togethers (GTGs) have been a fantastic opportunity for members to connect, share their passion for Porsche, and enjoy each other's company.

We kicked off the year with our traditional GTG which saw a great turnout despite the chilly weather. Throughout the year, our GTGs have not been only about cars, but also about building a strong community. We've seen new friendships form and old ones strengthen.

As we look ahead to 2025, we're excited to build upon this momentum. We have many more exciting events and activities planned.

We look forward to your continued participation and support. Thank you for making 2024 a fantastic year for the GTGs and the LSRPCA community. Together we have achieved great things and together we will continue to thrive.

Danny Green

GTG Chair









# DRY ICE BLASTING

## IS IT WORTH IT?

WRITTEN BY: TIMOTHY MCNAIR

There is a lot of hype regarding dry ice blasting right now. It is the weapon of choice if you have a newer Porsche or Mercedes Benz and are interested in selling it, but is it the right method for your car?

The process is fairly simple, but it will cost you. Dry ice pellets, in the shape of a grain of rice, are accelerated through a gun using compressed air. When the pellet hits the material being cleaned, it disintegrates and removes dirt and debris from the substrate. The actual machines are very expensive, starting from \$10,000 to \$50,000 typically. They require a large compressor, not necessarily for pressure, but flow. The compressor has to meet the requirements of the machine, generally starting at 90 CFM. These can also be very expensive as this level of equipment is used in body and mechanical shops. Add to the system a dryer to ensure completely dry air and a dedicated lift, and suddenly you are approaching \$100,000.

Now you know why it is an expensive process to have your car blasted.

The biggest concern when using a dry ice blaster is training because of the extremely corrosive nature of the method. It will not only remove dirt but also some grease, oil, cosmoline, and paint if used incorrectly. Check out their previous work and equipment to protect your vehicle from damage. If the shop is properly trained and is preparing mostly expensive cars, one would hope they are careful enough to not damage anything.

So, is it worth it?

As I mentioned, it is just one weapon in the arsenal. There are many other ways of cleaning, pressure washing, steaming, etc. that are more affordable alternatives. However, the advantage to dry ice is that it can be the least invasive option. The ice stays focused on the area to be cleaned and leaves very little residue. For a targeted area on a specific vehicle, it can really work wonders.

Similarly, I would not recommend using dry ice on every car. The process works exceptionally well for cast parts like transmissions and differentials. Modern Porsches and other newer models will benefit the most. Preservation cars are excellent candidates as well; but bear in mind the shop doing the work. It would require a delicate hand to not damage or go too far while cleaning. I personally have done a number of cars using this method, some with great results (YouTube McLaren F1 dry ice), some not so great (a very greasy original condition 1924 Rolls Royce).

Be warned too that dry ice is a serious erasing agent. It will not just eliminate dirt, but also remove cosmoline (protective wax used to prevent corrosion during shipping) on the undercarriage. If you are considering entering your vehicle in a show for example, you may not want to eliminate all of the grease to preserve the integrity of the car. Most people are amazed at the results of the initial cleaning, but occasionally that protective wax was put there at the factory. How much should be removed? If the car is to be shown at a significant concours, I would say none of it. The wax can be cleaned or reapplied, which would be appropriate for showing the car, but that is an additional expense and time that you may not want to bother with before your car's debut. Reapplying the cosmoline never looks the same, as most shops tend to make it too perfect.

Do your research on the shop and define what purpose you have for your Porsche. Show car? Driver? Or just enjoying the pleasure of owning a super clean German sports car?

Whatever you decide, the value in dry icing will only apply to your particular situation.

Is it worth it?

Yes, If done selectively and professionally with someone that understands how the finished product should look. The idea is to clean, not necessarily restore. ★

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# A LIFETIME LOVE



I am one of the lucky ones, the extremely fortunate ones, who got to grow up to know and fall in love with Porsches in person. Since I was nine years old, in the early '90s, my Dad owned a Porsche in New Jersey, and I just became enthralled. His first Porsche was a 968 coupe, and I still remember seeing and hearing it in the driveway for the first time. I loved the sounds that it made, I loved the curves of the body, and I mostly loved the big bug eyes. No car had ever captured my attention before, but, oh boy, was I hooked. I remember growing up and being able to hear my Dad coming home when he was down the street, "Dad's almost home," I'd say because I knew the sound of his engines, just like a child knows their parent's voice.

My two older sisters and I are each separated by 4 years, making me younger than my oldest sister by 8 years. When she was a junior in high school and looking at colleges four and a half hours away in Vermont, I agreed to sit in that tiny backseat of my Dad's 968 coupe and drive up with two of them. Anytime I got to spend with her before she left me for college was a gift, and any time I got to be in that car and listen to rock and roll music along with the sound of the road was

a win for me. Since both of my older sisters ended up at that same school (Go Middlebury!), this was not my first or last trip in the backseat of a Porsche. My Dad had a few iterations of 911s that would have a subwoofer and speakers in one back seat and me in the other, making the trip up to the Green Mountains. I loved those rides in all the cars, even as I got bigger and the backseats seemed to get smaller.

I remember going to the dealer with him for service one weekend with that first 968 and looking all around the showroom at the beautiful cars when something caught my eye. At nine years old, I saw it- my dream car- a white 968 Cabriolet with a dark blue top, dark blue leather interior, and those big bug eyes. I couldn't comprehend my Dad saying he wouldn't buy it since he already owned a car, but I told him that day that I was going to own it someday. At that point, since it was the 90s, after all, I told him I'd even have a 10-disc changer in the trunk, just like him. It was a dream that neither of us ever forgot.

In 2010, my Dad found a Boxster in my dream color combination and surprised me with it. I was overjoyed to have my own Porsche and in my dream colors. He realized that it



# MY 968 CABRIOLET DREAM CAR

WRITTEN BY: MICA RUCK



was easier to maintain a Boxster than a 968, and we met halfway and drove that car down to Texas for me. I was ecstatic. Half of my dream had come true. I loved switching gears, hearing the engine, and explaining to all the men who questioned me that, yes, in fact, this was a manual car. I ended up getting sick and not being able to drive, and sadly, I had to sell that car and do what was best for my family, but I always hoped that it wouldn't be the end of my journey.

During Covid, like many other people, I didn't see my parents for over a year. We talked almost every day, but they remained out of Houston for their safety. One day, I received a text from my father with a link to Bring A Trailer, and when I clicked on it, there was a 1993 Navy on White 968 Cab listing with low mileage. It was listed on the West Coast and had about five days left of the auction. I knew that my husband and I couldn't take this on ourselves and that I was a little too old for my father to buy me a car, but I kept dreaming. I kept pulling up the auction and looking at the bidders and the people asking questions. None of the names sounded like anything my Dad would use or name himself for an auction, and I remember at one point thinking, "It's just so mean that he'd send me the listing for my

dream car." During the final few minutes, I watched the auction, and the car didn't meet its reserve. I never lost hope that there would be another one, but I knew I'd have to grow up and fulfill my dream myself. Fast forward a few months, and my brother-in-law, an Emergency Physician who works in Texas sometimes and is an avid car lover and driver, called me and asked me to meet him outside of my house. I didn't think twice since it was COVID times, and I have a weakened immune system, but when I got to the driveway, my heart was not ready for the surprise. My dream 968 was in my driveway. My Dad had made my dreams come true and surprised me, making the sale happen even after it didn't meet the reserve. I almost fell to the ground.

Driving my 968 Cabriolet feels like a dream every time I get to be in the car. My father and I discuss things that need to be done, repaired, or managed, and we have trustworthy people that we go to for help and advice. There will always be little wind noises here or there, but for a 31-year-old car with original paint, beautiful interior, and mostly original, I couldn't have gotten any luckier with the car or my father. So when I tell this story at Cars and Coffee or any Concours events, you now know it's the truth. This car is my dream come true 🌟

# LUFTGEKÜHLT 10

## AT UNIVERSAL STUDIOS

WRITTEN AND PHOTOGRAPHED BY: RICK THOMPSON



Luft 10 proved to be an unforgettable celebration for air-cooled Porsche enthusiasts, set against the cinematic backdrop of Universal Studios Hollywood. The renowned event brought together a stunning collection of Porsche's iconic air-cooled models, uniting art, automotive design, and community spirit.

The Universal Studios backlot, famous for its timeless movie sets, became a fitting stage for these classic cars. From

cobblestone streets to modern urban facades, each vehicle was displayed with a photogenic flair that highlighted Porsche's visual legacy. The diversity of the collection was a feast for attendees, featuring rarities like iconic Porsche racecars, 356 Speedsters, and bespoke builds that showcased individual creativity.

Luft 10 was more than an exhibition; it was an experience. Enthusiasts mingled with collectors and racers, sharing



BACK AGAIN  
FOR A  
CINEMATIC  
SETTING



stories and admiration for the brand. Special panels and presentations offered insights into Porsche's enduring appeal, while vendors provided exclusive memorabilia and artwork celebrating the brand.

The venue added a unique cinematic energy, creating well thought out and unique photo opportunities that captured each of the iconic cars against Hollywood's legendary

backdrops. Luft 10 wasn't just about nostalgia; it highlighted the long-standing influence of air-cooled Porsches on culture and design.

For PCA members and fans alike, Luft 10 embodied the passion that makes Porsche ownership more than a hobby—it's a lifestyle celebrated with unparalleled creativity and community. ★



# LSRPCA CONCOURS

## NEWS



WRITTEN AND PHOTOGRAPHED BY: DERICK ROBINS

The LSR PCA 2024 Concours season featured several exciting events, starting with the Kemah Concours in March and the PCA Parade in June, where our LSRPCA participants performed exceptionally well. The season concludes with the fall concours. As with all our outdoor events, weather plays a significant role. Unfortunately, the November Concours had to be rescheduled to January 4th due to weather conditions, but it will still count towards the 2024 season points.

Looking ahead, the 2025 Concours season is shaping up nicely. It kicks off with a Concours Prep Clinic on February 8th at Garages of America. This event will feature Tim McNair, a renowned concours preparation professional, as our guest speaker. He will share his expertise followed by demonstrations from our local detailing professionals. This event is partially sponsored by Griots, promising a fantastic experience!

In early March, the Amelia Island Concours showcases the rare

and beautiful world of automobiles, with cars displayed and judged at the highest level. For LSRPCA Porsche enthusiasts, the Kemah Concours on March 1st is a must-attend event, offering a chance to see a stunning array of Porsches. The remaining calendar includes People's Choice events in late spring and early fall, with our final event in late October to try to avoid the November rains.

The PCA Parade in Oklahoma City in July 2025 is another excellent opportunity to participate in a Concours event, especially given its proximity to Houston. Success in LSRPCA Concours often translates to success at the Parade, as demonstrated by our group at the Birmingham Parade Concours event.

I look forward to seeing everyone and their cars at these events. A big thank you to our judges and volunteers. If you're interested in helping with the Concours, we're always looking for new judges and volunteers—no experience necessary! 🌟





## RESULTS 2025

### DIVISION 1 356

1ST	Hugo Zagaria	1965	356 SC	179.6
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### DIVISION 3 911 & 912 (1965 - 1973)

1ST	Jerry Woodson	1969	912	179.3
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### DIVISION 4 911 & 912 (1974 - 1989)

1ST	Jake McConnell	1987	930	179.1
2ND	Harley Tuble	1986	930	178.2

### DIVISION 5 964 & 993 (1989 - 1998)

1ST	Claudio Duran	1990	964	179.9
2ND	Dennis Schmitt	1994	964	179.8 Tie Breaker
3RD	Ivan Hristov	1994	964	179.8

### DIVISION 6 996 & 997 (1999 - 2012)

1ST	Jim Mullins	2007	997	179.7
2ND	Kevin Harwerth	2006	996 C4S	179.6 Tie Breaker
3RD	Derek Robins	2004	996 40TH	179.6

### DIVISION 7A 991 (2012 - 2016)

1ST	Jorge Machnizh	2015	991 C4 GTS	179.6
2ND	Eddie West	2014	991 CS2	178.8

### DIVISION 7B 991 (2018)

1ST	Todd Nardozi	2018	991	179.6
2ND	Gregg Garrett	2018	991	178.7

### DIVISION 7C 991 (2019 - ON)

1ST	Adrian Karter	2024	991 Targa 4S	180
2ND	Adrian Karter	2023	991 S	179.9
3RD	Robert Shneider	2019	991 Turbo	179.6

### DIVISION 9 BOXSTER & CAYMAN (1997 TO 2012)

1ST	Linda Conner	2009	Cayman	179.8
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### DIVISION 10 BOXSTER & CAYMAN (2013 ON)

1ST	Alex Avila	2024	Cayman GTS	179.5
2ND	Brian Masterson	2018	Cayman GTS	179.1

### DIVISION 12 BOXSTER & CAYMAN (2013 ON)

1ST	Harley Tuble	2007	GT3RS	179.4
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### JUDGE'S CHOICE AWARD

Adrian Karter	2024	911 Targa 4S	Oslo Blue
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### PEOPLE'S CHOICE AWARD

Hugo Zagaria	1965	356	Red
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### EVENT SPONSORS

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# LSRPCA

## EVENT CALENDAR 2025

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)

### CONCOURS CLINIC

GARAGES OF AMERICA

1009 RANCH RD. 620 N, LAKEWAY, TEXAS 78734

February 8-9

### LSRPCA AUTOCROSS

HOUSTON POLICE ACADEMY

February 16

### CONCOURS AT KEMAH BOARDWALK

March 1

### WERKS REUNION AT AMELIA ISLAND, FL

March 7-9

### CAR CONTROL SCHOOL

HOUSTON POLICE ACADEMY

March 8

### LSRPCA AUTOCROSS

HOUSTON POLICE ACADEMY

March 23

### HPDE

MSR HOUSTON

April 5-6

### LSRPCA AUTOCROSS

HOUSTON POLICE ACADEMY

April 20

### PCA SPRING TREFFEN

THE OMNI HOMESTEAD RESORT

7696 SAM SNEAD HWY, HOT SPRINGS, VA 24445

April 30 - May 4

### 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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