

**LONE STAR REGION
PORSCHE CLUB OF AMERICA**

ISSUE 13



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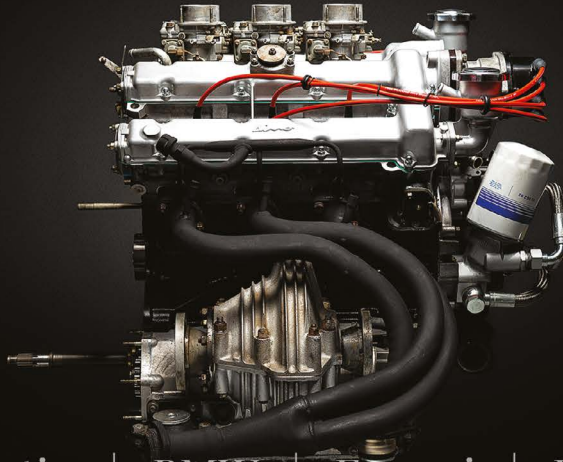
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PLAN YOUR NEXT PORSCHE
GET TOGETHER



LETTER FROM THE VICE PRESIDENT OF LSRPCA

The first half of 2023 has passed by swiftly. We find ourselves in the dog days of summer, grappling with record-setting heat that makes venturing outside quite challenging. As is customary, some of our outdoor events have slowed down during this period.

We marked the 75th anniversary of Porsche with a delightful social gathering at The Podium, complemented by individual celebrations at each dealership on June 10th.

Looking ahead, we are in the process of planning more one-day drives, expertly led by our Touring Co-Chair, Jeff Galloway. These drives will be listed on our calendar at LSRPCA.com and our Facebook page. Jeff affectionately terms these events "GOAD" - an acronym for "Get Out and Drive." So, keep an eye on our social media platforms and be prepared to sign up. If you haven't yet had the opportunity to join one of Jeff's tours, I strongly encourage you to do so.

On August 27th, we have a People's Choice Concours scheduled. This event is more about fostering social connections than being a fiercely competitive concours. It promises to be nothing short of pure fun. Additionally, we have several exciting events lined up, including Boxtoberfest, PCA Fall Treffen, and Schnell Fest, all scheduled for September. As October approaches, we have HDPE, Car Control School, and Autocross on the calendar. These events, alongside GOAD outings and possibly a social dinner, make for a vibrant schedule.

In terms of board updates, there have been a few changes. Stan Tripp has taken on the role of Vice President following Alastair Donald's decision to step down. I'd like to extend my gratitude to Alastair for his dedicated service to LSRPCA over the years, during which he held numerous pivotal positions. Zerin Dube has assumed the Communications Chair position after Steve Jacoby's departure. I'd personally like to thank both Alastair and Steve for their significant contributions while serving in key capacities. They played instrumental roles in implementing substantial improvements that have greatly enhanced the efficiency and collaboration within our board. As previously mentioned, Jeff Galloway has joined the board and is diligently working towards better catering to our members' needs by organizing GOAD events. Maneesh Kumar has also become a part of the board, taking on the role of Charities Chair as we strive to elevate our community engagement in this domain. Walt Doyle has taken up the mantle of Member-at-Large board officer, overseeing sponsorships that sustain the publication of our magazine, given Stan's transition to his new position. Additionally, Jake McConnell is now our Membership Chair, responsible for reaching out to new members, providing guidance, and encouraging their connection with LSRPCA.

At present, we do have a crucial vacancy that needs filling - the role of Social Chair. If you've enjoyed the LSRPCA dinners in recent years, you have Pam Fitzgerald to thank. If the idea of organizing social events resonates with you, please feel free to reach out to any of our board members.

As we eagerly anticipate cooler weather and the excitement of fall activities, let's continue fostering the spirit of camaraderie that defines our club and is in keeping with the PCA motto, "It's not just the cars it's about the people".

Warm regards,
Stan Tripp, LSRPCA!



LONE STAR: THE OFFICIAL MAGAZINE OF LSRPCA MEMBERS

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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!
Submit articles, event coverage and photos: editor@lsrpca.com





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THE LONE STAR REGION PCA WELCOMES OUR NEW MEMBERS



The Lone Star Region PCA is a diverse and growing group of men and women from all walks of life. Midway through 2023 we have added 181 new club members this year, with total club members now numbering 1890; and you have also included 877 co-members in spouses, friends, brothers and sisters to join in the fun. It is truly about the people and we appreciate every one of our new members and our long time members.

The cars you have brought to the club this year are diverse as well, from a 1957 356 to the latest 2023 model year cars offered by Porsche.

In this magazine issue we introduce a new article entitled "New Member Spotlight", to be published in the next LSRPCA magazine.

We want to hear your stories; is this your first Porsche? How long have you owned it? What are your objectives in joining the club, for example, do you Autocross or want to learn to Autocross? Do you perform maintenance, have you restored it?

If you are interested in being one of our spotlight members in the future issues, please contact our **LSRPCA Membership Chair, Jake McConnell** at membership@lsrpca.com, and he will arrange to meet with you to hear your story and take a few photos for the article. ★

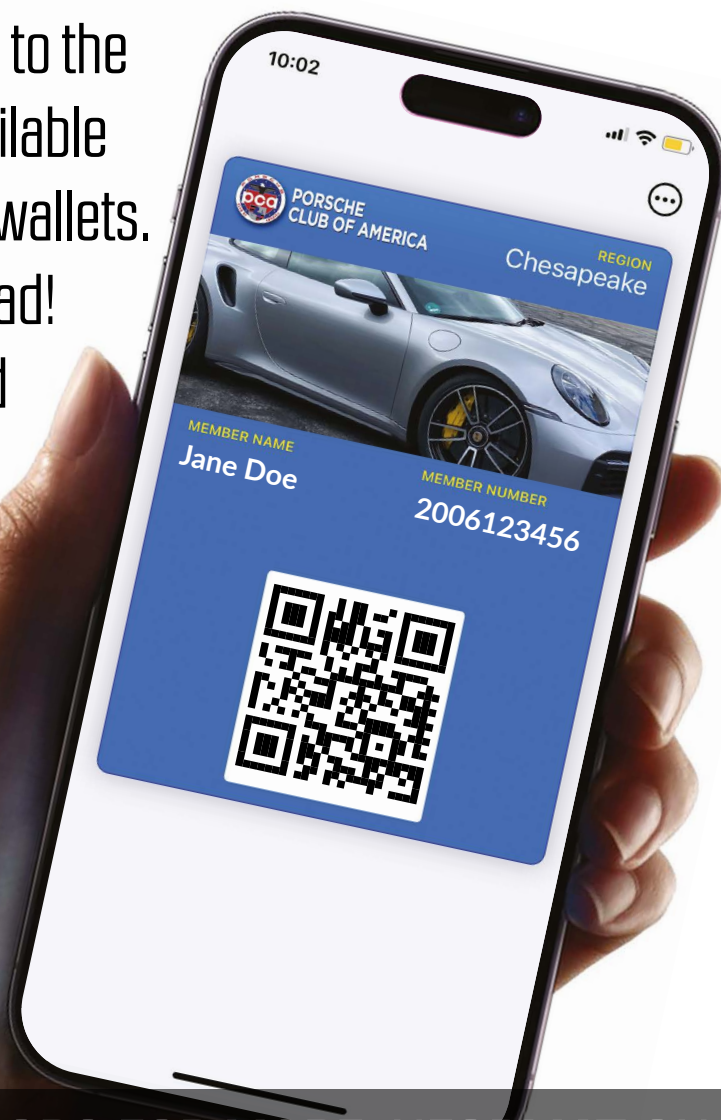
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WRITTEN AND PHOTOGRAPHED BY: JEFF GALLOWAY

Hidden just north of I-10 in Brookshire is John Hovas' Hemi Hideout, Texas' best kept secret. The Hemi Hideout is over 21,000 sq. ft. and is a direct reflection of a lifelong dream fulfilled by owner Mr. Hovas. For John, it all started at the age of 16, his love and passion for the Dodge and Plymouth muscle cars of the 1960's and early 70's. Over the last 10yrs, the Hemi Hideout collection has grown exponentially, now including over 600 vintage oil and gas, automotive, and transportation porcelain and neon signs. In addition to the incredible collection of early 1900's memorabilia, the Hemi Hideout is filled with 24 of the most historic Mopars ever produced. John's love does not stop with cars, his collection includes an amazing display of historic John Deere tractors, motorcycles, gas pumps, soda fountains, and even includes a

complete 1950's style diner.

Surrounding this outstanding structure and all of its unique interior features, is a professionally designed and beautifully appointed landscape scheme. Outside there is a large outdoor Bar-B-Que pavilion, complete with a western style bar and an outdoor fireplace all surrounded by large mature pecan and weeping willow trees, and a multi leveled water feature.

Along with hosting all kinds of events, including weddings, corporate outings, community events, etc., 4 times per year, the Hemi Hideout hosts local car clubs and opens the event to the general public. The Hemi Hideout charges \$10 per person for the event and opens the Hideout for tours, Mr. Hovas matches every dollar and donates those proceeds to various local charities.

On Saturday, May 6th, the Lonestar Porsche Club of America (LSRPCA chapter), along with the local Alfa Romeo club held a



special event / hangout. For Saturday's event, the turnout was fantastic with over 50 Porsches participating, including modern and vintage types. The event included a food truck provided by Clutch City Cluckers <https://www.clutchcitycluckers.com/> and refreshments inside. In addition to the incredible tour and presentation provided by Mr. Hovas, guests were treated to visiting the restoration shop out back where some of the incredible neon signs are produced and the amazing art work including tables and chairs made from shop tools are fabricated. LSRPCA members and guests got to learn more about the incredible collection of over 4,000 signs, "the Amish inspired structure which uses mortise and tenon joinery. All timber pieces are secured with oak dowels, eliminating the need for bolts, nails or glue. The massive building incorporated many environmentally friendly features. All of the Douglas Fir timber was harvested from sus-

tainable forests. R-38 rated structural insulated panels were used for the walls and roof, and geothermal heating and air-conditioning, make this building extremely energy efficient."

Fortunately, the weather turned out perfect and everyone had a great time learning, socializing, and sharing our love for cars. LSRPCA looks forward to our next event at this incredible venue, perhaps a Concours d'Elegance or a Christmas Party?

We would like to thank the Hemi Hideout for hosting us, including the owner, Mr. John Hovas and Special Events coordinator Shelley Gates. ★

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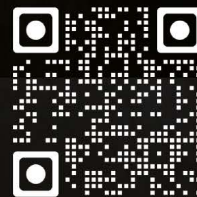


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CLEAN SLATE

WRITTEN BY: ALEX BESZTERDA,
JOHN GUNTER, AND ALEX REZENDE
PHOTOS PROVIDED BY: ALEX REZENDE
(VARIOUS PHOTOGRAPHERS)

Alex Rezende and John Gunter met years ago at autocross and car control school and continued to develop their track driving skills progressing through High Performance Drivers Education (HPDE) course levels at Texas World Speedway. After several years of rarely missing an event at the track, they advanced to the instructor level and eventually got involved in PCA Club Racing and other endurance racing events. Having experienced the frustrations that can come along with competing and maintaining a pre-owned race car, Rezende and Gunter wanted to start with a clean slate by ordering brand-new base 992 Carreras and stripping them to go racing.



RELIABILITY IS THE KEY

So why the idea to order a new Porsche 992 and convert it to a race car instead of just buying a used race car? "In hindsight it's reliability," says Gunter. "You're going to drive to California to do a cup race or club race, you want the car to start when you get there. You don't want to get there, and find out the car won't start, or something breaks in the first hour. These 992s aren't going to break unless you break it somehow".

Rezende agrees "a hundred percent reliability is the big one... you want to make sure you get there and your car is ready to go and you're not spending hours and hours fixing things. Because we see that a lot. There are a lot of drivers that we see on the

**CLUB RACING
A BRAND
NEW BASE
992 CARRERA**



side working on the car as opposed to being on the track.”

The pair elaborated “We wanted a car that would be ready to go and drive. The other thing is also parts for replacement and repairs”. Most of the older cars being raced [such as 944s] have had numerous owners making it challenging to maintain a build sheet of what is in the car. With numerous modifications, when a part breaks and the exact replacement part cannot be found you end up putting in another alternate part. However, that alternate replacement may then become the weakest link to something else breaking, yet another reason why some of the older cars struggle. “If they go back to all stock and keep it all

stock, usually not an issue. But that’s not usually what happens with race car people” adds Rezende.

Aftermarket parts availability can cause delayed repair timelines, especially when dealing with smaller aftermarket suppliers or shops. In contrast, “if something happens to our car, we can go to any [Porsche] dealership in America and we’ll give our VIN number and say ‘Hey, I need this specific part for the car.’” Stock replacement parts can be shipped to the dealership and ready within a few days, a significant advantage that many individuals do not have with their race cars.



Parts availability and the lower cost of bulk manufactured stock parts versus aftermarket were significant factors in choosing the Porsche 911 platform. Porsche continues to supply parts back to cars from the 1950s through their Porsche Classic program. The pair wanted to build a car to have the reliability that Porsche is known for. Reiterating the decision to convert stock 992 Porsche 911s for club racing, “it was really cost, reliability and they’re so much fun to drive from the factory. I mean, we literally got in the car, went driving and they’re a lot of fun” says Rezende.

PROOF OF CONCEPT AND PROCESS

While an individual can order a Clubsport version track car from Porsche Motorsports North America, the 911 GT3 Cup Cars are only available to professional race teams and must be raced in the IMSA-sanctioned Porsche Carrera Cup series. Either option would be substantially more expensive than the near-factory stock 992 club racing builds that Gunter and Rezende prepared (without the infrastructure of a full racing team). Through a long-standing relationship with Porsche North Houston they were able to order base 992 Carreras, which actually have limited allocations. Most Porsche customers would not spec an option-less base car, and though not as difficult as getting a GT3 allocation, available factory production slots are a limiting constraint. Orders for the base 992 Carreras were placed in September 2001 with delivery occurring in March 2022. Fortunately, the cars arrived ahead of the subsequent cargo ship, *Felicity Ace*, avoiding the lengthy delivery and production delays caused by the *Ace*’s sinking. As with all new factory orders, they received numerous updates from Porsche along the way including build completion and expected delivery dates.

Following delivery in March 2022, the cars were converted for racing at a shop near Alvin, Texas each taking around two months. A custom roll cage had to be fabricated and installed which required some modifications due to the aluminum body and floor bracing used on the new 992 series. Additional items like race seats, seat brackets, harnesses, nets, fire bottles, and cutoff switches were all carefully researched and selected by Gunter and Rezende based on their prior racing experience giving the flexibility to spec the cars how they wanted (within the required regulations).



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FULL SEASON AHEAD

A favorite moment of their PCA Club Racing resumes so far has been the first race with the prepared 992s, at High Plains Raceway outside Denver, in September 2022. Rezende managed to get the Hard Charger award in the Yellow Sprint 1 race starting from 11th and finishing 3rd. Competing on the same track where they had done a 24 Hours of Lemons race a year earlier, and started the ordering process at that time, made the PCA Club Race at High Plains very special.

These gentlemen racers are looking forward to 2023 as their first full season of events with their 992s and envision making the long trek to California to race at the historic Laguna Seca Raceway (home of Porsche Rennsport Reunion VII later this year from September 30th through October 3rd). Friendship and camaraderie are a big part of Porsche Club and PCA Club Racing

and they hope more people consider going through HPDEs and joining PCA Club Racing to expand participants in their class. John admits "In all likelihood, no one's going to take a brand-new car and do this." As used 992s come up off lease the opportunity may arise to pick one of those with some miles and do the same race conversion. Alex and John have at least shown a way exists to build a factory-fresh Porsche racecar. ★

.....

***Alex Rezende and John Gunter are both instructors in HPDE and compete in PCA Club Racing and endurance racing, for more information on high performance track driving activities or their 992 race car builds contact Alex Rezende turbo911fast@gmail.com or John Gunter**



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TEXAS OVERLAND TRAIL



WRITTEN AND PHOTOGRAPHED BY JAKE McCONNELL

Texas residents are fortunate to have a vast state area, about 750 miles from east to west and 750 miles from the top of the panhandle to the southern tip at the border with Mexico. With this immense size we have many driving options to choose from, however the Texas Hill Country, generally located in the center of the state, has many great driving roads only 3.5 hours from Houston.

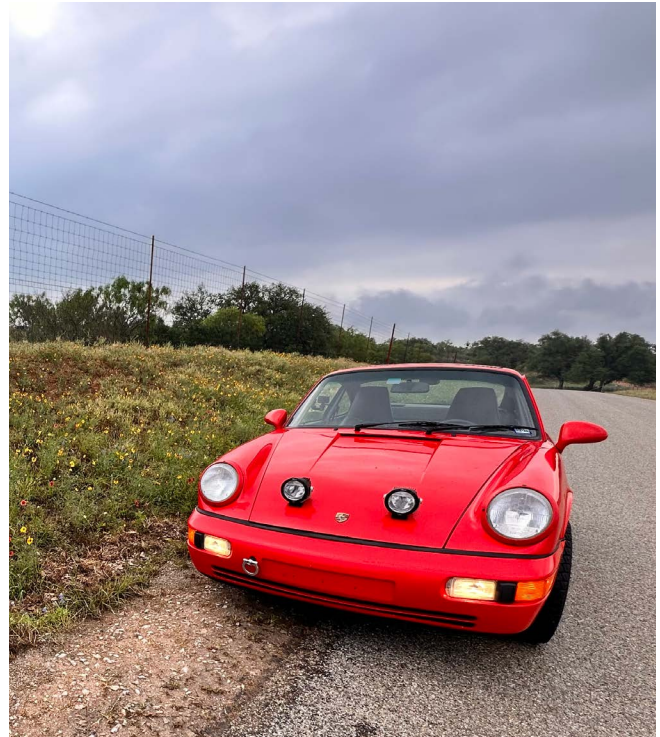
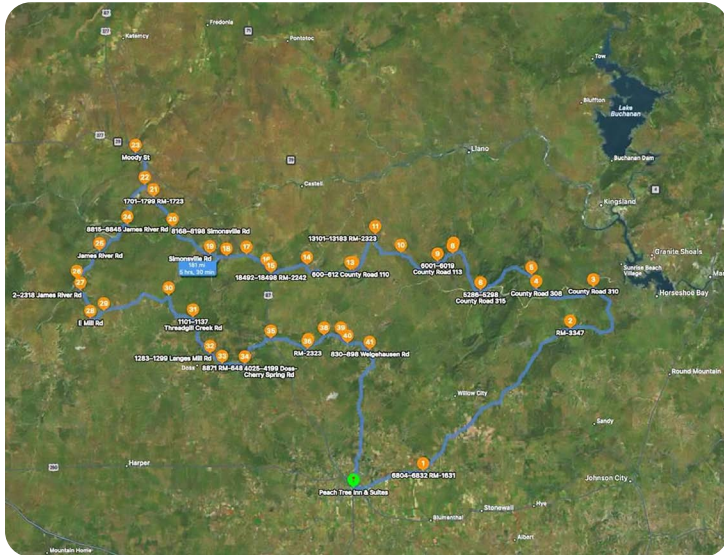
As sports car enthusiasts and fans of the Porsche marque, we seek out locations and routes that will excite us and which extract the race-like qualities of the Porsche brand in challenging and memorable drives.

The Texas Overland Trail offers an interesting variant from the usual blacktop drives, providing a variety of asphalt, gravel and dirt roads, along with stream and river crossings. Admittedly not the normal destination for our 911s, Boxsters and Caymans, but possible in

the Cayenne, Macan or a moderately modified 911.

My air-cooled Porsche journey began in 2018 upon acquiring a 1998 993 and by late 2019 deciding to add an air-cooled 911 for conversion to a rally car. The vision was not to build a full-on, hi-dollar safari version that we occasionally see, but more a car that can be driven anywhere in the city, or countryside, without worry about rain, rocks or the mileage count. It was to be a “driver” not a “Queen”.

By January 2020 I had located and purchased a stock 1990 Type 964 Carrera 4, which, as a salvage title car, was priced at a discount, perfect for the objective. During the ensuing year, with technical guidance and execution by Einar’s Garage, the suspension was completely revised to install a 964 specific extended-length Coil-over Strut/Shock system by Kelly-Moss and finished with custom offset 15” Braid rally wheels and Pirelli Scorpion Rally



tires. Along with the suspension work, all under-body bushings, CV joint boots, brake lines & pads, nuts, bolts and bearings were replaced.

With the 964 more off-road capable I began looking for interesting drives. The Texas Overland Trail came up as a route that incorporates Farm to Market (FM) and Ranch to Market roads (RM) across an area that generally runs East to West from State Highway 71 (near Horsehoe Bay on Lake Lyndon B. Johnson) to the James River, South of town of Mason, about 45 miles to the West.

Starting from Fredericksburg in a counter clock-wise direction the route was driven in mid-May this year and totaled approximately 184 miles.

The whole of the trail is classic scenic hill country terrain, at the start of the trail in the East the land is populated by larger trees and in heavier concentrations near lower elevations at creek beds. As

the route continues West, the land gradually changes to a more arid nature with more sparse scrub trees and cactus.

The land throughout the route is open ranch land with loose cattle occasionally encountered on the roads and stream crossings, and caution is advised where sight lines are obstructed. Cattle guards on the overland trail are numerous on the trail, so some care is required when approaching and crossing these, but in general, these were found to be in fairly good condition for the posted speeds. Deer were observed several times on the drive crossing the roads and drivers should be aware of their presence. Wildflowers were still blooming in mid-May, and the author believes that a trip earlier in the spring would provide an even heavier concentration of flowers to enjoy on the drive.

The road surfaces varied over the drive from asphalt paved to gravel roads. In some areas the surface was of a washboard nature, however

“THE TEXAS OVERLAND TRAIL CAME UP AS A ROUTE THAT INCORPORATES FARM TO MARKET (FM) AND RANCH TO MARKET ROADS (RM) ACROSS AN AREA THAT GENERALLY RUNS EAST TO WEST”



this was not a frequent occurrence and most of the road was capable of running at posted speeds, i.e. between 30-50 mph.

There are numerous “low water crossings”, which lie in the beds of streams and rivers along the route, and are named as such since they can only be crossed at times where the water depth and flow rate are low enough for a particular vehicle to proceed. At the Eastern end of the trail the most significant crossing is Sandy Creek, crossed three times (in spite of a temporary sign warning of road closure), while in the Western half of the trail, south of Mason, the crossings over the James River are the most significant. The view of the opposite bank at roughly 100 yards distant at the first crossing at the James River is intimidating, particularly in a car that has about 8 inches of ground clearance. Although hopeful that other 4 X 4 vehicles might be present at the crossing so that I might compare the water depth on their tires to the 70mm sidewall on the Pirelli rally tires, I had no such luck, no others were at the crossing on this day.

A short wade out on the slippery roadbed buoyed my confidence that the depth of the water was safely below 8 inches in depth. Carefully easing the 911 out into the river and driving at walking pace the car made it across easily, with no drama.

After crossing the James River once there was a second crossing of maybe 75 yards, and it was not as daunting as the first. Certainly, both of these crossings would be impassable for most vehicles on occasions this part of the hill country experiences heavy rainfall.

The rest of the trip back toward the starting point was enjoyable across several miles of gravel road over more sparse and arid terrain eventually changing back to blacktop near US 87 and eventually turning South onto RM-965 for the leg back into Fredericksburg.

Happy Trails! 🚗

A video of the drive is posted on the LSRPCA YouTube channel at

<https://www.youtube.com/@lsrpca>.

IF YOU GO!



- **Start with a full tank of gas, once on the trail you may be 25-30 miles from the nearest gas station, traffic on these roads was very light, in my experience 30-45 minutes between seeing other vehicles**

- **Respect the land owners by remaining on the road right of ways and in the river bed boundaries along the route**

- **Be prepared to turn around to adjust your planned route if your vehicle clearance is not high enough for the observed conditions on the day of your drive, periods of heavy rain before the trip may cause the large river or stream crossings to be running deeper than your vehicle should attempt to cross**

- **Plan for a stop in Mason if you want to break up the trip for lunch and a rest stop**

- **The full loop will take 5-6 hours or longer if making frequent stops. The route can be done partially to reduce the time commitment by using US 87 or Texas Highway 16**

- **Fredericksburg offers many options for lodging and things to do. On my trip the Peachtree Inn & Suites was my choice (<https://thepeachtreeinn.com/>) This location has been owned by the same family for many years and was built as the old motor courtyard type motels with a center driveway court with carports for most rooms. Very clean and lots of character**



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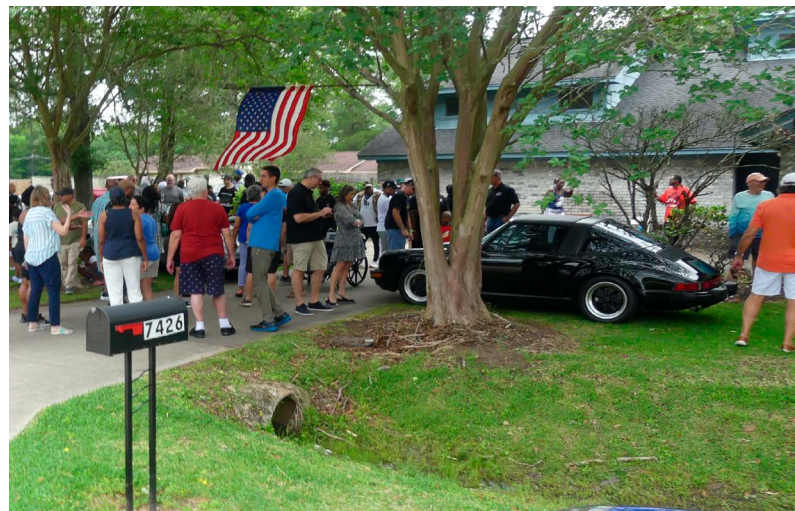
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WRITTEN AND PHOTOGRAPHED BY JEFF GALLOWAY



On April 27th 2023 there was post on the LSRPCA Facebook page from Mark Carter. Mark was a new member to the our Facebook group and this was his first post, which unlike most first posts was not about his car nor himself, it was about his Porsche obsessed father-in-law DJ (Douglas Ray James) that was just diagnosed with 5 different types of stage 4 cancer.

Mark's heartfelt post simply had one request: "We would love to get a local club to do a drive by at his home, that would absolutely almost make him temporarily forget his current situation."

That's all it took, one post from Mark and the LSRPCA family was off and running (make that driving)! Mark's LSRPCA Facebook post

went viral and was quickly shared by others, accumulating substantial likes and comments. Within hours, several LSRPCA members contacted the family and met in Baytown at DJ's home, where they also had the opportunity to see and sit in DJ's 1985 911 Targa and his 2002 996 Carrera.

The Baytown Sun Newspaper, Thursday, May 4, 2023 Front Page Porsche Club tribute to Cancer patient

"On Sunday, May 7, a large group from Lone Star Porsche Club of America who owns Porsche automobiles, are scheduled to do a drive by to see if they can put a big smile on the face of Douglas "Killer" James"

Sadly, DJ had passed away the day before on Wednesday May



3rd and what was originally planned as a celebration parade lap, was changed to a Memorial Drive for DJ and his family.

On Saturday morning, May 7th, LSRPCA members met at Buc-ee's in Baytown and traveled in convoy to the neighborhood and family home of Douglas Ray James where friends, neighbors, and family gathered to honor a fellow Porsche family member.

The Baytown Sun Newspaper, Sunday May 8th, 2023

Lone Star Porsche Club of America pays tribute to cancer patient

"For those of you who missed it, you missed an opportunity to see a large number of individuals who own Porsche automobiles

Porsche Club tribute to cancer patient

On Sunday, May 7, a large group from Lone Star Porsche Club of America, who own Porsche automobiles, are scheduled to do a drive-by to see if they can put a big smile on the face of Douglas "Killer" James, who is currently battling Stage 4 cancer. James is not only a passionate owner of two Porsche automobiles, (1985 Porsche 911 Targa and 2002 Porsche 996), he is also a U.S. Air Force Veteran. The group of Porsche owners are scheduled to meet at 9:30 a.m. at Buc-ee's, 4080 Interstate 10 East in Baytown.

do their thing Saturday morning, May 7. The owners of 97 Porsches from Baytown and all over the State of Texas assembled at the east end of Buc-ee's parking lot located at 4080 I-10 in Baytown. They were there to line up and get instructions pertaining to the route they would be taking to do a drive-by in honor of a cancer patient, Douglas Ray "Killer" James."

National recognition

"I saw the coverage on social media of the Memorial Drive of Porsches the Lone Star Region did for Douglas Ray James. I wanted to thank you and those who worked so hard to put on such a thoughtful display of support for Douglas and his family. It truly shows how selfless our members are when it comes to others. Please thank everyone who worked on and supported this amazing event. Well done." Aaron B. Ambrosino, Porsche Club of America, National President

For all those members that attended this event, thank you for a job well done. You should be proud. This memorial event was another reminder that life is short and it's not about the cars, it's about the people. I hope this is only the beginning of what our club can do to not only share the joy and blessings of Porsche ownership, but the goodwill and fellowship engendered in that opportunity. 🌟

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LSRPCA EVENT CALENDAR

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)

PEOPLE'S CHOICE CONCOURS

August 27, 2023 9:00 am - 11:00 am
Karbach Brewing 2032 Karbach Street,
Houston, TX 77092

BOXERFEST

September 8, 2023 - September 10, 2023
Hangar Hotel, 155 Airport Rd,
Fredericksburg, TX 78624, USA
Registration at: clubregistration.net

PCA FALL TREFFEN

September 20, 2023 - September 24, 2023
Ritz Carlton Drive, Ritz Carlton Dr,
Clayton, MO 63105, USA

HPDE

AUSTIN SCHNELL FEST

September 30, 2023 - October 1, 2023
Circuit of the Americas, 9201
Circuit of the Americas Blvd,
Austin, TX 78617, USA

HPDE

October 7, 2023 - October 8, 2023
MSR Houston, 1 Performance Dr,
Angleton, TX 77515, USA

HPDE

December 2, 2023 - December 3, 2023
MSR Houston, 1 Performance Dr,
Angleton, TX 77515, USA

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October 15, 2023
Houston Police Academy, 17000
Aldine Westfield Rd,
Houston, TX 77073, USA

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November 19, 2023
Houston Police Academy, 17000
Aldine Westfield Rd,
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AUTOCROSS

December 17, 2023
Houston Police Academy, 17000
Aldine Westfield Rd,
Houston, TX 77073, USA

WEEKLY GET TOGETHERS (GTG'S)

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Saturday morning.
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