

The Lone Star

April 2014



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The Lone Star

April 2014

Calendar of Events

The calendar of events is current at the time of printing. Date/time/event changes may be necessary. For the latest details and updates go online to the Lone Star Region website or visit us on Facebook.

www.lsrpca.com

www.facebook.com/groups/lsrpca/

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LSR Club Race weekend at TWS.

April 2014

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
- 3 Registration opens for February DE (NOON)
- 5 City-Wide Coffee and Cars - Vintage Park
- 5 Third Annual Porsches and Pollen Wildflower Tour
- 12 PCar GTG (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 17 Third Thursday Social
- 18 LSR DE at TWS
- 19 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 26 PCar GTG (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall
- 26 Car Control Driving School Course
- 27 LSR Autocross at Houston Police Academy

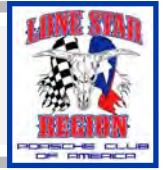
May 2014

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

- 2-4 Advanced Solo DE and Club Race at COTA
- 3 City-Wide Coffee and Cars - Vintage Park
- 7 Board Meeting
- 10 PCar GTG (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 15 Third Thursday Social
- 17 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 24 PCar GTG (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall

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From the President

Mike Globe, President
Lone Star Region PCA



The Quest for Turbo

I suppose the search started before I even knew it had begun. After building, wrecking, and re-building a racecar, then watching my beautiful 997S depreciate at too rapid of a pace for my tastes, I decided push had come to shove. Either I had to give up racing (we will just gloss over the second race car part of the story), or I had to give up on owning a shiny new Porsche. It was not a difficult decision for me, the 997 had to go. I never looked back, and convinced myself that I was fine with a Chevy 2500HD diesel truck as my daily driver. After all, I did still own a Porsche racecar.

Fast forward a few years, and I found myself browsing eBay, Auto Trader, Cars.com Rennlist - looking at air-cooled Porsches. My Silverado was a great truck, and I loved my 996 racecar, but I wanted a Porsche to drive around town and maintain.

I love the older Porsches from the seventies and the eighties, but I didn't know enough about them to make a smart purchase and I really wanted some of the modern amenities. I thought about 993's for a while, but the prices seemed too high to me, and I have never completely gotten comfortable with the styling. The 993's headlights just don't do it for me; and yes, my racecar is a 996, so who am I to criticize headlights?

Before long, I turned to the 964. . The shape of the 964 just speaks to me, and it's just modern enough to serve as a semi-daily driver. Plus there were not that many of them made, so maybe it might be a decent "investment".

But which 964 should I buy? It had to be a coupe, that much I knew. Sorry, but I'm just not a cab fan. The C4 is just too complicated, so it had to be a C2 for sure. I toyed with the idea of an RS America for a while. I love those cars, and they are definitely going to appreciate, and I'd still like to have one. But the RSA wasn't the answer for me.

The more I looked, the more I thought about it, the 964 Turbo (aka the 965) that really defined the sports car of the early 90's. There's just something about the wide-body styling and the

whale tail that for me is just right. And I loved the idea of owning the last generation of the rear-wheel drive, single turbo Porsche. The quest was on in earnest.

Finding the right 965 wasn't going to be easy. There were not that many 965's brought into the US so they are somewhat rare.

And single-turbo, two wheel drive 965's are a handful to drive, so I suspect more than a few were wrecked along the way. Finding the right 965 wasn't going to be easy. To make it more difficult, I decided it couldn't be black or silver. Don't get me wrong, the cars look great in those colors, but I wanted something a little more bold. Blue was my first choice, but red, or yellow would work too. I love colorful Porsches.

I spent a year combing the internet. I set up searches that would email me each time a new one was listed. I kept an

eye on the market, and noticed that prices seemed to be creeping up. Maybe I was getting in at a good time? Cars came and went. Wrong color, or too many miles, evidence of a repaint or body damage, or too expensive... I came close to buying a white 965 in Pennsylvania, but couldn't come to terms on price. In retrospect, I probably should have bought that car.

Finally, a car popped up in Florida. Red, with a black interior, with 38,000 miles, and in what appeared to be very good shape. I talked with the seller, and got to a price that worked for me provided it passed a pre-purchase inspection (PPI).

How do you find a good mechanic halfway across the country to do a PPI? If you want to know who's good, ask a racer. Because racecars are in constant need of repair, racers tend to know who's who in the world of auto mechanics. I asked for advice on the Rennlist racing forum. Several folks suggested I talk to Vinnie Colosino at Gulf Performance, so I had the car brought to Vinnie. He spent nearly a full day going over it, and then he called me. "It's a very solid car that needs some maintenance". "At the right price, would you buy this car sight unseen?" I asked. "Yes". The deal was on.

Now, I had to do was figure out how to get the car to Houston.



(continued on page 6)

After considering the options, I decided that I wanted to see the car, and hand over the check in person. I had a truck and trailer, I had the time, and I enjoy a long-haul drive. Off I went.

I was well east of Houston before I watched the sunrise for the first of three consecutive days. With the company of XM radio, and comfortably perched in my big-ass truck, I cruised east on I-10. I love being around people, but solitude recharges me. I was recently retired, had been through a lot of “stuff” in the past 10 years, and the quiet time was perfect. In what seemed like no time at all I was in Tallahassee, where I had a nice sushi dinner, and spent the night. The next morning I watched the sun rise again as I cruised across the panhandle of Florida, and then headed south to Ft. Lauderdale. I won’t say how fast I drove, as I’m not sure what the statute of limitations is on speeding. Suffice to say I couldn’t wait to see the car.

I met the owner at his business, and there was my car, exactly as he and Vinnie had described her. There wasn’t a single surprise in the car. We did the deal, I loaded up all the original parts the previous owner had saved when he modified the

car” said one of the guests as he walked by. “Thanks!” The next morning I watched the sunrise one more time, now in my rearview mirror. I set the cruise control for an unmentionable speed, and before I knew it, I was home in Houston in time for dinner. What a trip.

So how’s the car? It’s nothing short of fantastic. A few things needed to be sorted out, but all in all it’s a very solid car.



The sound is amazing. There’s nothing like the note of an air-cooled car, and the aftermarket exhaust on mine makes certain you know I’m coming. And oh that turbo. The lag is noticeable, and probably makes the car

feel a lot faster than it is. A friend of mine described it like this: “you get on the gas, and you think “this car isn’t all that fast... OH MY GOD! HELP!” When the turbo kicks in, you better be pointed straight, and you better be ready for the rear wheels to break loose. It’s violent, and possibly a bit dangerous, but that’s part of what makes the 965 so special.

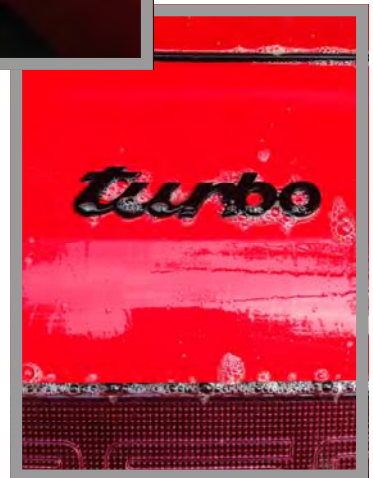
I drive it a lot. I didn’t buy the car to keep in my garage. The market for 965’s has gone up considerably in the past two years. I could make decent money if I would sell it, but I’m having way too much fun with it. Not a week goes by without someone pulling up next to me, rolling down their window, and saying, “hey, what year is that?” I tell them “it’s a ’91”, and they give me a thumbs-up and a smile. It’s a car guy’s (and gal’s) car.



exhaust, put on different wheels, and installed a RUF steering wheel. Then I loaded the car on the trailer, and headed north. As I pulled away, the previous owner was teary eyed. Seriously, he was. I almost felt bad. Well almost.

Before I got on the highway, I stopped at Gulf Performance to see Vinnie. He had been so good with his evaluation of the car that I wanted to stop and thank him. We talked over a cup of coffee, I got in my truck, and went back to Tallahassee where I spent the second night in a row in the same hotel.

That evening I sat out in the hotel parking lot and had a beer while my Turbo sat perched next to me on my trailer. “Nice





Both Feet In - Can We Save Texas World Speedway?

By Mike Phifer, The Lone Star Editor

"The sky is cryin....

Can't you see the tears roll down the street

I've been looking for my baby

And I wonder where can she be"

- Elmore James

As we huddled together under the garages at Texas World Speedway on Saturday afternoon of the Club Races, trying to stay dry under the cool rain constantly falling from the dark, grey skies overhead, sadly we all knew that this might be the last time we would be together here. Some drivers were catching a quick nap and some were working on their cars while the rain poured down, but some of us were talking about the final days of Texas World Speedway.

Things change, but not always for the better. By the spring of next year, one of the fastest racetracks in the world may be gone forever and replaced by swimming pools, Starbucks, and four-way stop signs. A track that has been raced by some of the best and most famous drivers in history may be jack hammered down and hauled away to make way for a master-planned housing and commercial development that will surely increase the tax base of College Station at the expense of Texas racing.

On March 27, 2014, the City Council of College Station will decide whether to approve a \$513 million dollar development that will eventually replace the Texas World Speedway. It's hard to fight the power of City Hall, but some of us are stubborn idealists. As Mark twain said, "it ain't the size of the dog in the fight, but the size of the fight in the dog."

On March 18th, as I write this, almost 2000 people have signed an online petition at "Help Save the Racing at Texas World Speedway" in support of keeping the track open. Will it be enough? I don't know, but I do know that that the petition got over 300 more signatures in less than 24 hours after I first signed it. By the time you get this magazine in the mail, we may or may not know the fate of TWS. It may take more than one hearing before City Council or the hearing may get rescheduled. So, I urge you to go to the website and sign the petition. The URL is <http://soonerbillz.com/SaveTWS/>.



So many people learned to drive at TWS - it would be sad to see it go.

The history of TWS is impressive. TWS was built in 1969 and is one of only seven [Super Speedways](#) of two miles or more in the United States and the only Super Speedway in the Southwest. Some of the racing legends who have raced and won at TWS include A.J. Foyt, Al Unser, Johnny Rutherford, Richard Petty, Bobby Issac, Darrell Waltrip, Cale Yarborough, Buddy Baker and Benny Parsons.

TWS became known as "The World's Fastest Speedway" when Mario Andretti set a world closed-course record of 214.158 mph on October 6, 1973 while qualifying for the Indy car race. On February 3, 1993, [Jeff Andretti](#) set the [unofficial, closed-course speed record](#) at that time for [Indy Cars](#) of 234.5 MPH, the fastest speed ever recorded at TWS.

How many amateur racers have gotten their start at TWS? Most likely, thousands of young drivers over the years have started their racing careers at TWS. As we all know, it's a great place to learn to drive your car fast, it's a safe place to learn, and it doesn't cost you a fortune.

All of us have some wonderful memories of TWS. My greatest memories are the people that I met who taught me so much about how to drive my 993 safely and quickly around the track, and the friends that I made while learning. From my first DE lap with Andrew Seifert to laps with Haas Fogle, Judy Nelson, Glen Campbell, Jack Smythe, Mike Merritt, Mike Crawford, Jess Rolen, and Guillaume Thomas-Collignon. I have enjoyed every last minute even when I was spinning like crazy around the Carousel. It was only fitting that I valet parked my 993 in Turn 4 this past Saturday after the rain started. With "*both feet in*", I simply waited for traffic to clear and pulled right back onto the track.

No matter what happens to TWS, I can guarantee you that LSR President Mike Globe has some plans for the future. But, let's not give up just yet.

Zuffenhausen to Houston



A Super Carrera Reunion

By Ross Bluestone

I've always loved Porsches, especially the 1978-1983 Porsche 911 SC coupes. When they were new, I could never afford those fine cars, as they were just too expensive at around \$33,000. So, when I moved to Houston in 2006 after Katrina (I am originally from New Orleans), I saved a little money and bought a nice Ruby Red Metallic 911 SC coupe on E-Bay with the Tea-Tray spoiler and only 52,000 miles located in Laguna Vista, Texas.

After a super detailed cleaning, I noticed the build date of 9/82 and the VIN # ending in 527. So an early model 1983 Porsche 911 SC coupe was what I owned. The seller said the car had been previously owned by a lawyer in Denver, and after his passing, his family sold the car to another lawyer, who later moved to Texas. After a six-hour drive back to Houston, I finally had a fine, low mileage Porsche 911 SC in my garage.

But, strange events were just beginning to unfold. Just a few months later, I was perusing E-Bay, for fun I thought, and I came across a Slate Blue Metallic 1983 Porsche 911 SC coupe

with 101,000 miles in Cincinnati, Ohio. This 911 SC sat a little lower, had Recaro seats and was equipped with both the front air dam as well as the rear Tea-Tray spoiler. With a little haggling, I purchased this Porsche just from the pictures.

A flight to Cincinnati, followed by a twenty-hour drive back to Houston, and I was the proud owner of a second 1983 Porsche 911 SC coupe. And this 911 SC had also once been owned by a lawyer, and after his passing... his family had also sold the car!

After a thorough detailing, I noticed the build date of 9/82... and the VIN # ending in 385... the two Porsches I now owned had been built in the same month and only 142 units apart... what an amazing coincidence!

Maybe these two 911 SC's were on the assembly line at the same time, and then after being separated and sold to their new owners, twenty-five years of twists and turns in the road had reunited them in the same Houston garage under my caretaking. Strange days indeed.





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Porsche 991 RSR Meets the Challenge of the Rolex 24 Hours at Daytona

By Michael Tribolet

My challenge started well before the race began. The Rolex 24 Hours at Daytona is the beginning of the race season for Porsche in the United States, but I almost didn't make it out of the hotel parking lot. Race fans face many challenges from the weather, but this was one I had never before encountered. How do you open the front trunk on a Porsche when it is completely frozen shut with a layer of ice in a hotel parking lot far from home?

My son, Max, and I were booked on the first flight to Orlando on an early Friday morning in January; we were on our way to beautiful sixty degree weather in Daytona Beach for the Rolex 24 Hours after a rare winter freeze in Houston had turned Thursday's rain into a crust of ice. Fearing the worst from the unpredictable Houston weather, we had checked into a hotel near Bush Airport the night before, but we still had to get our luggage into our car and make it to the terminal on time.

Standing in the early morning chill of the parking lot just a few miles from the airport, north wind blowing, clock ticking, no ice scraper in sight, we had to improvise. If we banged on the ice with something heavy or hard, we could damage the paint or body panels, or worse yet, the trunk might not shut again once we finally got it open. We needed something plastic with thin edges that would fit into the seams between the trunk lid and the body panels. What's in your wallet – maybe it's an ice cutter disguised as a credit card. Max and I took my credit cards and used them to carefully cut the ice in the trunk seams so we could be on our way. Fortunately, we only had a few miles to drive to the terminal with one dicey overpass on the final turn, as we never got over 20 miles an hour on the slick surface streets.

The Rolex 24 Hours at Daytona was the first of twelve scheduled United SportsCar races for 2014 and the first race of the new IMSA Tudor United SportsCar Championship that resulted from the merger of American Le Mans (ALMS) and the Grand-Am Rolex Sports Car Series. United SportsCar has four classes: 1) Prototype (P) - the Daytona Prototype class from Grand-Am and the ALMS P2 class; 2) Prototype Challenge (PC) from ALMS; 3) GT le Mans (GTLM) - the carryover GT cars from

ALMS; and 4) GT Daytona (GTD), which has Grand-Am GT and GX class cars and the Porsche 911 GT3 Cup cars previously in ALMS GTC class.

Would the new 991 RSR be competitive? At last year's Rolex 24, Hurley Haywood had spoken at the PorschePlatz. He lamented that the 997's were having trouble competing with the newer Ferrari 458's and Audi R8's, and expressed his hopes that the 991 would be a vast improvement. To make the 991 RSR more race competitive, Porsche lowered the center of gravity, encased the body with better aerodynamics, added lighter polycarbonate windows, improved outside lighting and designed a cockpit with better ergonomics for the driver. In an age when computers and electronics rule, Porsche added in-car telemetry systems that now stream over 200 measurements straight to the pits, and to make repairs easier and faster for endurance racing, the front end, front trunk panel and rear panel now use quick release systems for fast replacement.

The new 991 RSR came to Daytona with high hopes after winning the GTE-Pro class at Le Mans last June. Showing its dedication to winning the championship, Porsche had assembled a talented group of international drivers for Daytona. In qualifying, the two most competitive RSR's were the No. 911 car that qualified 26th overall that was driven



Mission 2014: Porsche returns with a vengeance.



The No. 911 RSR in 4th place late Saturday would finish 6th overall.

by Nick Tandy (Great Britain), Richard Lietz (Austria) and Patrick Pilet (France), and the No. 912 car that qualified 29th overall that was piloted by Patrick Long (California), Michael Christensen (Denmark) and Joerg Bergmeister (Germany). Both cars were factory sponsored by the Porsche North American team. Four more factory drivers were in the new type 991 911



Joerg Bergmeister - Porsche Factory Driver of the No. 912 RSR

GT America in the GT Daytona class. They were Timo Bernhard with the Park Place Motorsports team, Wolf Henzler with Magnus Racing, Marc Lieb with Dempsey Racing and Marco Holzer with Team Seattle/Alex Job Racing.

Although Corvettes took first and second overall at Daytona,

Porsche notched its 40th class-win for a 911-based racecar. The No. 911 RSR of Tandy, Lietz and Pilet finished the race sixth overall and won the GTLM class by 2.838 seconds after completing 679 laps around the 3.56 mile course and beating out the fastest Prototype Challenge car which finished ninth. The No. 912 car of Long, Christensen and Bergmeister only completed 489 laps and had to withdraw after an oil pressure problem.

Overall winner was the Action Express Racing Corvette Daytona Prototype driven by Joao Barbosa, Christian Fittipaldi and Sebastian Bourdais. In second place overall, by a mere 1.461 seconds after a lengthy yellow flag, was Wayne Taylor Racing. Wayne Taylor, along with sons Ricky and Jordan, teamed with co-owner Max Angelelli, piloting the number 10 Action Express Chevrolet Corvette Dallara to second overall.

In GTD, a Ferrari 458, Audi R8 and Porsche 911 took first, second and third respectively. The Audi R8 was initially thought



to be the GTD winner, but after the finish, an avoidable contact penalty against the Ferrari was reversed upon further review, yielding Ferrari first in GTD. The number 58 Snow Racing Porsche 911 GT America was third in GTD, with Madison Snow, Jan Heylen and Marco Seefried at the helm.

Attendance at Daytona looked good with a much more crowded infield this year. All in all, it was good weather and good racing and a successful start for the new IMSA Tudor United SportsCar Championship.



New Stars and Their Cars

William Wong, Membership

January of 2014

Marselles & Donna Avery	2006	Boxster
Dan Becker	1996	911
George & Gillian Booth	2014	911
Virginia & Kenneth Chandler	2009	911
Robert T. Councill	2014	Cayman S
John Dabbar	1999	911
Thorleif Egeli	2011	911 C4S
William A Gage	1980	911
Pete Ed R. & Laura Garrett	2007	911
James E. Gildart	1991	911
Mark Green	2003	Boxster S
John W. & Shirley Gunter	1996	993TT
James D. Hayes	1995	968
Perry M. Haynes	1984	928
Christopher L. & Kate Hutson	2014	911 C4S
Craig Steven Ignacio & Deborah Ann Thomas	2013	Panamera
Bradley D. Jeter	2014	911 S
Jonathan R. Lambert	2002	911 turbo
Michael Le & Anita Tian	2012	911
Ryan B. & Angie McBeth	2009	911 S
John Milne	2014	911
David E. Nesper	2008	911 S
Ronald W. Osborn & Tai Ingram	2002	911
Thomas A. & Sandra Paulley	2014	Boxster
Joseph O. Perino	2012	Cayenne
Olivier & Marisa Zuniga Prevot	1986	911
Mel J. Pye	2008	Cayman
Jim C. & John Rawson	2012	Cayman R
Aaron Schram	2011	Cayman S
Brewster H. & Kathleen Shaw	2013	911
Yuetong W. Shen & Sueann Wang	2007	911 turbo
Andrew M. Shidler	2010	911
Darrell Stanley	1987	911
Andrew M. Thompson	2003	911
Corey & Regan Thompson	1996	993
Clair J. Van Rooyen	1996	911
Oliver & Helga Zauner	2013	911

Transfer-in

Edward A. Duckworth	1996	993
Scott A. Holtzouser	2009	911
Derek Tillman	2000	996
Deborah L. & Christine Woodfield	2013	Boxster

February of 2014

David P. Alderson	2008	Cayman
Robert & Joshua Broussard	2012	Cayman S
Gardner W. Cannon	2001	911 Turbo
Dean M. Duplantis	1987	911
Charles Finley	2014	Cayman S
Robert Graves & Yvette Golan	2006	Boxster
Chris C. Ivie & Kelly Ivie	2007	??
Abbas H. Jafri	2012	911S
John & Will Krehmeier	2006	911
Siddharth Kulkarni & Lakshmi Goel	2008	Cayman
Kin Li	2012	Cayman S
Donald W. McCormick	1992	968
Amy & Donald McFall	2013	Boxster S
James F. & David Miller	1974	914
Terence E. Moore & Michelle Howze	2009	911
George & Fauna Osborne	2008	Cayman S
Chao Peng	2014	Cayman S
Peter Skelton	1994	911
Gregory S. St. Denis & Amy St. Denis	2004	911 Turbo
Jon P. & Lori Steiger	1971	914/6
William L. Thomson	2012	911 S
William H. Woods	1995	911
Zuocong Yip	2008	Boxster

Transfer-in

Matthew R. Pasquali	2008	Cayman S
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LSR Driveapalooza

By Mike Phifer, Editor

It may be snowing or bone-chilling cold everywhere else, but late February is driving time in Texas under 75 degree skies made for short sleeves. On February 22-23, 2014, Lone Star Region hosted a doubleheader weekend of driving programs with its Car Control School on Saturday and its new Autocross Program on Sunday. Both events were hosted at the Houston Police Academy Cadet Training Course located next to the HPD SWAT training grounds. LSR puts on four of these weekend double-headers each year, and they are rapidly growing in attendance. We even had a guest from Baton Rouge who drove over four hours just to take part this past weekend.



A brand new 991 just in time for Autocross.

skills, LSR members get to show off a little on Sunday as they compete against the clock and each other in a fun, family-oriented Autocross event held on the HPD slalom course. Autocross Chair Ryan Lansford welcomes all beginners, and LSR also provides Mentors and loaner helmets for first-timers. All drivers get at least eight timed runs over the course, and spouses and partners often swap turns behind the wheel to see who can thread those orange cones the fastest. But every once in awhile, someone will suck a cone or two under the front bumper, which means a lot of good-natured ribbing on the way home for Sunday dinner.

If you want to win Sunday's Autocross, you had better sign up for both days. Drivers who attended the Saturday Car Control School recorded almost all of the top Autocross times. With almost fifty cars participating each day, both events were a tremendous success. Lunch is served both days, and it's a great way to meet the members and see what your Porsche or other daily driver can do without having to invest a ton of money in tires and racing equipment. Just make sure to get there early so that you don't have to wear the pink loaner helmets.



L-R: Car Control Chair Steve Bukoski with Volunteer Instructors Jake Taylor and Chris Alvarado.

Chairperson Steve Bukoski describes LSR's Car Control School as an effort to teach every member of the family essential car control skills that may save their lives on the Houston highways. Aggressive braking, skid control, quick lane change and accident avoidance maneuvers and slalom handling are all part of the curriculum taught by qualified LSR volunteer instructors. Members are encouraged to enroll not only themselves, but also their teenage drivers from home, so that everyone in the family can improve their skills behind the wheel.

Saturday's Car Control School is excellent preparation for Sunday's Autocross. After a full day of polishing their driving

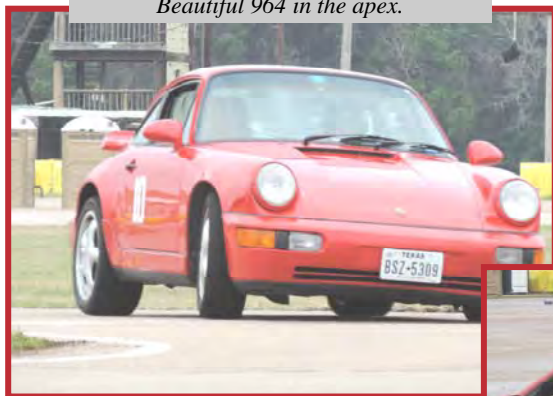


Autocross Chair Ryan Lansford directs traffic.

Car Control School/Autocross Weekend

February 2014

Beautiful 964 in the apex.



The pink loaner helmets are to die for.



Boxster versus Boxster.



Four doors, but I can dance.



Greg Fuller in his Boxster S.



TOP TEN AUTOCROSS TIMES

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	x1	121	Yuri Kouznetsnz	2014 Chevy C7 Corvette	45.027	0.000	0.000
2	2	x1	6	Mike Jiang	Mitsubishi EVO 9 MR	45.346	0.319	0.319
3	1	ins	193	David Hedderick	2008 Mazda 3s (on street tires)	45.349	0.003	0.322
4	1	p11	1	Drew Kim	2007 911 GT3	45.673	0.324	0.646
5	3	x1	21	Sianelli Cruz	2014 Chevy C7 Corvette	46.527	0.854	1.500
6	2	p11	33	Michael Schnetzer	2011 Cayman	46.870	0.343	1.843
7	1	s/n	333	Robert Villa	2008 911 Carrera Targa 4S	47.301	0.431	2.274
8	2	s/n	45	Brad Jeter	2014 911 Carrera S	47.484	0.183	2.457
9	2	ins	536	Steven Bukoski	2007 911 GT3	47.592	0.108	2.565
10	4	x1	92	Shyam Javvaji	2008 M3	47.670	0.078	2.643

Catching some air - 2nd Place, Mike Jiang



(continued on page 16)

IF YOU WANT TO KNOW HOW GOOD THIS WEEKEND WAS, READ THESE REACTIONS FROM PEOPLE WHO WERE THERE



Nicole Goldman

You actually get on the course with an instructor and they ride with you throughout the day. Some of your challenges are slaloms, skid pads, threshold lane changing, brake/steer collision avoidance. Many of us mowed the pylons down in the morning and early afternoon, or had a hard time handling our cars on the skid pad, but by the end of the day there was a noticeable improvement in skill, smoothness, and speed.

Erik Ashmore

It was my first Autocross. The butterflies were fluttering in my stomach as we walked the wet track before it went hot. I hoped I would remember the course and maintain control. The anticipation built as I waited for the third heat of cars, my run group, to be up next. I playfully identified the fellow American muscle cars that I planned to beat in the time trials. Time to go. I strapped on my helmet, buckled in, and grabbed an instructor to help me navigate the first run around the track. Ready. Set. GO! We were off. The butterflies were gone as pure adrenaline rushed in.

What better way to safely learn the limits of my new car, a 2014 Camaro SS with the 1LE track package. I discovered the Lone Star Region of the Porsche Club of America through a neighbor who is a member. After poking around the website, I discovered that the LSRPCA was holding a Car Control School and an Autocross event. I immediately signed up. The members of the LSRPCA made the weekend unforgettable and a true learning experience. The instructors and LSRPCA members at both events were a great group of people. Each has forgotten more about driving fast than I'll ever know.



Deborah Woodfield Baton Rouge, LA

I walked away with more passion for driving, in addition to learning so much more about how my car responds in different situations. The enthusiasm of the instructors and other "students" is contagious! The instructors practice the "no dumb question" motto, and they are very upbeat and positive when they are in the car giving instructions as you drive the drill. The Instructors taught me how to use the manual feature on my 981 Boxster's PDK and several other features. I did one drill without traction control. When I saw an instructor drive my Boxster to demonstrate it, I gained so much insight about what my car was capable of in the hands of an expert! And what a special treat when "Lady Lynn," a "real" race

car driver, let me be a passenger as she drove the Apex drill! One week after the event, I am still excited and looking forward to signing up again for April.



*Mother and Son Team: Nathaniel Hartwig and his Mother, Deborah Woodfield.
Deborah drove all the way from Baton Rouge for the weekend.*

Special Announcement - Because most men can hit everything but the apex in a port a potty, by popular demand a women's only port a potty has been set aside for all future Driveapalooza events.

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*This Parade will be very popular, but we will accept ALL entries.
Upon checking out of registration, you will receive an email with a link
to host hotels and discount codes.*

PCA has blocked rooms at five hotels, and expect hotel rooms to fill up quickly.

SOME OF THE MANY PARADE EVENTS AND ACTIVITIES

Competitive Events

The Porsche Concours d'Elegance is the showcase of the week's activities.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a rally that's sure to become the stuff of legend.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19.

Tours

You will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day.

Michelin Drive and Compare

Another great event at Parade is the Michelin Drive & Compare - your chance to take a couple of thrill laps around the course in two identical Porsches with two different types of tires.

Parade of Porsches

The final driving event of Porsche Parade will give you an opportunity to Parade your Porsche in the spectacular scenery of Monterey and Pebble Beach. You'll take in breathtaking views of the coast and hills surrounding Monterey and provide a great view to the locals of all our beautiful Porsches cruising by.

Art Show

The art-show is one of Parade's "must see" events, providing a great venue for our talented and creative members to show off their vision, creativity, imagination and skill.

High Speed Driver Education

High Performance Driver Education will be at nearby Mazda Raceway at Laguna Seca on June 21-22. For more details, be sure to visit the Parade website. Space is limited

CHECK THE PARADE WEBSITE FOR MORE EVENTS AND DETAILS

International Dinner February 22, 2014 at Goode Company Seafood

By Nicole Goldman

While the 2014 Formula 1 Gulf Air Bahrain Grand Prix is coming closer, the Lone Star Region came together for an International Dinner at Goode Company Seafood on Katy Freeway in Houston.



Pam Fitzgerald, Activities Chair, could not have chosen a better location. The International Dinner Group counted no less than 30 Lone Star members and guests. It was a perfect place to get to know your fellow members.

Goode Company has a colorful background. Jim Goode opened a little barbecue place off Kirby Drive in 1977. With no restaurant experience and very little money, he transformed the old barn-style warehouse into his first location. Most nights, Jim and his Uncle, Joe Dixie, slept at the restaurant, waking up every hour to check on the brisket. One slept inside, one outside, and



they kept a shotgun nearby to protect the meat, the equipment, and themselves (in that order). On slow days, Jim would head out onto Kirby Drive, sandwiches in hand, and invite people in to sit for a while. It didn't take many sandwiches before word of mouth was traveling faster than folks could swallow.



If you have a suggestion for a particular restaurant for the next International Dinner, drop Pam a line at her email address: activities@lsrpca.com



Do not forget to have a look at the Calendar of Events in The Lone Star Magazine, on LSR's Face Book Page or on the LSR website. You will find that there is a large choice of events to choose from. Do not hesitate to sign up. We assure you it is worth the try.

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LSRPCA Board Minutes

Michelle Serrell , Secretary

February 2014

In Attendance:

Mike Globe, President
Eric Serrell, Vice President
Michelle Serrell, Secretary
Greg Platt, Past President
Andrew Seifert, DE Chair
Walt Doyle, Concours
Michael Phifer, The Lone Star Editor
Nicole Goldman, The Lone Star Assistant Editor
Dee Cannon, Charity
Ed Cannon, Charity

Ed Cannon, Charity
Lynn Friedman, Zone 5 Rep
Larry Friedman
Ron Baklarz, Rally and Touring
Burnell Curtis, Tech Advisor
Mike Shassere, Boxtober Fest
Pam Fitzgerald, Social Coordinator
Jim Heimer, Website
William Wong, Membership
Greg Fuller, Website
Ryan Lansford, AutoCross

Mike Globe opens meeting and discussed social media with board and what is and isn't acceptable. Social media posts stand up to the same criteria as our webpage. LSR had to move regular DE scheduled for May to April 18th & 19th. COTA race is run by 3 regions. Need \$30,000 in funds for deposit for track. Maverick and Hill Country have already approved. Greg Platt moves to approve funds, Ron Baklarz seconds and all approved.

Nicole Goldman, Asst. Editor, presented Lone Star Magazine budget for 6 issues projected at \$38,813.98. Mike Phifer hoping to get 50-75% in ad revenue to cover costs this next year. Walt Doyle motions to approve budget at \$40,000, and Eric Serrell and Dee Cannon 2nd and 3rd, and all approved.

Burnell Curtis - No budget to approve

Andrew Seifert - Didn't have budget available to approve

Eric Serrell - Kemah Boardwalk Concours on March 2nd. Sponsors will be Vive Auto Detailing, Porsche of North Houston, Victory Motorcars and Houston Gold Exchange. We are working on having dinner the night before down there as well. Walt Doyle and Rick Franke working on those details.

Michelle Serrell - Nothing to report

Ron Baklarz asked for a \$600 budget for Rally & Touring. Walt Doyle motioned to approve - Greg Platt 2nd and all approved. The 2-day drive to Black Beauty Ranch is 2/15 to 2/16 with 9 confirmed drivers.

George Bishop's Porsches & Pollen drive in April has 6 confirmed cars so far.

Dee Cannon advised the charity drive for the 5th Saturday in March (March 29th) will be the annual drive to Stingaree Restaurant in Crystal Beach. She has 5 cars confirmed so far.

Ken Tubman - setting up foundation for members to use for charitable donations and the ability to give members receipts for tax deductible donations. More details at next board meeting.

Greg Fuller - Deferred to Jim Heimer

Ryan Lansford presented the AutoX Event budget with estimate of \$6,732. Agreed to round up to \$7,000. Greg Platt motioned to approve \$7,000 for budget, Eric Serrell 2nd, all approved.

Walt Doyle is working on Show and Shine for April with Diana Caplan from Momentum Porsche. He has coffee mugs to hand out to new members at GTGs.

Lynn Friedman - Zone 5 Representative-nothing to report

Greg Platt is working with Nina @ Momentum Porsche as they are sponsoring the Club Race in March, the 14th to 16th. The Club Race budget already approved back in November or December last year.

Pam Fitzgerald - 1st International Dinner will be 2/22/2014 at Goode Co Seafood @ I-10. We will have a private section for parking. Must RSVP to her and everyone will just pay your own meal, needs head count though. Saturday night club race dinner set up, Friday night dinner set up and just needs to get ok for beer and wine. Greg Platt says he has it in budget and to get with him. Andrew Seifert might be able to help with the beer issue.

Jim Heimer presented 2014 budget for the LSR PCA website of \$650. Costs about \$215 to run/host the website. Need to update Legacy Dream Weaver software and get Greg Fuller trained to help assist with the website. Mike Globe moved to approve and Greg Platt 2nds, all approved.

Need volunteer to lead the TWS Tour on 3/15/2014 since the traditional leader will be out of town. Eric Serrell volunteers to lead from Porsche of North Houston.

William Wong provided another new record for membership of the Lone Star Region now at 1424 Primary membership. Total membership including affiliated members is now 2302.

Michael Shassere has a committed sponsor for Boxtoberfest as X-Stall. Boxtoberfest will be held 9/5, 9/6 & 9/7 this year, weekend after labor day. Willing to demo their technology with the clear bra. Event will be held at the Hangar Hotel again. Looking for additional sponsors still. Attendance will be limited to 200 people.

Mike Globe shared an email from one of our new DE drivers thanking us for having a great Region and DE Event. Praised Haas Fogle too and Pam as a great ambassador to the club as well.

Walt Doyle motions to adjourn at 7:37 PM. Ron Baklarz 2nds, and meeting adjourned.

March 2014

In Attendance:

Mike Globe, President
Eric Serrell, Vice President
Michelle Serrell, Secretary
Ken Tubman, Member at Large
Ramez Botros, Treasurer
Steve Bukoski, Car Control School
Walt Doyle, Concours
Michael Phifer, The Lone Star Editor
Nicole Goldman, The Lone Star Assistant Editor
Ryan Lansford, Auto Cross

Larry Friedman
Lynn Friedman, Zone 5 Rep
Ron Baklarz, Rally and Touring
Burnell Curtis, Tech Advisor
Pam Fitzgerald, Social Coordinator
Jim Heimer, Website
William Wong, Membership
George Bishop
Jack Smith
Anne Retzler

Mike Globe opens meeting and discussed posts regarding social media with board and what is acceptable and isn't. Social media posts stand up to the same criteria as our webpage.

Ryan Lansford stated that the AutoCross held on February 23, 2014 was a big success with 51 registered drivers. Everyone seemed to have a good time.

Mike Phifer stated that the next The Lone Star magazine would be April.

Eric Serrell stated that the Kemah Boardwalk Concours was another hit with 58 parked cars and 28 judged cars. Kemah again would like us to come back again next year.

Walt Doyle-1st Saturday GTG will now be at Starbucks @ Voss and I-10. Since there has been a lot of talk about wanting a central/west GTG we thought now would be a good time to try it. Also, after the GTG Driver Source is going to open their doors with parking to our club. That is scheduled for 4/5/2014

Burnell Curtis, Nicole Goldman, Anne Retzler, Ken Tubman and Michelle Serrell-Nothing to share at this time.

Ron Baklarz said that 6 cars went on the tour to Black Beauty Ranch and it was a great tour for everyone. They enjoyed meeting the animals and the drive.

George Bishop's Porsches & Pollen Wildflower Tour drive is scheduled for April 5th and has 6 confirmed cars so far. The cost is \$25 to register and this will go towards the LSRPCA charity. The drive will start at Chappell Hill Bakery and Deli and end with gourmet banquet dinner at Funky Art Cafe in Brenham, that cost is \$50 per person. Can sign up at Club Registration.

Lynn Friedman-Zone 5 Representative-nothing to share

Greg Platt is working with Nina Kay @ Momentum Porsche as they are sponsoring the Club Race in March, the 14th to 16th. The Club Race budget already approved back in November or December last year.

Pam Fitzgerald reminded everyone 1st International Dinner will be 2/22/2014 at Goode Co Seafood @ I-10. We will have a private section for parking. Must RSVP to her and everyone will just pay your own meal, needs head count though.

Saturday night dinner set up, Friday night dinner set up just needs to get ok for beer and wine. Greg Platt says he has that budget and to get with him. Andrew Seifert might be able to help her with the beer issue.

Jim Heimer says Greg Fuller is up to speed and will be helping with the web page. Jim will be out of pocket starting 3/1/3/2014 to the first week in April. Any issues please send to webmaster and Greg will address.

William Wong provided another new record for membership of the Lone Star Region now at 1440 Primary membership. Total membership including affiliated members is now 2324.

Jack Smythe stated last weekend, March 1st the Texas Repertory Theater held their annual Gala and Auction for fund raising. The Porsche Club donated a weekend at the TWS Track. They had 2 people get into a bidding war and so they awarded 2 winners for the weekend at the TWS Track. They each donated \$2,000 to the Texas Repertory Theater.

Greg Platt-Club Race to be held next weekend, March 14-16, 2014. Record number of sign ups and a number of people from all across the country (106) for Club Race and 103 for Drivers Education. He has new trophies and giveaways this year too. Need volunteers for Thursday and Friday for registration. (3-8 pm Thursday and Friday morning)

He really appreciates all the help from volunteers and especially Pam Fitzgerald, she has the Friday night dinner-pig "roasted" and Saturday night dinner will be at the Hilton.

Pam Fitzgerald the International Dinner held on February 22nd at Goode Co Seafood was a big success. April 13th, working on a Sunday afternoon at Cedar Creek in the Heights, you'll have to pay the fee up front and will be from 11am-3pm. She will be finalizing shortly. The Beer Socials held on the 3rd Thursday of each month will be discontinued due to lack of participation.

Steve Bukoski said the Car Control Clinic was a success with 47 students of which 10 were young drivers. Broke even in the cost of the event for this first event. Looking to making some improvements over the summer as well. Looked into Street Survival School and is basically the same as our Car Control Clinic but we would have to split the revenue with them. At this time just not viable to change to it.

Ramez Botros-We are financially sound. He is also looking at creating a way to track invoicing and payments.

Mike Globe is hoping to have someone interested in running the LSR Store.

Walt Doyle motions to adjourn at 7:43 PM. Eric Serrell 2nd the motion, motion passes.

To Drive or Not To Drive?

By Carter Franklin

The Eternal Question of the Daily Driver

To drive or not to drive,
That is the question.
Whether tis nobler
To enjoy the daily pleasures of an exquisite ride,
To brave the weather and chipping rocks
To battle the mad fools on public roadways, and
To suffer the dents and dings of parking lots,
Or tis better
To just dream of open roads,
To safely hide the car away in one's garage
To be driven only on sunny Sundays,
To maintain low miles, beauty and perfection?

Well, you get the point here. To my mind, the choice is clear: enjoy the car!

Daily driver? Porsche? Most are. But then most (of the new ones) have more than two doors. If your P-car has more than two doors, then odds are it is a daily driver.

The daily driver question is harder to answer when it comes to Porsches with two doors. If your two-door is older, then perhaps reliability issues argue against daily driving or perhaps it's set up for the track.



Carter's Cayman S proves that daily drivers can be beautiful too.

Porsche announced the new Cayman design for 2014, first with a drawing, and then a picture, I knew I had to have one. Porsche had me when I saw the shape. After seeing the specs and reading early reviews, there was no choice: I really had to have one.

The mid-engine technology of the Cayman is just superior to having the engine at either end. The fact that all the super cars are mid-engine tells a significant story. The mystique of the rear engine in the 911 is undeniable, but... it can and does make the 911, especially the older ones, a handful to handle at times.



My daily driver is a Cayman S, the third I have owned. I started with the 2006, then moved to a 2009, and now to a 2014. When

The 2014 Cayman S has triple personality. Two of these personalities make it a perfect daily driver. The third answers another agenda. When you get in and start the Cayman, it comes to life in normal mode. In normal mode, you have a car that gets 30+ miles per gallon and, with PDK, is a no-effort drive. Seats are superb, suspension is supple and pliant, driving position excellent, and speed and responsiveness are equal to or better than the other cars on the road. And with the trunk in the front and the hatch in the rear, the Cayman is perfect for a trip to work or the dry cleaners.

However, if you push the Sport button, the personality instantly changes to a spirited sports car. Shift points are higher, the suspension is firmer, and a little attention to driving produces a lot of pleasure. To illustrate: The Tail of the Dragon was on the itinerary of our 4,000 mile tour to the mountains last October. Sport mode in the Cayman was perfect for driving away from the track-prepared Scion FRS that tried to follow us up the mountain. The drive was spirited, but enjoyable even for my wife, who was very

aware of the need to stay in lane and is very sensitive to howling tires (no problem here).

Sport Plus takes you to a different world entirely and is best appreciated on the track. Launch control operates



in Sport Plus and 100 kph arrives very quickly without the least bit of drama. The lack of wheel spin and noise are remarkable. On the track, however, is where Sport Plus really shines. A sedate, smooth daily driver turns into a dynamic, aggressive track car, able to run in amazingly fast company. At TWS last year, I rode with instructors (race qualified) who easily turned two minute laps in my stock Cayman on street tires.

No daily driver should leave home without an Escort.

Daily driver? The only reason not to prefer the Cayman to anything else in the garage is the need for more than two seats. Lacking that, it's hard to imagine a more desirable daily driver. Can I imagine having a car that I would prefer to the Cayman, no matter what purpose the drive might serve? No, not at any price below \$200,000.

These great photos of Carter's Cayman were taken by Isabel Johnson, Carter's Granddaughter.

The Winners



Walt Doyle handing Jeff Taner his first place trophy. Jeff is a three-peat winner.



The first V-8 Porsche is still one of the most beautiful. Keith Coe's winning 928 S4.

Thanks to all the wonderful sponsors who made this happen. They are true friends of our club and deserve our support.



March 2nd, 2011

*The next LSR Co
Houston Gold Excha*



The Carrera GT is too beautiful for words.



Sponsor Robert Nea
former Porsches from



Rey Pagan's winning 930 Racecar.



No spots on Eric Se

d'Elegance



4 - Kemah, Texas

ncours will be held at
nge on October 4th, 2014

Kemah Concourse Results - March 2nd, 2014

Last Name	First Name	Vehicle Year	Vehicle Model	Vehicle Color	Car Class	Car sub-Class	Score
Zagaria	Hugo	1965	356	Red	P1	356 All	150
Meldrum	Michael	1972	911	Tangerine	P2	911 65-84	141
Carroll	Douglas	1978	911sc	Talbot Yellow	P2	911 65-84	119
Sola	Juan	1998	993	White	P3	911 85-98	146
Cannon	Edwin	1990	911 Carrera 4	Diamond Blue	P3	911 85-98	143
sherman	cris	1992	911	silver	P3	911 85-98	142
Globe	Michael	1991	964 Turbo	Red	P3	911 85-98	140
Stigter	Guus	1996	993	Blue	P3	911 85-98	139
Goerland	Einar	1986	911	Red	P3	911 85-98	138
Sherman	Cris	1996	911 4 (993)	black	P3	911 85-98	137
Curtis	Ian	1989	911	Silver	P3	911 85-98	131
Curtis	Burnell	2007	911 Turbo	Guards Red	P4	911 99-Present	148
Taner	Jeff	2009	911	White	P4	911 99-Present	148
Franke	Rick	2001	996	Speed Yellow	P4	911 99-Present	147
Jeter	Brad	2014	911 Carrera S	White	P4	911 99-Present	146
Serrell	Eric	2007	911TT	GT Silver	P4	911 99-Present	146
Lair	Gloria	2003	Targa	Dark Teal	P4	911 99-Present	143
Coe	Keith	1988	928 S4	Guards Red	P5	Front engine all (924/944/968/928)	149
Roy	Tom	1984	928S	White	P5	Front engine all (924/944/968/928)	148
Kay	Andy	1987	928 S4 auto	Venice Blue	P5	Front engine all (924/944/968/928)	145
Daniel	Vickie	2014	Cayman S	Charcoal	P6	Boxster/ Cayman	149
Baribeault	Karen	1999	Boxster	Red	P6	Boxster/ Cayman	148
Fuller	Greg	2005	Boxster S	Speed Yellow	P6	Boxster/ Cayman	146
Holmes	Alton	2007	Cayman	Black	P6	Boxster/ Cayman	146
Pursley	Norman	2011	Cayman S	Carrara White	P6	Boxster/ Cayman	146
Reed	Meghan	2007	Cayman	Carmen Red	P6	Boxster/ Cayman	146
Wilkinson	Clint	1999	Boxster	White	P6	Boxster/ Cayman	143
Popp	Mongwei	2008	Boxter	White	p6	Boxter/ Cayman	139
Burton	Laura	1999	Boxster	Artic Silver	P6	Boxster/ Cayman	136
Pagan	Reynaldo	1986	930	Red	PR	Race	150



l of Victory Motorcars was all smiles after 5 of his
m Victory won trophies.



rrrell's GT Silver 911 TT.



Before the 911, there was the 356, and Hugo Zagaria's winner is still beautiful after fifty years.



Burnell Curtis with his 911 Guards Red Turbo.

Photos courtesy of David Leung, Alton Holmes and Robert Neal

DAILY



Giddy up and go. Beautiful Basalt Black 2009 Turbo 6 speed driven by Lenny Zwik.



President Mike Globe's 965 Turbo.



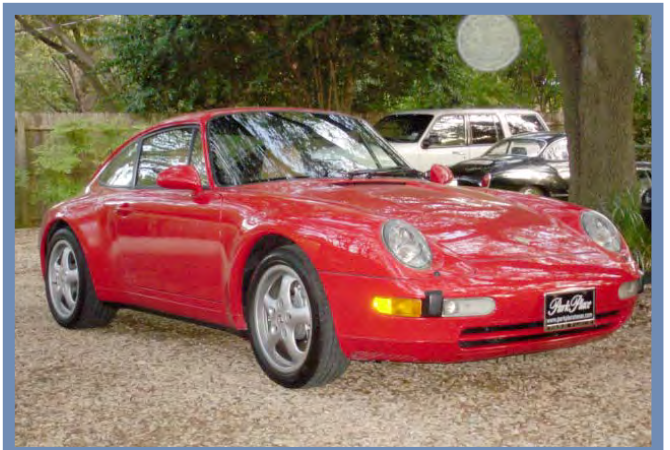
*"Every day in a Porsche is a good day."
Carter Franklin*



It ain't bragging if it's a fact - Steve Bukoski's GT3



*This is my daily driver. It is a 2006 Cayenne Turbo S and it is the most practical daily driver I could find that Porsche makes. I can haul five people, tow 8000 pounds, and do 170 mph. :-)
Ryan Lansford*



Dr. Stacie Virden's beautiful 993 coupe takes her to work in Waco.

DRIVERS



Deborah Woodfield, New Member, with her son in her 2013 Boxster. The only Porsche in Iberville Parish turns some heads.

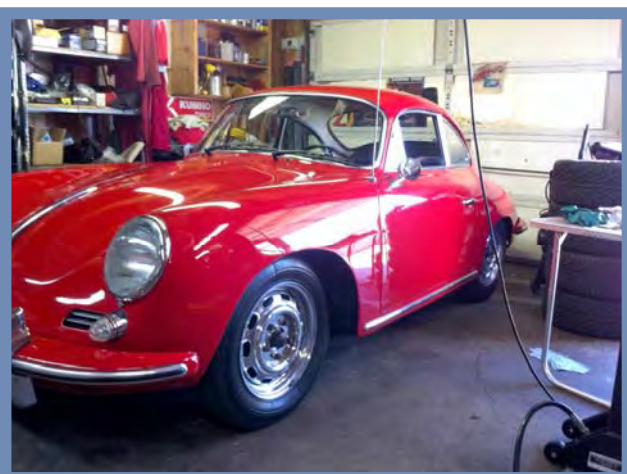
Great photos, and a close contest, but Carter Franklin's article about Daily Drivers put him over the top and he wins the Porsche cap from Momentum.



Kent Falgout's 2004 C4S daily driver on a road trip on the Blue Ridge Parkway in Asheville, North Carolina.



Sashi Vijayan in Yellowstone Park with his Cayman.



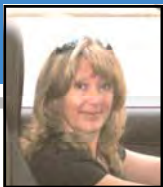
Haas Fogle's beautiful 1964 356C.



This beautiful 1992 964 is owned by Cat Anderson of Eurocar-werk. And yes, she does use it to carpool her three kids, whose favorite word is "shotgun."

LSR PCA High Speed Drivers Education

February 1-2, 2014



By Nicole Goldman

On February 4-5, 2012, it was exactly 2 years ago that I did my first High Speed Driver's Education with my then brand new Carrera S with PDK. At this year's DE, my husband let me drive his car on the track, a 911 Turbo from 2001. Once the car of a very beloved member of Porsche Lone Star Hill Country, but since then a little bit modified to make it more exciting! The ultimate horsepower of the fabulous Porsche. Wow, driving this Turbo was definitely something else. I have to admit that I would not have found out about that without my instructor, Ray Ramirez, who was telling me exactly what to do

and in particular do not brake. It was just a matter of trust.

Signing up for High Speed Driver's Education for the first time is always a bit intimidating. This was the second time that I signed up for Green so I knew a little bit about what to expect. We arrived in College Station on Friday evening to register for the DE weekend at the Manor House Inn's Meeting Room. In order to help you get prepared, they hold

a new drivers meeting at the same place as registration. This meeting is to give you the possibility to ask questions about details for the weekend.

Finally, Saturday morning arrived. It



Ray Ramirez - Instructor Extraordinaire.



Steve Bukoski and Pam Fitzgerald lead orientation for new drivers.

was busy and the atmosphere was full of excitement between and in the garage buildings. Everybody was making last prepa-

rations before going on to the race track. Checking tire pressure, sticking on the car numbers ... and getting ready for the Drivers Meeting at 7:30 A.M. sharp.



A husband who shares his Porsche is a husband who cares.

Andrew Seifert, DE Chair for Lone Star Region, welcomed the drivers and explained to us the meaning of the flags and other important things for the day. Mike Globe, President for the Lone Star Region arrived right on time to say a few words to the excited and ready to go crowd. He thanked Greg Platt, Past President of LSR, for his service and presented him with a Porsche Jacket. He also announced the new editing team for the Lone Star Club Magazine. He encouraged all LSR PCA members to share



Andrew Seifert and Mike Globe.

their Porsche stories and photos with the Lone Star Club Magazine. After the President had spoken, all went off to do their thing according to the posted DE Schedule. The Green Group went to class to learn about driving their car on a race track, and the others got ready to hit the track.

Even though Sunday was cold, miserable and very wet, Saturday was a beautiful, well organized and exciting DE-day. I even improved my lap time by 30 seconds between my first round and my last round that day. So here is a "Big Thank You" to my instructor, Ray Ramirez, and a "Big Thank You" to Lisette for Orchestrating the Grid with a smile "Rain or Shine"!

I will sign up for the next High Speed Drivers Education. Hope to see you there!



CLUB RACE

May 2, 3 & 4

CIRCUIT OF THE AMERICAS
Austin, Texas

Registration opens March 17, 2014

Advanced Solo - opens at Noon CST

Club Race - opens at 9:00pm CST



Friday, May 2nd Practice and Fun Races
Saturday, May 3rd Two Sprint Races per Race Group
Sunday, May 4th 60 Minute Enduro

3.4 mile Formula 1 circuit
No Test & Tune prior to Event

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Advanced Solo Group
(Red or White DE Group drivers or equivalent)

For more information, check the race website
COTA.ClubRegistration.net

Come and experience this year's opportunity to race Circuit of the Americas in Austin, Texas, home of the Formula 1 United States Grand Prix.

This year's event will again feature 3 club race groups, but only one Advanced Solo Group. With only four run groups and the efficient relocation of the grid, we believe that track time will be optimized.

THE THIRD ANNUAL PORSCHES AND POLLEN CHARITY TOUR

APRIL 5, 2014



Enjoy Texas back roads and “spirited running”. Tour starts in Chappell Hill at the Chappell Hill Bakery and Deli at 8:30 am on Saturday, April 5th. Noted for the best cinnamon rolls in Texas, the bakery is just past the Exxon station on U.S. 290 in Chappell Hill.



Tour stops include Round Top, Winedale, Dublin, wineries, museums, and lunch at a country café with a Porsche themed banquet dinner in the ballroom of the Ant Street Inn in Brenham.

Cost is \$25.00 per car, which will go toward the LSRPCA charity. Breakfast, lunch, and cost of the banquet, yet to be determined, are at driver's expense.

Sign up at Clubregistration.net

Contact George (george_bishop@sbcglobal.net) with questions.

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ON SATURDAY, THE CAR CONTROL SCHOOL IS A GREAT WAY TO SEE WHAT YOUR CAR CAN DO IN CAREFULLY PLANNED HANDLING, BRAKING AND CONTROL EXERCISES. BRING YOUR TEENAGER TO SAFELY IMPROVE THEIR DRIVING SKILLS. BE WARNED, I DID THIS ONCE, AND THE NEXT THING I KNEW I WAS BUYING A TRACK CAR.

ON SUNDAY, AUTOCROSS IS A FUN, COMPETITIVE EVENT FOR THE WHOLE FAMILY AGAINST THE CLOCK. THE BETTER YOU THREAD THE CONES, THE BETTER YOU CAN BRAG. SPEEDS SELDOM EXCEED 60 MILES PER HOUR AND FAMILY MEMBERS OFTEN TAKE TURNS SHARING THE SAME CAR. BEGINNERS ARE WELCOME.





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High Speed Drivers Education

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

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

Each PCA member gets a discounted 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 wait to sign up!



Photos provided by Café Photo - www.Cafe-Pics.com

"How do I sign up?"

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

"Will I learn to drive better?"

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

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

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

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

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

2014 Dates:

**April 18 - 19 • June 7 - 8 • September 20 - 21
October 25 - 26 (HCR) • December 6 - 7**

Come Drive With Us!

LSR AUTOCROSS (AX) - 2014

2014 DATES

April 27

October 12

November 23



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Speeds seldom exceed 60 mph.

Just bring your license, helmet and vehicle in good working condition.

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For more information, contact
Autocross Chair Ryan Lansford at
AX@LSRPCA.COM



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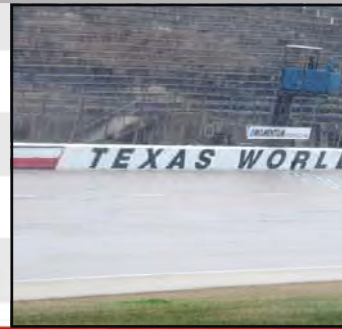


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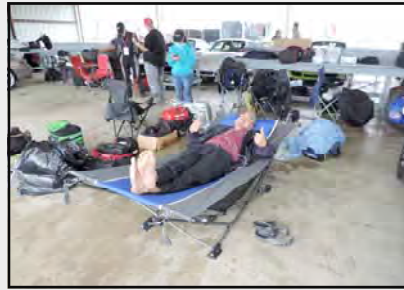
LSR Texas Two Step - March 13-16 at Texas World Speedway



The annual LSR Two Step DE and Club Race is one of the biggest events that LSR puts on during the year and one of the most exciting. With over 106 drivers entered in the racing groups and a hundred or more DE drivers, every inch of asphalt at TWS was covered with some of the most beautiful Porsches in America. Although lots of rain came down on Saturday and slowed lap times, the rain didn't dampen the enthusiasm or spirit of the drivers and fans who assembled at TWS for this wonderful event. On Saturday night, everyone dried out at the Hilton while enjoying the banquet dinner planned by Pam Fitzgerald and then rested up for Sunday. Thanks to all our great volunteers and sponsors, everything went without a hitch and the final Sunday turned out to be a great day for driving under blue skies and no one came away disappointed. As we say in Texas, "Yee-Hah."



Don't dare ask Stacie or Ryan Virden who is the quickest racer in the family.



Relaxation is the key to speed - Chris Alvarado parked in his chaise lounge in the garage.



"It's always the *#@ hood that won't shut right"



If all racing officials were as friendly as Lynn Friedman, the world would be perfect.



Mike Globe and Pam Fitzgerald with a new driver in training.



Pam Fitzgerald planned a beautiful banquet at the Hilton on Saturday night.



Good food and good company.



Three Racing Amigos - Carl Fehres, Guillaume Thomas-Colligon and Haas Fogle



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Until Lisette says go, you stay right where you are.

Jack Smythe gridding the Momentum Porsche Pace Car driven by LSR member Jack McCall.



Along pit row.

Thanks to the Volunteers who made this weekend happen.

Greg and Jeri Platt
Chris Alvarado
Joan Bonnington
Steven Bukoski
Haas Fogle
Amy and Joe Michalewicz
Jake Taylor
Andrew Seifert
Jason Lebwohl, MD
Charles Von Schmidt
Tim Thomas
Lynn Friedman

Pam Fitzgerald
Jack McCall
Cynthia Crawford
Patty Liles
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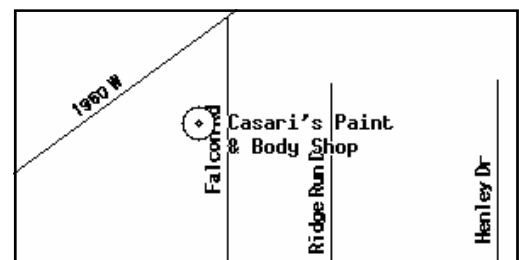
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Dates: Saturday, April 26, October 11, and November 22, 2014
Time: Gates open 7:00 am until 4 :30 pm
Who: For PCA members and non-members (different rates may apply).
More info: lsrpca.com/pds.htm or Steve Bukoski: (832) 454-9411 / pds@lsrpca.com

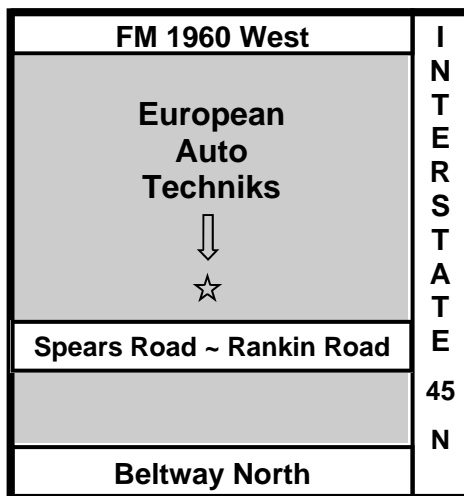


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Joe Foster
Feb 2014



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