

The Lone Star

April 2015



"Taking the Green Flag at The Last Rodeo" - LSR Club Race at TWS



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The Lone Star

April 2015

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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On the Cover:

Cover Photo courtesy of Amanda Yuill and On a Roll Photography, Denver Co.
Check out Amanda's website onarollphotography.com for other great photos from the Club Race.

APRIL 2015

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		

- 1 LSR PCA Board Meeting, The Houstonian, 111 N. Post Oak Lane
4 2015 Wildflower Tour, Chappell Hill
4 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway
between Chimney Rock and Voss
11 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee,
201 S. Friendswood Dr.
18-19 April DE, Texas World Speedway, 17529 State Highway 6 S, College Station
18 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress
25 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.
25 4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.
25 Car Control School, Houston Police Department, 17000 Aldine Westfield Rd, Houston
26 April Autocross, Houston Police Department, 17000 Aldine Westfield Rd, Houston

MAY 2015

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 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway
between Chimney Rock and Voss
6 LSR PCA Board Meeting, 6:30 pm, The Houstonian, 111 N. Post Oak Lane
8-10 Porsche Club Race and DE, Circuit of the Americas, 9201 Circuit of the Americas Blvd,
Austin
9 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee,
201 S. Friendswood Dr.
16 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress
23 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.
4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.

JUNE 2015

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				

- 3 LSR PCA Board Meeting, 6:30 pm, The Houstonian, 111 N. Post Oak Lane
6 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway
between Chimney Rock and Voss
13 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee,
201 S. Friendswood Dr.
20 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress
21-27 2015 Porsche Parade, French Lick, Indiana
27-28 June DE, MSR Houston, 1 Performance Dr., Angleton
27 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.
27 4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.

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Vice President



Walt Doyle
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Secretary



Michelle Serrell
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Treasurer



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Member-at-Large



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Air Cooled Tech Advisor

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Car Control Driving School Chair

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Charity Chair

Tomi Scantlebury
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Club Race Chair

Greg Platt
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Agricultural Excursions in Your Porsche – April Tech Tips

By Mike Phifer, Lone Star Editor

Sometimes, bad things happen to good cars. If you go to enough DE events, unless you are there only for parade laps, you will eventually take a scenic agricultural excursion off the paved surface. The distance of this agricultural excursion depends upon a number of factors, including your speed and how many times you say “Holy Sh#t” before coming to a stop.

Don’t worry. It happens to everyone. The best thing is that someone always keeps an unofficial record of the longest agricultural excursions at every track, a sweet and very thoughtful bragging right even if you never have the best lap time.

If it has been raining, the odds of taking an agricultural excursion rise dramatically because the persnickety molecules of rubber in high performance tires simply hate being exposed to rain; it is not in their job description, and in the “tug of war” with the asphalt, these molecules sometimes just “let go” to get back at you for forcing them to work in wet conditions.

So, if it has been raining, you could find yourself plowing through a muddy field with those fancy 20 inch, low-profile Porsche wheels that were never meant for mudding. (*Please See the section titled “Verboten” in your Porsche owner’s manual.*) Here are some important things to remember:

1. *Before this ever happens*, put your tow hooks on, front and back, so the tow truck does not have to tear your bumper off to get you out;
2. If you go off, remember “both feet in”;
3. Don’t steer left or right unless absolutely necessary as steering will only furrow those fancy wheels deeper into that dirty, gooey mud;
4. Once you stop, if you are okay, stick your arm out the window and give a “thumbs up” to the corner workers;
5. Gently try to drive the car forward, but don’t spin the wheels and bury the car deeper in Texas clay mud that sticks like wet concrete. If the car won’t move, wait for the tow;



The only Porsche that doesn't need tow hooks.

6. Do not get out of your car. If you slid off that turn, someone else may slide off right into you. Also, if you get out of your car, chances are you will bury your feet and driving shoes in the mud;

7. After the tow truck gets you back on track, drive slowly off-line as mud may be in all your calipers and the exhausts – take the oval at TWS to keep mud off the track (It is an adventure up there);

8. Back at the pits, *do not drive all over the pits dropping mud everywhere*. Stop at Black Flag and check the car up, down and all around for damage, and check the exhausts;

9. If the exhausts are clogged, use a long screwdriver and see if you can unclog them;

10. Wash your car thoroughly top to bottom before you get back on the track. Make sure to wash all the mud and grass out of the calipers and off the wheels and tires. You will probably need a high pressure car wash.

11. Best of all, look around the car wash and enjoy a round of “thumbs up good buddy” from the monster truck guys who are already there. I highly recommend the Exxon car wash on Highway 6 in College Station for this experience.

Many thanks to the guys at Black Flag including Andrew Seifert, Glenn Campbell and Greg Stewart who helped me unclog the exhausts so I did not choke a flat six to a horrible death.

I promised Greg Platt that I would tell our readers in very bold print that our story about the “HIT AND MISS” - CUT N’ SHOOT article was an April Fool’s Joke. Obviously, no one in our club would use a Porsche for target practice. However, if we can get PCA National to cover us on insurance, maybe we could use go-karts.



From the President

Mike Globe, President



An Opportunity Lost

It never ceases to amaze me at the number of close friends I have made as a result of my involvement with LSRPCA. The connections I've made go much deeper than simply a common passion for sports cars made by a certain German manufacturer, or for a love of performance driving. These are true friends - the kind that don't come along all that often.

You would think that a PCA member who I saw regularly, who came from my home state of Ohio, who had a similar education in the sciences, similar non-car interests, and a passion for track safety, would be one of those friends. But sadly, it was while I sat at Bob Benson's funeral, that I learned how much he and I had in common for the first time.

Until Bob's funeral, all I knew about Bob was his role as Flag-One at our DE and Club Race events, and as the Zone-5 Safety Chair. Well that, plus I knew that if you screwed up on the track, you were going to hear about it from Bob in no uncertain terms, his arms crossed and waiting for you when you got to Black Flag. Did I say Bob had a passion for safety?

During my tenure as the region's safety chair, I worked with Bob quite a bit as we tweaked the DE handbook, filled out incident reports, and did safety audits after the rare on-track

incidents. Each time, he and I worked well together, got the job done, and moved on.

Maybe Bob's passion for safety, and my intensity, kept us from getting to know each other better. There were a few times when he chewed me out over some on-track incident (mostly deserved). On at least one of those occasions, I let Bob know in no uncertain terms that the infraction he was giving me the business about didn't involve me. After we both cooled down later, we apologized, shook hands, and moved on. I might have gotten mad at Bob, but I had nothing but respect for him, and I think and hope he knew that.

Maybe Bob and I would never have become close friends. It's hard to say. All of us get busy with jobs, families and day-to-day life, and sometimes we just don't take the time to really get to know the people that pass through. Having a lot of common interests certainly doesn't guarantee friendship, but I wished that I had made more of an effort.

I would encourage all of us to spend some time at each LSR event to just reach out to make some new friends every time we go. As they say, "It's not just about the cars, it's about the people" and we have some wonderful people in our club.



Rain or shine, Bob devoted his time and effort to make our DE and race events safe for everyone .

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LSR "HIT AND MISS" CUT N' SHOOT

April 1, 2015

**By Cal Naughton, Jr., Guest Editor
LSRPCA**

On April 1, 2015, LSR held its fifth annual "HIT AND MISS - CUT N SHOOT" Porsche Rodeo at the Houston Rodeo Arena. A combination of Autocross, Rodeo and target shooting, this was one of the most popular events in years and drew over 150 entries from across the Houston region. Chuck Morris, Texas Ranger, was the official scorer and Grand Marshal.

CUT AND SHOOT is the challenge. Basically, each Porsche is manned by a two-person team – one driver and one shooter. Starting at opposite ends and racing toward each other around 4 barrels, like quarter horses at the rodeo, each Porsche team has 5 laps of the barrels to hit as many balloon targets as possible with a double action .45 revolver. Ammunition is strictly checked, and no hollow points are permitted to offer the fullest protection to participants and spectators. And, absolutely no shooting is allowed while the car is sideways or spinning so car control is critical. For safety reasons, only two cars are allowed on the course at one time.

Cars are separated into classes based upon ease of targeting – Convertibles and Targas share the "C" class, sunroof cars are in the "B" class and the "A" class is reserved for full metal jacket Caymans and 911s where shooters can only use side windows. A special "Double Down Dukes of Hazard" class with front and rear shooters is reserved for Cayennes and four-door Panameras.

"HIT AND MISS" determines the winners. Scoring is simple and team-oriented. Take the number of



targets hit by each shooter and subtract double that number of seconds from the driver's total lap times. Bonus points are awarded for any unused ammo after all targets are shot, and any driver who hits a barrel is penalized 5 seconds. Hit three barrels or the other car with your team car and the team is automatically disqualified. Hit a spectator or another car with a bullet and the team is banned from competition. Ear protection and helmets are strictly required. Armored vests are optional, but highly recommended, as are steel-toed boots in case you shoot yourself in the foot. Gun mounts are prohibited, so the competition stays fast and furious.

This year's winners were Ken "Pistolero" Tubman and Mike "Wheelman" Globe who had a combined total lap time of 10:45 after Tubman hit fifteen targets with three shells remaining, and Globe didn't clip a barrel or anything else with his car for the first time in anyone's memory. As the winners were announced, the crowd raised all their guns in the air and fired off a Texas-sized salute. Yee-Hah.





New Stars and Their Cars

Richard Franke, Membership

Isn't it time for you to join



January of 2015

Frank Smith	2015	911 Turbo S Cabriolet
Robert Wright	1999	911 Carrera
Michael Graves	2013	Cayenne
Matthew Brady	2015	Macan S
Kay Hochstetler		
Raymund Guerrero	2011	911 Turbo S
Tino Minetos	2015	Cayenne Diesel
David Price	2004	911 Carrera
Charles Coonrod	2007	911 Carrera 4S Cabriolet
Ron Brannon	2014	Panamera Turbo Executive
Sam Pennington	1995	911 Carrera
Harris Swartz	2009	911 Carrera S
Sharon Swartz		
Sha He		
Vivienne Zhang	2007	Cayman
Markham Teguns	2013	911 Carrera S
Sara Stickel	2007	Cayman S
Kelly Wolf	2015	Panamera GTS
Grace Harris		
Boyse Harris	2007	Boxster
Sammy Tao	2012	911 Carrera Cabriolet
Kelley Duckworth		
Steve Polk		
Gregg Thompson		
Mark Covington	2015	Boxster
Jason Deane	1987	944
Robinson Schmidt	2003	911 Carrera 4S
Ron Buchtien	2015	911 GT3
Alex Sung	1998	Boxster
Eric Brinley	2002	Boxster S
Robert Schefft	2003	911 Carrera 4
Carlos Guevara	2014	911 Carrera S
Melina Ortiz-Guevara		
Deborah Kelley		
Tom Morse	2015	Macan S
Cole Mullinax	2006	911 Carrera
Carlos Novelli	2006	Cayman S
Holly Brast	2014	Cayman S
Dejan Medanic	2010	911 Carrera Cabriolet
Daniel Quagliato	2010	911 Carrera Cabriolet
Donald Begley	2001	Boxster S
Creig Corlis	2000	911 Carrera
Alvin Miles	2013	Cayenne
Colin Stroud	2012	911 Carrera S
Maurice Pinkney	2014	911 Turbo Cabriolet
Mario Boesi		
Mike Reed	2014	911 Carrera
Jason Schmitz	2015	Macan Turbo
Mark Graham	2010	911 Turbo

March of 2015

Hector Arevalo	2008	Cayman S
Paul Barnhart	2015	Cayenne Turbo S
Van Blaylock	1999	911 Carrera
Michael Bradshaw	1980	911 SC
Mike Carden	2007	911 Carrera S
Scott Chenoweth	2012	911 Carrera
Daniel Clunies	2005	911 Carrera
John Cooley	2001	Boxster
Clay Czelusniak	2001	911 Turbo
Tony Dee	2002	911 Carrera
Austin Dettling	1992	911 Turbo
William Drennen	2015	911 Turbo S Cabriolet
Jimmy Du	2011	Cayman
Kishan Dwarakanath	2006	Cayman S
Jeff Galloway	1999	Boxster
Victoria Gardner	2006	911 Carrera 4S
Leopoldine Golunski	2009	Boxster S
Ashley Griggs	1999	Boxster
Don Guilbault	1967	912
George Guirgis	2002	911 Turbo
Chad Hallmark	2008	Cayman S
Ian Kirk	1982	928
Paul Kreter	2014	Panamera 4S Executive
Russ Lapp	2011	911 Turbo S
Denise Leitch	2012	Cayenne
David Lewis	2006	911 Carrera S
Bernhard Lungwitz	1985	911 Carrera
Bryan Maedgen	2013	911 Carrera 4S Cabriolet
Dan Millsaps	2008	911 Turbo
Koray Ozturk	2012	Cayman
Erin Pytel	2006	Boxster
Edward Rammrath	2014	911 Carrera S
David Robertson	2006	911 Carrera
Matt Rollins	2012	911 Carrera S
Michael Shaw	2005	911 Carrera S
Jon Spieker	2006	Cayman S
Egon van der Hoeven	2012	911 Carrera
Rob Van Landingham	2004	911 40th Anniversary
Champ Warren	1996	911 Carrera
Eric Wetterstroem	2006	911 Carrera S
Misty White	2008	Cayenne GTS
Tony White	2010	Panamera 4S

Don't forget to renew your membership.



LSRPCA Board Minutes

Michelle Serrell, Secretary

January 2015

In Attendance:

Mike Globe, President
Walt Doyle, Vice President
Michelle Serrell, Secretary
Ken Tubman, Member at Large
Pam Fitzgerald, Activities
Rick Franke, Membership
Mike Phifer, The Lone Star Magazine
Steve Bukoski, Car Control School
Ryan Lansford, AX & Time Trials
Greg Fuller, Website Host
Greg Platt, Club Race
Ron Baklarz, Rally & Touring
Burnell Curtis, Tech Advisor
Tim Thomas, Event Registrar
Anne Retzler
Michael Shassere, Boxtoberfest
Bill Tutt, Chief Driving Instructor
Greg Stewart
Jack Smythe

Meeting called to order at 6:33 PM

Mike Globe calls the meeting to order and says Happy New Year to all.

Michael Shassere reports that the Hangar Hotel is 50% booked already and other back up hotels are booking up fast as well. Need to get your reservations done now if you plan on having a place to stay.

Ramez Botros reports on the clubs financial stability. For 2014 the club continued to thrive increasing its net assets by approximately \$26,000. This increase is due to several successful driving programs lead by the High Speed Drivers Education Program as well as two successful club Races and several Car Control Clinics, Tours and a growing Auto Cross Program. Our Concours events continue to grow and be highly successful as well as our Social events have largely been sold out.

Our total assets as of 12/31/2014 are as follows:

Available cash, checking & savings:	\$241,837.11
Charity account:	\$1,090.36
Certificates of Deposit:	\$113,155.44

Greg Platt reports Club Race is coming up in March and needs a lot of volunteers for Thursday/Friday for the Registration. He has a good list going for the rest of the time but needs help for those two days in particular.

Ron Baklarz reports that the USS Lexington tour is still in limbo waiting for update on the condition of the ship, the people there say they are still interested but need to make sure the ship is in good working order. We should know something next month.

Mike Phifer reports the Lone Star magazine is going to the printers next week. Asks Ramez to create an aged receivables for advertisers.

Steve Bukoski reports that the Car Control School event that cancelled for November due to weather, most of the registered migrated to February 2014 event. All 4 events for the coming year are scheduled and open for registration. FYI-he needs a replacement for himself, he needs someone to step forward and take over. Mike Phifer to put something in the Lone Star magazine as well.

Bill Tutt reports that the last event at TWS should be held for instructors only. He presented his thoughts and what he figured that the expenses would be for the club to pay. He is asking the club to pay for this event to show our appreciation and gratitude for all the years of hard work that the instructors have given to the club.

Greg Stewart presents the 2015 DE Budget to the board. Greg Platt motions to appropriate \$147,000 for the 2015 DE Program with expecting to make \$10,000 over year with guidance for June, TWS Event open to qualified students on paying basis. Greg Fuller seconds motion, all in favor except Burnell Curtis and Ron Baklarz abstained.

Pam Fitzgerald reports that the next International Dinner will be held at Ciao Bello-5161 San Felipe Street, Houston, TX on March 1st. It will be heavy hors d'oeuvres and will cost \$55 per person. Pam needs to make a deposit of \$1,000 to hold the event. Mike Globe moves to approve advance of \$1,000 for deposit of this event, Greg Platt seconds, all in favor.

Ryan Lansford reports that the November Auto Cross was the biggest event ever for them with 67 people. Ryan presents his budget for 2015 of \$9,700. Mike Globe motions to approve the budget at \$9,700 and Greg Platt seconds it, all approved.

Rick Franke by proxy reports the membership has increased again to 1,506 active members and 841 co-members. Thirty new members joined in December and six new members joined since the 1st. FYI-116 memberships are due to expire on 1/31/2015.

Greg Fuller reports that it will be two weeks before we go live with the new website. Please be on the lookout and let him know what you think and if you find any errors.

Jack Smythe asks the board to approve money for up to 2 free DE weekends for the annual Gala and Auction charity. The Porsche Club has previously donated 1 free weekend and they always have a great response to them. With providing two this should help raise even more money for the charity. Greg Platt moves to approve 2 free DE weekends for this charity event, Ramez Botros seconds and all approve.

Greg Platt moves to adjourn the meeting at 8:26 pm and Ken Tubman seconds the motion and all approve to adjourn the meeting.

February 2015

In Attendance:

Mike Globe, President
Walt Doyle, Vice President
Michelle Serrell, Secretary
Pam Fitzgerald, Activities
Rick Franke, Membership
Steve Bukoski, Car Control School
Greg Fuller, Website Host
Greg Platt, Club Race
Ron Baklarz, Rally & Touring
Burnell Curtis, Tech Advisor
Tomi Scantlebury, Charity
Michael Shassere, Boxtoberfest
Lynn Friedman, Zone 5 Rep
Larry Friedman
William Wong
Anne Retzler
Tim Strehl

Meeting called to order at 6:32 PM

Michael Shassere reports that the Hangar Hotel is officially all booked now. He also has a potential sponsor for Boxtoberfest more to come as we get closer to the event.

Greg Fuller reports that we are going to submit our website for Parade as the Best Website. Everyone is very excited about that and will be anxiously awaiting to hear we won. Have to wait a while since Parade isn't till July.

Steve Bukoski reports that the Car Control School event for this month is completely full and the April 25th event is 25% booked. Good news, Alan Kendall has volunteered to take over the Car Control School for Steve. We will make it official next month.

Pam Fitzgerald reports that the International Dinner will be held at Ciao Bello-5161 San Felipe Street, Houston, TX on March 8th instead of the 1st as it conflicted with the Kemah Boardwalk Concours scheduled for March 1st. She will get it up on club registration so people can start signing up and pre-paying for the event.

Walt Doyle reports that the Kemah Boardwalk Concours will be held on March 1st and club registration will be open shortly.

Greg Platt reports Club Race next month 3/13 to 3/15 is doing good with volunteers. He just needs someone to lead the TWS Drive to the track. Has a new sponsor for the Club Race and already have 82 people signed up so far. This is going to be a huge event since it will be the last for a lot of people.

Tomi Scantlebury reports that she is looking into doing some charity auctions on-line but is still in the research stage right now.

Rick Franke reports the membership has increased again to 1,518 active members and 831 co-members. Thirty-nine new members joined last month.

Lynn Friedman suggests we do new member only party. Rick will research on where and when to do it and get back to the board with results.

Greg Platt moves to adjourn the meeting at 7:32 pm and Rick Franke seconds the motion and all approve to adjourn the meeting.

March 2015

In Attendance:

Mike Globe, President
Walt Doyle, Vice President
Michelle Serrell, Secretary
Ken Tubman, Member at Large
Pam Fitzgerald, Activities
Keith Coe, GTG Chair
Greg Fuller, Website Host
Greg Platt, Club Race
Ron Baklarz, Rally & Touring
Mike Phifer, Lone Star Magazine
Tim Thomas, Event Registrar
Lynn Friedman, Zone 5 Rep
Anne Retzler,
Tim Strehl
Alan Kendall
Kathy Kendall

Meeting called to order at 6:33 PM

Mike Globe reports that for Rick Franke who couldn't make it on the membership. Membership is at an all time high of 1,535 which added another 17 new members last month. Car Control & Auto Cross were both sold out last month and actually made money. Steve Bukoski has found a replacement for himself, Alan Kendall. He will take over after the 4/25/2015 event. Mike Globe motions to accept/elect Alan Kendall as the new Car Control School Chair, Mike Phifer seconds, all in favor,

motion is passed. We all want to thank Steve for his dedication and hard work to make the Car Control School such a great success. He isn't going away though he is going to concentrate on setting up instructors for the Car Control School. So we will be seeing him around and again THANKS Steve for everything you have done for the club.

Greg Fuller reports that the website is going good and our website has had over 2,000 visitors in January and 1,700 in February. Greg will also be leading the tour up to TWS for the March 14th Club Race track tour. They will meet at Porsche North and then do dinner after the track tour in Brenham.

Ron Baklarz reports that he called and spoke with Rebecca @ USS Lexington and that the board just finished meeting with the operations manager. They will have no further car shows on the flight deck of the ship, repairs of the elevators are still underway. So at this time that tour is canceled. On 4/4/2015 the 6th Annual Wildflower Tour will be held, registration is open and will request certificate shortly. Should be a great tour this year with all the rain, the Blue Bonnets and other wildflowers should be plentiful.

Keith Coe reports that the Cars and Coffee events are going great and keep getting bigger and bigger. Last weekend, the 5th Saturday of the month, he hosted a GTG/Cars and Coffee event at his office. They had 21 cars and a bunch of people so it was a great turnout. The GTG's are also a great way to get new members to come out and inform them of what is going on in the club.

Pam Fitzgerald reports that the International Dinner will be held at Ciao Bello-5161 San Felipe Street, Houston, TX on March 28th as she had to reschedule it because of not enough interest. It is now a full dinner at the same price of \$55 per person. She will need a minimum of 50 people to sign up for this dinner otherwise she'll have to cancel it. Club Registration is open for pre-payment.

Tim Thomas reports the January and February DE events are went really well. The Texas Two-Step coming up next weekend with only 100 spots and 125 people wanting to get in.

Tim Strehl reports that he, Tim Thomas and Ken Tubman represent about 3/7 or 42% of the DE Task Force. We all know TWS is going away and we need to find an alternative track to hold DE's or we are going to lose our following. The last DE will be held at the end of August 2015 at MSR Houston. They have surveyed several regional tracks and the only one to really be able to handle the cars and number of participants is COTA. They are seeking approval for committing to COTA with a deposit of up to \$125,000. Ken Tubman motions to approve this with understanding to negotiate the best deal and dates available and to allow the President to sign a contract if successful. Walt Doyle seconds this motion and all approved.

Walt Doyle reports that the Kemah Boardwalk Concours that was to be on 3/1/2015 had to be canceled due to weather. It has now been rescheduled for Sunday, May 17th, 2015. Walt is to give Mike Phifer the info so he can do an article in the Lone Star Magazine.

Mike Phifer reports that National wants an article on our Club Race and is asking for anyone with photos and/or stories to please share with him.

Greg Platt reports Club Race will be 3/13 to 3/15 and is booked up and has plenty of volunteers. This is going to be a huge event since it will be the last at TWS.

Greg Platt moves to adjourn the meeting at 7:35 pm and Ken Tubman seconds the motion and all approve to adjourn the meeting.

Rest in Peace

A Tribute to Bob Benson



Sadly Bob Benson, the safety chair for our driving programs for many years, passed away on March 13th from health issues while performing his duties at the track. Bob dedicated his Porsche Club career to ensuring the safety of our drivers, instructor/coaches and corner workers. Bob was Maverick PCA member and PCA Zone 5 Safety Chair.

It was Bob who would inspect each track in the spring and make required recommendations to the tracks' management for corrections before our Porsche Club groups would participate at their location. It was Bob who was almost first to arrive at the

track on the day of (or day before) an event to ensure that the track conditions, equipment and personnel were all in place for a safe and successful event. And it was Bob who would drive the track before anyone else and report any hazards or abnormalities that may exist.

So even if you didn't regularly participate in the Porsche Club driving events that were affected by Bob's work, you can appreciate how much he meant to our club. Needless to say, Bob will be sorely missed.

*Sincerely,
Mike Globe
President LSRPCA*

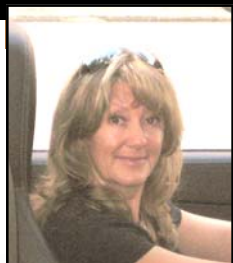


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Catching up with Porsche Friends.



An Evening of Fun at the LSR International Dinner

By Nicole Goldman

LSR has many activities for members that don't involve driving any farther than some great local restaurants. On Saturday March 28th, LSR hosted an International Dinner in the Galleria at Tony Vallone's neighborhood Italian restaurant "Ciao Bello". Members enjoyed a wonderful evening of great Italian food, wine and warm hospitality for which the Vallone family has become famous.

LSR social activities make it easy to stay connected with old friends and to make new ones. The hectic pace of modern life can make it difficult to find time for socializing, particularly for those with a career and family to look after. Seeing friends frequently drops down the list of priorities, but making time to catch up with good friends for a couple of hours is a perfect way to ease the stress and strains of life in Houston.

If you haven't been to one of the LSR dinners or other social events, you should make some time in your schedule to attend the next one. Every other month, on a weekend night, LSR Social Chair Pam Fitzgerald organizes an International Dinner at a different restaurant for LSR members. The evening starts with cocktails and is followed with a nice dinner. Pam always finds some great restaurants for LSR members to try, and I promise you won't be disappointed.

There are several ways to find out where and when social events are planned. One is to check the calendar at LSRPCA.com; another is to check out the LSRPCA Facebook page. Email blasts are also sent to members in advance after events and dates are announced. We hope to see you there at the next event.



at Ciao Bello





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- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
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With everything available in the Black Hills area and Rapid City, this **Escape** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website.
Registration will open in July shortly after the Parade in French Lick, Indiana.

Put Escape 2015 on your calendar now and come to the Black Hills October 1-3.

Jim & Arlyce Lillegaard, Co-Chairs
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The Last Rodeo for a Legendary Track

Texas Two Step at Texas World Speedway

By Mike Phifer

March 13-15, 2015

Aptly named “The Last Rodeo”, The Texas Two Step held by Lone Star Region PCA in March was the last time ever for Club Racing at Texas World Speedway. On Friday morning, it would have been hard to squeeze one more Porsche or trailer into the paddocks as drivers from across the country prepared for one last weekend of racing at a track rich in history. In 1973, Mario Andretti nailed down a world closed-course speed record of 214 mph at TWS, and



Saturday morning high octane breakfast.



The Pace Car driven by Burnell Curtis comes in for the start.



The paddocks were filled with cars and people.

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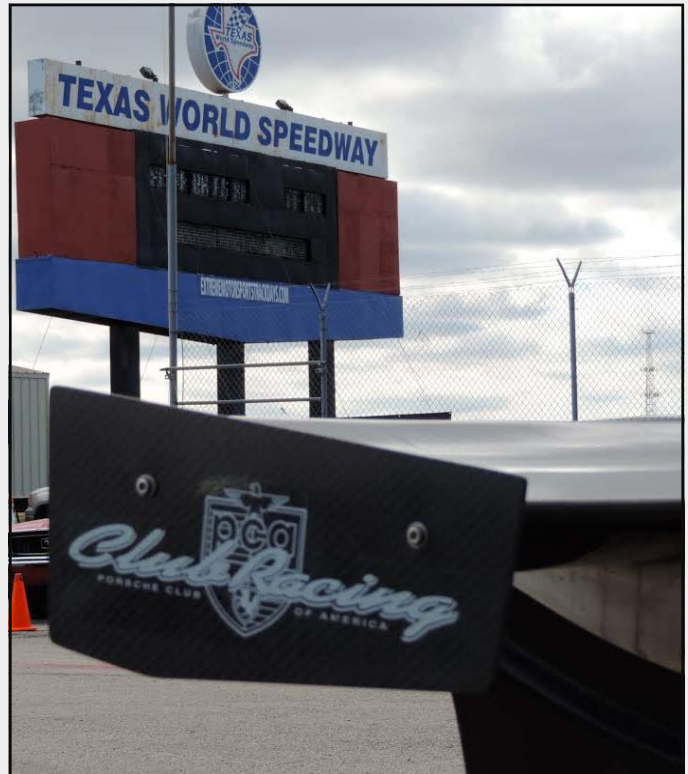


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in 1993, Jeff Andretti bettered his dad with an unofficial record of 234 mph. Legends who have won at TWS include Foyt, Unser, Rutherford, Waltrip, and Petty. After this June, only memories will remain, as the entry gates will be padlocked and bulldozers and jackhammers will tear down one of the seven remaining American Super Speedways.

As the weekend began on Friday the 13th, bad luck appeared as dark skies dropped intermittent rain that kept the track wet and cold, tow trucks busy and quality practice laps hard to get. On Saturday morning, the skies cleared early, and warm sunshine heated up the track with Joe Bank's GT3 Cup Car turning a 146:27 in the Red group. Although Joe turned the fastest lap time, Texan Lew Bouchier, with a little home field advantage, dominated the Red group on Saturday with a 6.74 second margin of victory in the last race of the afternoon. In E Class, Jim Buckley turned a best lap time of 1:53.5.



Is this Clint Eastwood or Sheriff Jake Taylor?



In honor of Bob Benson.

(continued on next page)

(The Last Rodeo for a Legendary Track, continued from page 21)

Over the weekend, a Texas-sized crowd got to see some exciting racing. Spectators were everywhere in the stands overlooking the grid as forty-five Porsches from Lone Star Region had convoyed to the track from Houston on Saturday to join the group already there. When the Saturday parade lap was lined up, it was over a hundred cars long.

In the Blue group, the racing was tight and competitive as twenty-one Spec Boxsters ran lap times within three seconds of the 1:57.28 posted by Thomas Jones on Saturday afternoon. After fourteen laps of racing, Jones had only a 1.847 second margin of victory over Mitch Butaud's "Twelfth Man" Boxster. Close lap times led to some close encounters, especially as cars dropped off the main straight side to side into the chute at Turn 1, but TWS has always been known as one of the safest tracks and that margin of safety held true over the weekend. Afterwards, the drivers and volunteers enjoyed some Texas hospitality and spirits at the Saturday night banquet as podium finishers were called out and congratulated.

As Greg Platt, Lone Star Region Race Chair, sat along the pit wall monitoring the races, he had just a little sadness in his tired eyes. Greg had very little sleep over the previous week, as he worked hard to make sure everything was ready for racing, but it was obvious that he hated to see the last checkered flag drop at TWS. Located within just hours of Austin, Dallas, Houston and San Antonio, "seat time" at TWS was close, convenient and cheap. Ultimately, its location was its downfall as urbanization swallowed it up. One wonders how many more tracks will suffer the same.



Daddies and daughters.



Dave Gross grids up in the Blue Race group on Sunday.



Daddies and daughters.



Close encounter



The



ers in Turn 3.



An air-cooled flat-six in cool down.



tires always tell - evidence of Porsche agricultural excursion.



LSR Race Chair Greg Platt and Jeri Platt with Zone 5 Rep Lynn Friedman.



Yellow flag comes out.



Out for the day?



The "12th Man" leads the way.

(continued on next page)

(The Last Rodeo for a Legendary Track, continued from page 21)



Lynn and Larry Friedman and Burnell Curtis.



The fastest go kart in Texas grids up.





Thanks to our wonderful sponsors who made the weekend possible.

Greg Platt and Lone Star Region would like to thank all of the sponsors, drivers, volunteers and spectators who made the “Last Rodeo” one that we will never forget. “It was a real joy to work with the PCA National Team led by Allen Shirley, and without our sponsors, Flodder Financial Services and RaceCoach.net, this event couldn’t have happened,” said Greg.

Thanks to the Volunteers who made this weekend happen.

Jeri Platt	Patty Liles
Jake Taylor	Paul Pearson
Chris Alvarado	Burnell Curtis
Tim Thomas	Greg Stewart, Andrew Seifert and Glenn Campbell
Jason Lebowhl	Alan and Kathy Kendall
Mark Robinson	Walt Doyle
Lynn Friedman	Phyllis Davis, Tomi Scantlebury, Greg Wallace, and Ramin Nosrat
Pam Fitzgerald	
Mike Globe	



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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.

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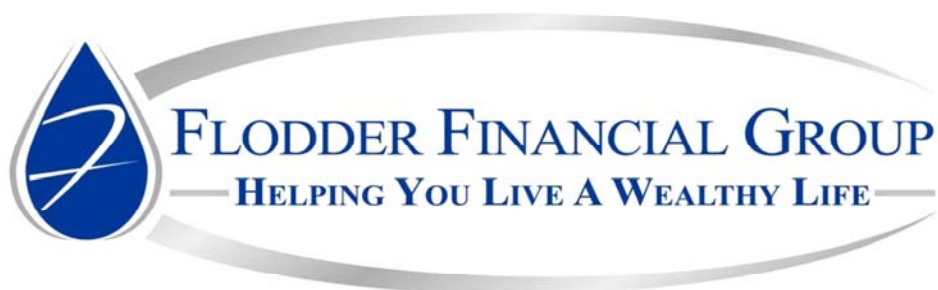
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Water Hazards

The LSR Tour to Texas Two Step Club Race at TWS on Saturday, March 14th

By Monte Nichols

Imagine a long, long line of Porsches of every color parked on the side of a small country road trying to figure out what to do. I never would have imagined that one of the many exploits I would experience with my 911 would involve 50 of my Porsche-loving buddies cruising along a road far north of Houston only to find ourselves staring at a washed out road completely covered in water! Hey, just another great Porsche club driving adventure. But, more on that later.

As a relatively new PCar owner, going on 4 years now, I've come to appreciate how active Porsche owners are as a group and in particular, our local Lone Star Region. Having grown up around muscle cars, motorcycles and mullets, I wasn't used to the flood of organized opportunities to enjoy my ride pretty much every weekend of the year! This happens to be one of my favorite





things to tell a prospective new Porsche owner. If you join the Porsche ownership fraternity, you will have more opportunities to enjoy your Porsche than you know what to do with.

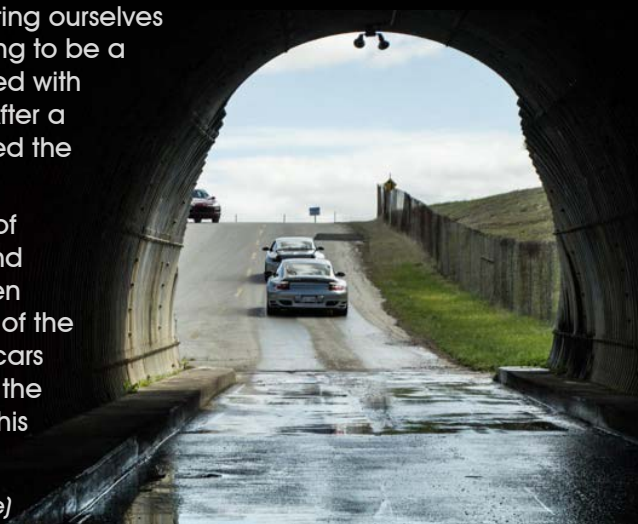
Getting my '85 911 Targa out for an extended drive with other like-minded individuals is one of my favorite things to do. There is something about getting together as a group and moving out to another location that really instills a sense of pride when driving these great cars.

We all have our routine, admit it! For me, it all starts with pulling the cover off the ole girl and disconnecting the battery tender. I give the car a quick look over, fire her up and back it out of the garage. I'm fortunate in that I have four daughters and at any one time I've got plenty of volunteer passengers to keep me company. As a bonus, they are still young (small) enough to fit and genuinely seem to enjoy coming along. Well, it will cost me at least one stop at Starbucks to get everyone going. Price of entry!

This was a chance to see the very last Porsche club race to ever take place at TWS before it is torn down. We left home early to meet up with the group at Porsche North Houston. Having been there before, I remember them being gracious hosts and this time was no different. Coffee, doughnuts and kolaches were on hand for those of us who spent more time that morning getting the car ready than we did getting ourselves ready. After a short bit, it was clear this was going to be a good-sized group as the parking lot quickly filled with Porsche models of all types, years and colors. After a short safety briefing and instructions, we departed the dealership in two groups.

The route was carefully planned to take us north of Houston to Conroe, then west over to Navasota and eventually to TWS. The weather could not have been better as we wound our way across the southern tip of the Sam Houston National forest. With approximately 50 cars split into two groups, we made quite an impression on the morning cyclist along 105 who must have wondered if this

(continued on next page)



(Water Hazards, continued from page 33)

was some sort of high-speed funeral procession. We were cordial and respectful at all times!

Looking at the line of cars was like looking at the color swatch section of Porsche's order guide. Yellows, oranges, slivers, blues and of course Guards Red. It was truly an impressive site.

Thanks to Greg Fuller, our leader, we had great directions and were very well organized. We settled into a brisk pace, keeping it tight with just enough room to spare when all of a sudden, in what seemed like the middle of nowhere, we were on the brakes and pulling over the side of the road. My girls thought I had tricked them into coming along on another wine tasting tour which they do not find all that interesting.

No, it wasn't a wine tasting. We had come to a low point in the road covered in water! Heavy rains the week earlier had flooded the adjacent pasture and forced the water to crest the road. Well of course, we called a Cayenne to the front to see if he was willing to be the guinea pig and see if the road was passable. The forgone conclusion was that we would be turning around, but it did give the Cayenne owner an excuse to test the waters if you will!! Try that Ferrari club!

It took some time for 50 Porsches, but we all safely made a nice three-point turn and headed back to 105. After regrouping on 105, we then found ourselves behind a semi-truck traveling 45 mph and pulling an oversized load. Wow, now that was a bummer. Here you have 15,000 horses just waiting for the opportunity to cross the centerline and blast around this rolling chicane! Cooler heads prevailed and we all sat back and enjoyed an easy drive to Navasota. Several of us decided to peel off on one of our favorite roads, 1774 to Anderson, to see if we could make up some ground. This short stint up to historic Anderson is a nice drive with rolling hills and plenty of curves. In the end, I'm not sure we made up any time, but we sure had fun trying.

After nearly blasting through a water crossing and then getting stuck behind an oversized load, we finally arrived at the track. After signing the entry releases, we headed inside the track to enjoy a great afternoon of racing and of course some good trackside burgers. It is always great



seeing Porsches on the track and their owners driving them as they were meant to be driven. Strolling the pits, you get a sense of the commitment made to put these cars on the track and the work poured into them from their owners. My girls really enjoyed seeing all the action and talking to the drivers, many who came from all over the country. Gives you that feeling that my weekend warrior of a 911 has the bones to mix it up should she ever be called to do so!

After a long day, it was time to wrap it all up and drive home. At this point, I was on my own. Both girls figured out a way to make the sport seats in my car comfortable enough for an extended nap! Must be nice to sit back, close your eyes and enjoy the hum of that flat 6 churning it out. What a great day. You can't do much better than mixing together a great family outing, good fellowship and a healthy dose of Porsche power. See you at the next Lone Star adventure!



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LSR Annual Spring Wildflower Tour

April 4, 2015

By Ron Baklarz, LSRPCA Rally/Tour Chair and George Bishop

The Lone Star Region Annual Spring Wildflower Tour, with two groups of a total of 45 eager Porsches, spent Saturday April 4th in great weather, viewing fields of wildflowers and Texas Bluebonnets. Eyes on the winding roads too.

George Bishop, an enthusiastic Porscher, organized this splendid day. The barbecue lunch at R Place in Washington, Texas was a superb selection. Next, all 45 Porsches caravanned to Rennsport for a visit with the Callas folk and their very impressive facility. Thank you Rennsport for the delicious snacks/beverages and everyone's favorite, the mini cupcakes.

We stopped at the Chappell Hill Museum to see the art exhibit there, the Chappell Hill Lavender Farm, the houses from the 1830s at the Old Baylor Campus, the Star of the Republic Museum at Washington on the Brazos, The Antique Rose Emporium, Rennsport and Pleasant Hill Winery.

The tour was joined by many first timers- thank you - and we look forward to seeing you all at the other LSR events, highlighted on our web pages.





A 964RSR, a 1992 model, very rare.





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IN HOUSTON***

Register for one or both at www.ClubRegistration.net

THIS WEEKEND IS A DOUBLEHEADER OF GREAT AND INEXPENSIVE FAMILY FUN. YOU DON'T NEED TO BUY RACING SLICKS, YOU DON'T NEED TO CHECK INTO THE MANOR INN, AND YOU DON'T NEED TO DRIVE 4 HOURS TO COLLEGE STATION AND BACK.

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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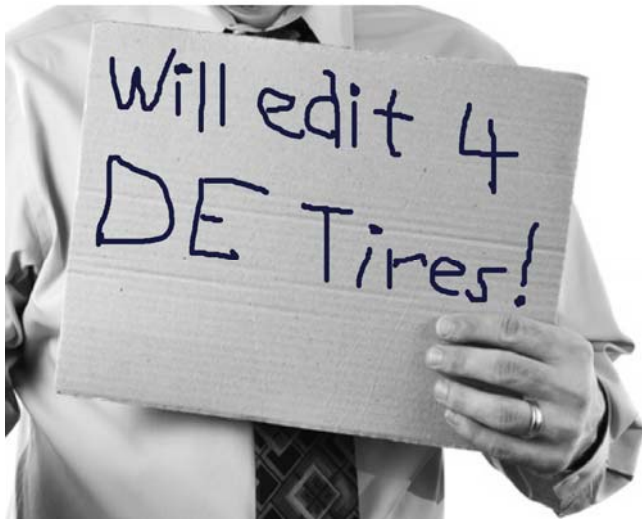
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Registration is now open at www.clubregistration.net Special rates for young drivers!

Where: Houston Police Academy (near the IAH airport)
Dates: Saturday, April 25, September 26 and November 21, 2015
Who: For PCA members and non-members (different rates may apply).
More info: lsrpca.com/pds.htm or Steve Bukoski: (281) 615-9952 / pds@lsrpca.com





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