

The

# Lone Star

December 2014



Porsche Rennsport Rennion V  
October 9-11 at Laguna Seca in Monterey, CA



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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](http://www.lsrpca.com)

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

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### On the Cover:

Photo of Rennsport Reunion courtesy of Porsche Cars North America

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## January 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

- 3 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway between Chimney Rock and Voss  
7 LSR PCA Board Meeting, The Houstonian, 111 N. Post Oak Lane  
10 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee, 201 S. Friendswood Dr.  
17 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress  
24 4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.  
24 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.  
31 January DE, Jan. 31 thru Feb. 1, 2015, Texas World Speedway.

## February 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

- 1 January DE, Jan. 31 thru Feb. 1, 2015, Texas World Speedway  
4 LSR PCA Board Meeting, 6:30 pm, The Houstonian, 111 N. Post Oak Lane  
7 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway between Chimney Rock and Voss  
14 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee, 201 S. Friendswood Dr.  
21 Car Control School, Houston Police Department, Westfield Road  
21 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress  
22-25 2015 West Texas Tour, Feb. 22-25  
22 Autocross, Houston Police Department, Westfield Road  
28 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.  
28 4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.

## March 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				

- 1 2015 Kemah Concour, Kemah Boardwalk Marina, 555 Bradford Ave.  
4 LSR PCA Board Meeting, The Houstonian, 111 N. Post Oak Lane  
7 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway between Chimney Rock and Voss  
13-15 2015 LSRPCA Club Race at TWS, March 13-15, Texas World Speedway, College Station  
14 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee, 201 S. Friendswood Dr.  
21 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress  
28 2nd Fourth Monthly GTG (Galveston) - 8:30 am, Starbucks, 61st St.  
28 4th Saturday GTG (Woodlands) - 8:30 am, Starbucks, 9595 Six Pines Dr.

# Lone Star Region Board - Officers & Chairs



## President



**Mike Globe**  
president@lsrpca.com

## Vice President



**Walt Doyle**  
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## Secretary



**Michelle Serrell**  
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## Treasurer



**Ramez Botros**  
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## Member-at-Large



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## LSR CHAIRS

### Activities Chair

**Pam Fitzgerald**  
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### Air Cooled Tech Advisor

**Burnell Curtis**  
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### Autocross Committee

**Ryan Lansford**  
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### Car Control Driving School Chair

**Steve Bukoski**  
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### Charity Chair

**Tomi Scantlebury**  
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### Club Race Chair

**Greg Platt**  
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### Get-together Representative

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### DE Committee

*(partial listing)*

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**Tech Advisor Burnell Curtis**  
techadv@lsrpca.com



**Store Andrea McMillen**  
store@lsrpca.com



# Tech Tips - This Ain't No Concours

By Mike Phifer, The Lone Star Editor

**L**ast summer, we decided to submit a couple of Lone Star issues to the PCA national newsletter contest for judging and some desperately unneeded criticism. One unwelcome comment that I received was “You need a tech column.” What national wants is what national gets, so I am going to write a tech column every month until someone else volunteers. Please volunteer and save me from this embarrassment.

You may now ask, “What are my qualifications to write a tech column?” My simple, honest answer is “none,” except I do know how to break almost anything on a Porsche from long and painful personal experience.

To make this column responsive and timely to our readers, instead of just picking and choosing some boring topic like “How do I make my Porsche cupholder large enough so that something actually fits in the damn thing”, I hope you will email your tech questions and letters to [editor@LSRPCA.com](mailto:editor@LSRPCA.com). I promise I will do my best to give you an honest and probably worthless answer in terms of fixing the problem.

This month, I am addressing some very common problems with Porsches. The one underlying theme for all of these problems is that the cheapest part usually breaks first and shuts down the whole car. Second common theme is the cheapest part is not always the cheapest to fix. The third theme is never take your car anywhere near the track because everything breaks there – polish your Porsche, admire it, swoon over it and never take it anywhere but a Concours.

The dollars signs below estimate the severity of your financial pain when presented with these common problems.

## LETTER NO. 1

Dear Editor:

Driving home after I left the last DE at TWS, the rear end of my Porsche sounded like a washing machine loaded with gravel? What is wrong and how much will it cost to fix?

Dear Reader:

Sounds of gravel thrashing about in your Porsche’s rear end means the wheel bearings have failed. Now, you might think that wheel bearings would be easy and cheap to replace. But remember, the Porsche is not an F-150. Your Porsche is a complex marvel of engineering - a rear engine

car with the rear axles connected to the transaxle, and everyone knows that the transaxle is a mysterious, labor-hungry beast. Standard Porsche labor charges (\$145.00 an hour) for removing the rear axles connected to the transaxle to replace the cheap wheel bearings (\$127.00 x 2) requires crazy man hours (approximately a day and a half) of qualified Porsche technician labor. Take a second mortgage on your home or learn how to do it yourself. \$\$\$\$.

**Tech Tip No. 1:** Don’t ignore strange noises or thrashing sounds. Listen to your Porsche – it’s always talking to you. Unfortunately, it may be speaking German only. That’s why qualified Porsche labor is so expensive; it’s the translation costs.



*Piggyback was not the way I planned the day.*

## LETTER NO. 2

Dear Editor:

When I lined up on the grid for the second run session of the day at TWS on Saturday after nailing my best lap times in months, two good buddies came up to the window of my car and told me that one of the exhausts on my 993 was hanging six inches lower than the other. When I got out of the car and opened the engine compartment, the engine was listing to starboard like a drunken sailor on shore leave. Two hours later I was riding back to Houston in a Triple A tow truck. What happened?

Dear Reader:

This one is all on you. You should apologize for abusing

*(continued on next page)*

your Porsche. The engine carrier broke because you were driving the car too damn fast. Because Porsche could never have imagined that anyone would track a high performance sports car, the Porsche engineers made the engine carrier/brace too soft to handle the constant stress of being turned left and right at high speed. Anyone that reads RennList or Pelican knows that you have to replace or shore up this part before you go to the track.

Suck it up and order an RS engine carrier, an engine carrier that won't break. Best guess, this repair will cost you a four-day vacation in Vegas or a

Galveston cruise for two to Mexico, but you are a track rat so you never go on a real vacation. \$\$\$.

**Tech Tip No 2:** If your engine carrier hasn't broken yet and you plan on tracking your Porsche, replace the carrier now or shore it up with a machined reinforcement. While you are doing that, you just as well replace the motor mounts because they will also break if you don't.

**Tech Tip No 3:** Always do a quick 360 visual of your entire car before every run session. Remember, this one could have been much worse. If your good buddies hadn't noticed this problem, you could have dropped the entire engine in TWS Turn 1 with the transmission attached. \$\$\$\$\$\$\$\$\$\$.



*The bad boy of Porsche reinforced engine carriers - about \$750.00 if you can find one. Dropping the engine to replace it - about \$1500.00. Ouch.*

### LETTER NO. 3

Dear Editor:

When it started raining like Noah's Ark at TWS, my 993's passenger side window switch broke, and of course the window was all the way down. I had to drive back to Houston in the rain with a black Hefty garbage bag taped over the passenger side. Worst of all, everyone on 290 was laughing at me.



*993/964 window switch that never fails to break.*

Dear Reader:

Again, this problem is all your fault as you have been using the window switches more than Porsche engineers intended. Window switches are never used in Germany, because the Germans never open their windows. The winter in Houston is 8 days long - the German winter is eight months long. Fortunately, you can easily fix this yourself with an aftermarket window switch that costs around \$20 or an OEM switch that costs around \$70 (but will still break just as often). It's best to order as many as you can afford and never less than 2 at a time. \$.

**Tech Tip No. 4:** If you have a 993 or a 964, always carry at least two replacement window switches with you. They take about two minutes to install after you get the hang of it, and there is a video on Pelican that shows you how. Also, stick a Hefty garbage bag and some tape in the front bonnet just in case.

### LETTER NO. 4

Dear Editor:

I sold my house. I am now living in my car trailer on borrowed land so that I can pay for my track habit. My wife left me, my kids won't talk to me and the dog ran away. Do I have a problem?

Dear Reader:

NO. Genius is never appreciated in its own time.

**Tech Tip No. 5:**

If you don't have a car trailer or a friend who does, get the Triple A extended towing plan. If you don't, it's about eight dollars a mile for towing your car back to Houston from TWS or right at \$600.00. \$\$\$.



*Home sweet home after paying for everything.*

# December Coffee and Cars GTGs

## Woodlands Photos courtesy of Alton Holmes



## Galveston Photos courtesy of Ed Cannon.





## From the President

Mike Globe, President  
Lone Star Region PCA



### Thanks to Our Volunteers and Members, LSR is Stronger Than Ever

2014 was another year of growth and accomplishment for the Lone Star Region. Our membership is at record levels, we are financially sound, and participation is up in all of our events. Our Autocross program is now up and running, and going strong. Our Car Control Schools sell out, just as our DE's have done for years. We have interesting and well subscribed tours, well run and well attended Concours events, sold out International Dinners, and an active Saturday morning Porsche Car Get-Together (GTG). Two years ago we thought we were firing on all cylinders, but our activities have now grown from a flat-four to a flat-six. Now if we can just bolt on a turbo... or two.

How does all this happen? One word: VOLUNTEERS. I'm constantly amazed at what we can do with a relatively small group of people who share a passion for our club, its members, and their cars. These folks give up their time to make sure that the club can offer activities that appeal to them and hopefully to many others in the club.

Over the years, we've seen many of our activities wax and wane. Many times the decline in an activity comes about because the volunteers responsible for it no longer have the time or energy to keep contributing. Once this happens, it takes someone stepping up and volunteering to re-energize

the program. We have to continually refresh and re-energize our efforts to keep things going.

Although the list of volunteers is short, it's long enough that were I to try to name them in an effort to recognize their individual contributions, I would no doubt leave out several who equally deserve credit. Our volunteers of course know who they are, and I hope this column serves as a big THANK YOU for what they have done. Most of you know who these people are as well, and many of you take the time to thank them. I can tell you they very much appreciate that thanks. They do it as a way to serve the club, not for recognition, but they all certainly appreciate it when folks recognize their efforts.

The board of directors of LSRPCA is always looking for ways to better serve our members. The programs we have reach out to a lot of people, but there are still many more members to whom we could be serving. How do we do that? We find someone who has a good idea and who is willing to step up and put that idea into action. Lots of folks have ideas. It's the ones who have the ideas and put in the effort to make them happen that really fuel our club. Could that be you?



*Mike Globe in the Green Hornet at TWS - if you see this 996 coming, stick your fingers in your ears.*

# Qualified Volunteer Needed - A New Leader for the LSRPCA Car Control School



By Steve Bukoski  
Chair of the Car Control School (CCS)

First of all, I want to thank the Car Control School Staff for 3 1/2 years of committed excellence. I am personally grateful to you for your ongoing dedication in helping Houston area drivers become better, safer drivers. We have come a long way from resurrecting the Performance Driving School program at Gulf Greyhound Park in 2009.

I have to thank and credit Joost Perquin and his staff at that time for getting this program back on track and in developing terrific momentum. The evolution of the "PDS" to "CCS" and our partnership with the Houston Police Department has made this program even better.

I have been the leader in this journey for over 3 years now. It is time for me to step down, and provide this fantastic leadership opportunity for someone else. The April 25th Car Control School will mark the final event in which I lead this exhilarating program.

Many of our club members are qualified (existing CCS Staff, DE Instructors, and anyone else with a passion for driving and safety). The most important characteristic of the next leader is the willingness to serve and take the CCS to the next echelon. Of course, that goal will be for you to set and achieve. I have some ideas that we can work on together (along with the rest of the team) if it fits your vision.

This position is a voting member of the LSRPCA board, so the appropriate candidate will have the best access to club information, events and activities. I'd like to start mentoring and turning over my role during the planning and execution of the February and April 2015 events, so we will need to select someone immediately in order to keep this program going.

The program is in excellent condition, with updated teaching tools and processes, and excitement that has resulted in sell-out events for the past year and a half!

Please contact me directly if you are interested in being the next visionary and leader!

As many of you know me well, you know this is not a total exodus. I will, of course, still be greatly involved in the events (I want to get back into the right seat!). Additionally, I want to put some serious effort into an Instructor Development Program - a program that recruits and develops good coaches, and also helps existing Instructors and Coaches become better. I have begun conversations with the Board regarding this, and they are very receptive to the concept. This program will be instrumental to the perpetuity of the program, and will also help develop cohesiveness with other LSRPCA programs.

Thanks again for your ongoing support and friendship. I look forward to the next phase of our success!

Steven Bukoski  
(281) 615-9952  
[ccs@lsrpca.com](mailto:ccs@lsrpca.com)



*On behalf of everyone in LSR, I would like to extend a big thanks to Steve and his staff for all their hard work over the past few years. Anyone who has attended the Car Control School knows how much fun and invaluable training that Steve and the staff can pack into one day. The first LSR driving event I attended was the Car Control School with Steve sitting next to me in the instructor's seat. After that I was hooked on becoming a better driver.*

**Mike Phifer**



# LSR Treasurer's Annual Report

By Ramez Botros, Treasurer

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, and our social events have largely been sold out. Revenues for the year also included a significant one-time dues rebate from PCA National that greatly contributed to the positive cashflow.

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

Thank You  
Ramez Botros  
Treasurer



## LSRPCA Board Minutes

Michelle Serrell, Secretary

### October 2014

#### *In Attendance:*

Mike Globe, President  
 Michelle Serrell, Secretary  
 Eric Serrell, Vice President  
 Ramez Botros, Treasurer  
 Ken Tubman, Member at Large  
 William Wong, Membership  
 Lynn Friedman, Zone 5 Rep  
 Pam Fitzgerald, Social Coordinator  
 Greg Fuller, Website Host  
 Steve Bukoski, Car Control School  
 Mike Phifer, The Lone Star  
 Burnell Curtis, Tech Advisor  
 Greg Platt, Club Race  
 Ron Baklarz, Rally & Touring  
 Ed Cannon,  
 Anne Retzler  
 Larry Friedman

Meeting called to order at 6:30 PM

Mike Globe reports that Dee Cannon is resigning as the Charity Chairman and needs a replacement. Mike has someone he might be able to persuade but if anyone else can think of someone please let him know. Elections are coming up next month and he has set up a nominating committee to recruit and solicit nominees for all board positions.

The nominating committee will consist of Greg Platt, Larry Friedman, and Greg Fuller. The nominating committee suggested the following to be on the ballot: President-Mike Globe; Vice President-Walt Doyle; Secretary-Michelle Serrell; Treasurer-Ramez Botros; Member at Large-Ken Tubman. There will be a write in spot for each position. Mike Globe moves to accept the nominations presented, Eric Serrell seconds and all agree. Greg Platt motions to keep the nominations/voting open till 11/16/2014 to all everyone an opportunity to vote and or write themselves in. Burnell Curtis moves to accept and Ramez Botros seconds, all agree.

Eric Serrell reports the Houston Gold Exchange Christmas Party is coming up in December and they have reached out for our help again in supplying the tent/chairs/tables, \$500. We will not be able to coordinate our charity at the party this year since they are having Dan Pastorini's charity-Be An Angel. Eric has suggested to Ed and Dee to set up club registration for our members to RSVP and to donate \$10 per person. Ed will set up Club Registration, might need help but will get with the right people. Mike Globe remembers us contributing \$1,200 last year to pay for the tent and tables. Mike Globe moves to approve up to \$1,200 for this and Ron Baklarz seconds it, all approve.

In regards to the HGE Concours being held this Saturday, we have 30 cars currently registered. Should be another great event and big door prizes/raffle items to be given away. Kemah Boardwalk reached out to him and updated the Spring Concours date to March 8th as the previous date conflicted with other events and Spring Break going on during that time.

Ron Baklarz reports the San Antonio Missions tour they did on 9/20-9/21 had 14 participants, had a great time. The day tour to Shangri La Botanical Gardens and W.H. Stark House in Orange, TX will be on 10/25/2014. He needs to get a club check for the deposit required on that. The overnight tour for the USS Lexington has been put on indefinite hold at this point. Will keep us posted, sorry guys.

Steve Bukoski reports that the Car Control Schools for 10/11 and 11/22 are full. They are in the process of re-launching the Car Control Clinic and will switch it up a bit. Bigger and better things to come next year.

Ed Cannon on behalf of Dee Cannon-Charity Chair reports that they will set up to add charitable contributions on all Club Registration events. This will give members a better opportunity to donate to our charities throughout the year instead of trying to cram it in at the end.

Walt Doyle reports that the GTG's are going well and Keith Coe is doing a fine job on Facebook drumming up interests.

Mike Phifer reports that he needs the press releases and the September minutes to issue out the Lone Star Magazine next month.

Pam Fitzgerald reports that the International Dinner last month at Maggiano's Little Italy went well. Only 3 people didn't show up this time.

William Wong reported membership is up 1,486 primary members with a total of 2,328.

Greg Platt reports the Club Race is coming up next year on March 13,14, & 15th. He needs volunteers plus a committee to help him. If you would like to volunteer or join the committee please email him at GregPlatt@clubrace.com

Lynn Friedman says a BIG THANK YOU to all the volunteers who helped out at the Porsche Platz at COTA races that were held on 9/20 & 9/21. Greg Platt says thank you to Lynn for all her help in making it a great event.

Greg Fuller reports that he plans on launching a new website by end of year. So please be on the lookout for it and provide him with any feedback, good or bad on what you think of it.

Greg Platt motions to adjourn at 7:29 PM. Ron Baklarz seconds the motion, motion passes.

## November 2014

### *In Attendance:*

Michelle Serrell, Secretary  
William Wong, Membership  
Lynn Friedman, Zone 5 Rep  
Greg Fuller, Website Host  
Andrea McMillen, LSR Store  
Walt Doyle, Concours Chair  
Greg Platt, Club Race  
Ron Baklarz, Rally & Touring  
Anne Retzler  
Rick Franke  
Tomi Scantlebury

Meeting called to order at 6:41 PM by Greg Platt

Walt Doyle reports that the 10/4/2014 HGE Concours was another success. Don't forget that December 4th is HGE's Christmas party and you must RSVP to attend. You can go through Club Registration to make donations and/or contact HGE directly.

Ron Baklarz reports the day tour to Shangri La Botanical Gardens and W.H. Stark House in Orange, TX on 10/25/2014 has 12 cars and 14 participants. Still working on the overnight tour for the USS Lexington for a date in February. George Bishop is working on tours for February and the Blue Bonnet Tour. Will keep you posted as things progress.

Steve Bukoski reports that the Car Control Schools for 10/11 and 11/22 are full. They are in the process of re-launching the Car Control Clinic and will switch it up a bit. Bigger and better things to come next year.

Tomi Scantlebury has volunteered as the new Charity Chair and Rick Franke has volunteered as the new Membership Chair. Please welcome them into the fold. William Wong is stepping down as of today as the Membership Chair. We appreciate all your hard work and long hours you dedicated to doing this for our club.

William Wong last report of membership is down a little to 1,479 primary members with a total of 2,315.

Greg Platt reports the Club Race is coming up next year on March 13,14, & 15th. He needs volunteers plus a committee to help him. If you would like to volunteer or join the committee please email him at GregPlatt@clubrace.com

Greg Fuller reports that he will close the voting for new board members on 11/16/2014. So please get out and cast your vote.

Andrea McMillen asks Greg Fuller to post on Facebook about the new and improved LSR Store website and for members to please go out and take a look.

Greg Platt reports that in previous meeting that the Club Race budget had been approved and now needs to get approval for funding the March 13,14 & 15th event. Needs \$85,000 for the expenditures, not enough board members at meeting to approve at this time. He will send out an email asking for the board's approval. There will also be another COTA event in May 2015 and we will split costs with Hill Country and Maverick Regions.

Meeting is adjourned at 7:05 pm.

In a special email vote done on 11/10/2014 it was motioned and approved to allocate \$85,000 budget for the 2015 Club Race and Advanced DE at TWS, allocate \$9,000 as a deposit for the 2015 COTA event and appoint new Charity Chair-Tomi Scantlebury and Membership Chair-Rick Franke. Mike Phifer second the motion and motions passed by majority approval (Greg Fuller, Eric Serrell, Ramez Botros, Pam Fitzgerald, Michelle Serrell, Greg Platt and Steve Bukowski).

## December 2014

### *In Attendance:*

Mike Globe, President  
Eric Serrell, Vice President  
Michelle Serrell, Secretary  
Ramez Botros, Treasurer  
Pam Fitzgerald, Activities  
Rick Franke, Membership  
Mike Phifer, The Lone Star Magazine  
Lynn Friedman, Zone 5 Rep  
Steve Bukoski, Car Control School  
Ryan Lansford, AX & Time Trials  
Greg Fuller, Website Host  
Andrea McMillen, LSR Store  
Walt Doyle, Concours Chair  
Greg Platt, Club Race  
Ron Baklarz, Rally & Touring  
Tomi Scantlebury, Charity Chair  
Dee Cannon, Past Charity Chair  
Ed Cannon  
Anne Retzler  
Susan Fuller  
Kristen Lansford  
William Wong

Meeting called to order at 6:34 PM

Mike Globe and Greg Platt put this dinner meeting together to thank ALL officers and board members for their work all year long. Want to say a big THANK YOU and look forward to bigger and better things to come for the new year. Mike and all board members want to thank William Wong for all his hard work and long hours he dedicated to doing the membership chair for our club. And a big thank you to Dee Cannon for her hard work in the charity chair position.

Greg Fuller reported the results of the voting of new officers for 2015 term. They are as follows:

President	Mike Globe
Vice President	Walt Doyle
Treasurer	Ramez Botros
Secretary	Michelle Serrell
Member at Large	Ken Tubman

Greg Platt moves to accept the voted in officers and Mike Phifer seconds the motion. All in favor and agreed to accept the votes as presented. Please welcome the new 2015 LSR Officers.

Mike Globe introduced the new chairs-Tomi Scantlebury for Charity and Rick Franke for Membership.

Ramez Botros presented the approximate 2014 P&L report from January to October. First time this has been achieved.

Mike Globe moves to adjourn the meeting and Dee Cannon seconds the motion and meeting is adjourned at 9 pm.

# New Officers and Board Members for 2015



The LSR elections are over, and the LSR Board formally approved the election results and slate of new officers at the December Meeting. New Board Members were also approved.

LSR has a new Vice-President. Walt Doyle will take over for Eric Serrell, who did not run for re-election. Congratulations to Walt, and a big thanks to Eric for all his hard work over the past year.

Mike Globe was reelected President, Michelle Serrell was reelected Secretary, Ramez Botros was reelected as Treasurer, and Ken Tubman will continue to serve as Member-at-Large.

New Board Members who were appointed by the LSR Board at the December Meeting include Tomi Scantlebury and Rick Franke. Tomi will take over for Dee Cannon as the Charity Chair and Rick will take over for William Wong for Membership. Welcome aboard Tomi and Rick, and a big thanks to Dee and William for all their hard work over the years and all the Board meetings they have attended.

Earlier in the year, Greg Fuller took over as the LSR Webmaster for Jim Heimer after Jim's many years of fine service. Greg is now busy finishing up a redesign of the LSR website, and we all look forward to seeing the new LSR webpage up and running in 2015.

## OFFICERS



**Mike Globe**  
PRESIDENT



**Walt Doyle**  
VICE PRESIDENT



**Michelle Serrell**  
SECRETARY



**Ramez Botros**  
TREASURER



**Ken Tubman**  
MEMBER-AT-LARGE

## NEWLY APPOINTED BOARD MEMBERS



**Rick Franke**  
MEMBERSHIP



**Tomi Scantlebury**  
CHARITY CHAIR



**Greg Fuller**  
WEBMASTER

*Congratulations to all the Officers, those just elected and those who are continuing in office, and all the new Board Members, and a big thank you to the outgoing Officers and Board Members. Thank you so very much for volunteering to lead LSR.*



# New Stars and Their Cars

Richard Franke, Membership

Isn't it time for you to join



## October of 2014

Scott Borgmeier	2015	Macan S
Richard Dickson	2015	Macan S
Reggie Draper	2008	911 GT3
Frank Stanford	2012	Cayenne
Jerry Woodson	1969	912
Timothy Boone	2006	911 Carrera S
Paul Batter	2014	911 Carrera S Cabriolet
Simon Sidhom	2011	Cayman
Paul Bertram	2013	911 Carrera S Cabriolet
Jason Curtiss	2015	Cayman
James Jones	2009	911 Carrera
Christy Reed	2007	911 Carrera S
Jess Gassaway	1985	944
Ken Parker	2009	911 Carrera 4S
Rodrigo Cabrera	2014	911 Turbo

## November of 2014

William Easter	2013	Panamera
Ray Starks	2010	Boxster S
Jim Thompson	2015	Macan S
Andrew Yee	2012	Panamera 4S
Matthew Coveler	2015	Cayman
Samer Nahas	2012	911 Carrera S
Edouard Hallais	2013	911 Carrera S
Niranjan Iyer	2014	911 Turbo
Guillermo Jordan	1986	911 Carrera Cabriolet
Tad Schirmer	2013	911 Carrera
Jason Beierle	1981	911 SC Targa
Peter Henk	2015	911 Targa 4S
Darrell Jordan	2009	911 Carrera S Cabriolet
Rob Christie	2009	911 Carrera S
Bryan Dye	2013	911 Carrera 4S
Tiffany Tayloe	1979	911 SC Targa
Stanley Wysocki	2007	911 Turbo
Rob Hain	2013	Boxster
Robert Milliman	1980	911 SC
Aarron Montgomery	2011	911 Turbo S
Howard Laster	2013	Boxster S
Sheppard Gee	2000	Boxster
Kevin Kim	2009	911 Carrera Cabriolet
Arnold Bonnette	2007	Boxster

Wissam Assaf	2009	911 Carrera S Cabriolet
Richard Spies	2002	911 Carrera Cabriolet
Pierre Tournois	2015	911 GT3
Stan Chapman	2015	911 Carrera 4S
Nat Chicoria	2007	Cayman
Sean Lloyd	2015	911 GT3
Bill Lyons	2005	911 Carrera Cabriolet
John Dimech	2014	Panamera Turbo

## December of 2014

Alex Beszterda	2006	911 Carrera 4S
Morgan Bradford	1985	944
Paul Cooley	2010	911 Carrera
Jim Ebling	2006	911 Carrera S
Jorge Espinosa	2000	Boxster
Jake Gopinath	2009	911 Carrera S
John Gross		
Derrick Hamilton	1995	911 Carrera
Greg Heiman	1980	911 SC Targa
George Hernandez	2009	911 Carrera S
Nicole Hird		
James Hollingsworth	2015	911 Turbo S
Simon Hughes	2008	Cayman
Sydney Jim	2007	911 Turbo
Aaron Keys	2009	911 Turbo Cabriolet
Salman Khan	2013	911 Carrera
Peter Lobona	2003	911 Carrera
Bill Lyons	2005	911 Carrera
Shelley McCain	2009	911 Carrera 4S
Angelina Menz		
Kevin Ricci	2009	911 Turbo
Brett Solberg	2013	911 Carrera S Cabriolet
Laura Southall		
Terry Stewart	1999	911 Carrera Cabriolet
Gregory Sutter	2005	911 Carrera S Cabriolet
Benito Tagle	2007	911 GT3
Matthew Travis	1999	Boxster
Kris Varnado	2000	Boxster S
Jordan Witherspoon		
Jason Worner-Phillips	1985	911 Carrera Targa

Don't forget to renew your membership - over 100 LSR members are scheduled for renewal with PCA this month.

# LSR *Christmas* Charity Drive

By Dee Cannon, Outgoing Charity Chair

Every year, LSR adopts a family for Christmas through the Houston Children's Charity. Ed and I wanted to let all the LSR members know that the Christmas presents were wrapped and delivered to our adopted family. Our involvement with HCC made one deserving family happier than we know. Thanks to everyone at LSR that participated with the Charity functions to bring a Merry Christmas to a deserving family.

Thank you,  
Dee & Ed Cannon



## Qualified Volunteer Needed - Concours Chair



By Walt Doyle,  
LSR Concours Chair and  
Vice-President

I wish to thank everyone for by electing me Vice-President of LSRPCA in the November election. I am honored by your confidence and promise to do my best to keep the club running strong. Eric Serrell did a great job, and a big thanks to him for all his hard work.

I need to find someone to take over the Concours program that I have been running for the past three years. Concours Chair is a voting member of the LSRPCA board. I'd like to start mentoring and turning over my role during the planning and execution of the Kemah Concours scheduled for March 1, 2015 . LSR puts on two Concours a year.

The Concours program is a great program with some great sponsors and volunteers. We had a wonderful turnout for the last Concours in October as you can see from our story in this month's *The Lone Star*.

Please contact me directly if you are interested, and thanks to all the volunteers and sponsors who have helped to make the Concours a well-attended and fun event.

Walt Doyle  
[vp@lsrpca.com](mailto:vp@lsrpca.com)

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# 2014

# U.S. Vintage National Championship

**F**our hundred beautiful, vintage racing cars were in Austin, Texas for the weekend, so naturally I made a beeline for the city. From October 8-12<sup>th</sup>, the 2014 Sports car Vintage Racing Association (SVRA) season concluded with the U.S. Vintage National Championship at COTA. This was my fourth automotive weekend in a row, having attended the Tudor and World Endurance Championship, then the 2014 Porsche World Roadshow at MSR in Angleton, and then Road Atlanta's Petit Le Mans.

Early Friday morning, I set out on the road to Austin. Thursday was a practice day, with qualifying on Friday into Saturday. Saturday morning brought heavy rains that delayed racing until early afternoon. Races were held on Saturday and Sunday. The enormity of the event is telling, with over four hundred cars entered, but it is very well organized. The day includes a one-hour lunch break, where COTA's event center was opened for participants and ticket holders.

More than sixty Porsches were among the 400 entries. The 911, followed by the 914, were the most popular Porsche entrants. Given that this is a hobbyist sport, the car owners and teams were unusually approachable.

Our time at US Vintage National Championship was well spent. Tickets allowed full access to the paddock and indoor pit area at COTA. Tickets and parking were reasonably priced and there was a good display of numerous manufacturers. It was a nice break from some of the trailer queens that many of these cars have become.

Peter Beck of Beck's European in Scottsdale, Arizona had five Porsches under his trailer and tent. I spent some time visiting with Peter and fellow LSRPCA member Barry Parks. We chatted for some time about the collector's market for 911's.

Last year was the first US Vintage National Championship, also held at COTA. In September of 2012, SVRA was acquired by Texas telecom executive, Tony Parella, founder of the Parella Group. He then quickly acquired the west coast based Historic Sports car Racing - West (HSR-West) organization. Last year, we were talking with one of the entrants for quite some time, before we realized it was Peter Klutt from the Velocity Channel's Legendary Motorcars television program.

SVRA was founded in 1981 and has grown from approximately 25 members to over 1,200 currently. The 2014 events have included races at Spring Mountain, Sebring, Homestead-Miami, Road America, Indianapolis, Mid-Ohio, Pocono, Watkins Glen and VIR.

The eleven race groups are comprised of cars ranging from vintage European cars such as Porsches, Lolas, MG's and Coopers to American muscle cars such as Corvettes and Camaros. For a more detailed listing, see the SVRA website at <http://www.svra.com/race-groups/>



The "13/13" rule is the key to vintage car racing. As long as the cars are kept intact, SVRA strictly enforces a vintage rule that damages their car or any other car may be placed on probation. If the probationary period results in thirteen (13) months of probation, it results in immediate disqualification.

# Ship at COTA

## October 8-12<sup>th</sup>

By Michael Tribolet



As you can imagine, the racing is spirited, but designed to follow a "13/13" rule. Any driver that has on-track contact in thirteen (13) months probation. Any other violation in thirteen (13) months probation. Any other violation in thirteen (13) months probation. Any other violation in thirteen (13) months probation. Avoidable contact or "At Fault" can result in suspension.



# Concours d'Elegance

## 2014

*Lined up for judging.*

**M**eticulous will never be a word etched onto my headstone. I can't remember the last time I hand washed or waxed my car. But I love going to a Concours and seeing all the beautiful and spotless, vintage and modern Porsches lined up for judging, and I didn't have to do any of the work. I just get to walk around and admire the fruits of someone else's hard work.

From vintage classics including the 911 T, Carrera Cabriolet, 928, 993 and 964 to modern GT3s, 911s, Boxsters and the latest reincarnation of the Targa, Porsches were lined up at Houston Gold Exchange under beautiful October skies for the last Concours of 2014.

After all the points were tallied, everyone huddled around the jewelry counters inside Houston Gold Exchange as the winners were announced and received their prizes.



*Michelle Serrell, LSR Secretary and Donald Bond of the Houston Gold Exchange.*



*Concours Judges with Concours Chair Walt Doyle.*



*Walt Doyle drawing the door prizes from the Folger's can.*



The Concours winners were:

**P2 Class:**

- 1st - William Beckenbaugh
- 2nd - John Montgomery

**P3 Class:**

- 1st- Cris Sherman (Cris and Juan were tied but mileage decided the placing)
- 2nd - Juan Sola
- 3rd- Jack Goldfield

**P4 Class:**

- 1st - John Becher
- 2nd - Keith Coe
- 3rd - Burnell Curtis

**P5-Class:**

- 1st - Tom Roy

**P6 Class:**

- 1st - Karen Baribeault
- 2nd - Alton Holmes
- 3rd - Ramin Nursat

**PR Class:**

- 1st- Doug Keathley

**Best in Show:**

- Karen Baribeault  
(John Becher was tied with her having a perfect score of 150 points but again mileage decided this one. Barbara's mileage-47,232 and John's mileage-33,808)



Ed Cannon and his silver 964

After announcing the Concours winners, Walt Doyle and Ed Cannon then reached into the big red Folger's coffee can guarded by LSR Secretary Michelle Serrell and pulled out the tickets of the lucky winners of the door prizes donated by our sponsors including a beautiful watch donated by Houston Gold Exchange.

Many thanks to our great sponsors, Porsche of North Houston, Houston Gold Exchange, Victory Motorcars and Vive Auto Finishing and Detailing, who provided support, door prizes, goodie bags and a wonderful location for the event.

Three reasons for going to an LSR Concours – seeing beautifully polished Porsches lined up row after row, meeting LSR members who own them and getting a chance to win excellent door prizes courtesy of our sponsors.

# Concours d'Elegance

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(continued on next page)

Photos by Alton Holmes, Mike Phifer and Nicole Goldman.

# Concours d'Elegance 2014

(Continued from page 19)



Doug Keathley, 1st Place in PR Category.



The car everyone wanted in the 80's



Whale's Tails



Karen Baribeault, whose Porsche Boxster won Category P6 and Best in Show, picking up her prize.

If anyone can name every tool in this kit, they win a free Porsche hat



Alton Homes, 2nd place in Category P6.



Tom Roy and his beautiful 928.



# 911 Engine Rebuilding 101

by Andy and Elliott Brayshaw

## Whilst you're in there...

### THE DREADED \$\$\$ MONEY SHIFT AT TWS

On a morning in June last year, on the TWS front straight, my son Elliott and I experienced the dreaded 'money-shift' - an intended 4<sup>th</sup> to 5<sup>th</sup> gear exchange landing in a red-line exceeding 3<sup>rd</sup> gear. The subsequent top-end ticking of the engine confirmed our worse suspicions, and we left the DE event early, depressed at the prospect of an expensive and lengthy engine rebuild. Our '79 911 SC was barely a couple of months old to us, and over the next week we weighed repair options and sought advice from Lone Star members. And then a bizarre thought occurred to us: why not rebuild the engine ourselves? Given that the most challenging task we'd undertaken on the car up until that point had been an oil change - and even that was a near disaster - it was an odd decision, and one which was to lead over the next year to a journey well beyond a top-end rebuild.

### STEP 1 - WE NEED TO BUILD A VERY BIG GARAGE WITH A LIFT

The first thing we needed, besides an array of specialized tools, was an area to house the project. But where? We didn't have space at our either of our houses. Consumed by ambition to take on the engine build ourselves, we set out to construct our dream workshop. And so a slippery slope unfolded...

Our focus quickly shifted to securing an area to build our garage. What we needed was a piece of land. So, we embarked on a land search, at which point the wife stepped in and took control. By the end of July, she'd found an idyllic 5-acre wooded lot in Fulshear. But it was heavily overgrown with no room for the intended workshop. This required renting a tractor, and learning the art of bush hogging to clear a potential site. Next, we designed the building. Although we'd initially planned a modest workshop for our project, we were suddenly overcome by the prospect of building something much larger, on the scale of an industrial milking shed. By the end of August 2013, we were having the concrete slab laid and, by early September, had a 2,000 square foot workshop of our dreams.

### STEP 2 - RESEARCH AND MORE RESEARCH - PLANNING MAKES PERFECT

Meanwhile, Elliott, my son, had been diligently researching the skills, tasks and parts required for



Mating engine and transmission



Clearing a site for the workshop  
August 2013



Successful engine drop  
October 2013



The workshop taking shape  
September 2013



Cam timing in progress  
February 2014



the top-end rebuild. The new car-lift arrived early in , and within a day we had the SC up on the lift. Five months from the 'money-shift', with a new piece of land and a cavernous workshop, we were ready to begin.

### STEP 3 – DROPPING THE ENGINE – WHERE DID ALL THOSE HOSES AND WIRES COME FROM

After reading endless blogs and examining video footage, we thought we had a reasonable idea of what lay ahead. When our time came, it took far longer than we had imagined. Our improvised dollies and wooden pallets creaked and cracked under the weight of the removed engine - almost delivering it onto the workshop floor. We thought we'd disconnected every hose and wire, but needless to say, as the engine dropped from the bay, we discovered yet more cables and connections that still needed disconnecting! But step one was complete.

### STEP 4 – DISASSEMBLING THE ENGINE – TAKE A PICTURE BECAUSE IT LASTS LONGER

Throughout the winter months, we disassembled the engine, carefully photographing every step and labelling each component, connection and hose (thanks to Elliott's girlfriend Jessica for neat handwriting and organization). We then took a visit to Mike Callas at Rennsport with our cylinder heads, which were ready for fresh valves, guides and grinds. And sticking true to the automotive "while-you're-in-there" maxim, we opted for new 964 cam grinds, competition valve springs and titanium retainers. By February, everything was back from Rennsport, and we were ready for step two: the rebuild.

We soon came to realize that rebuilding a 911 requires endless cleaning: alcohols, brake cleaners, brushes and lint-free cloths. We had mishaps along the way - such as stripped and sheared bolts - but learned a lot throughout the process.

### STEP 5 – BEEFING UP SECURITY AND LEARNING TO WELD REBAR

And then, just when things seemed to be progressing so well, we had a setback. Our wooded escape was broken into. Our new trailer was stolen, but fortunately the thieves didn't managed to access the workshop. But we were concerned, and put the engine rebuild on a month-long hiatus, whilst our focus shifted towards beefing up security. We needed to reinforce gates and doors, so we taught ourselves the addictive skill of welding. Soon we were welding rebar onto everything in sight. The two keys required to access the workshop quickly grew to an unwieldy bunch of twelve.

- May 2014



### STEP 6 – PUTTING IT ALL BACK TOGETHER

By March we were back to the rebuild. Labelling and photographing every component and connection proved invaluable as we gradually reassembled and resealed the engine. Timing the new engine was probably one of the most fascinating, yet challenging tasks, requiring endless patience and rechecking. But by June 2014, having spent countless weekends and workday evenings in the workshop, the engine was complete and ready to be reinstalled. Putting the engine back in went relatively smoothly. With fresh filters and fuel, we were finally ready to turn the engine over. And after some sputtering, she fired up and we had our engine back.



### STEP 7 – BREAK OUT THE CIGARS AND CELEBRATE

It was a long endeavour to make up for the unfortunate 'missed shift'. But we had successfully undertaken the challenge, acquiring a small forest, a workshop, a plethora of tools, welding skills and a deeper father-son bonding in the process. Based on our experience, we encourage other Lone Star members to venture into the world of Porsche DIY mechanics. With the vast technical resources available online and within the LSR PCA community – especially at the track – almost all 911-related task are achievable. From our mistakes and lessons learned however, we would stress the importance of spending money on the appropriate tools for each job, whether specialized Porsche tools or multiple, quality torque wrenches.

*A completed project – July 2014 – and ready for the track*

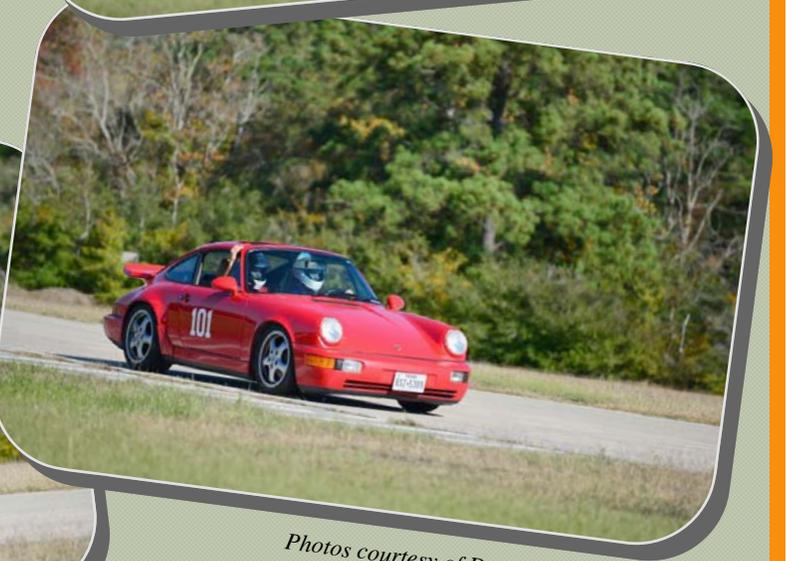


## THANKS TO ALL THE LSR GEARHEADS

*We'd also like to thank LSR members Guillaume Thomas-Collignon, Haas Fogle and Hugh Brazier for their continued advice, support, tool loans and even the occasional tool donation.*

# Biggest *Autocross (AX)* Attendance in Ten Years in November

**R**yan Lansford, Autocross Chair, reported that 75 drivers showed up for the LSR Autocross at the Houston Police Academy on November 23, 2014, the biggest attendance for an LSR Autocross in ten years. The new electronic scoreboard worked like a charm and everyone had a great time under dry skies, although the Car Control School the day before was canceled due to bad weather. Congratulations to Ryan for getting the AX program in high gear after a long hiatus, and make sure to register for the next AX on February 22, 2015.



*Photos courtesy of David Leung*



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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](http://www.Cafe-Pics.com)

### **"How do I sign up?"**

DE event registration *MUST* be completed on-line at [www.clubregistration.net](http://www.clubregistration.net). Additional detailed information can be found on-line at [www.lsrpca.com/drivers\\_ed.htm](http://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**

## **2015 Dates:**

**January 31 - February 1**, DE at TWS

**March 13-15**, SOLO ONLY DE held in conjunction with 2015 LSR Club Race at TWS

**April 18-19**, (Saturday and Sunday)

**May 8-9**, COTA ADVANCED SOLO DE held in conjunction with Club Race at COTA

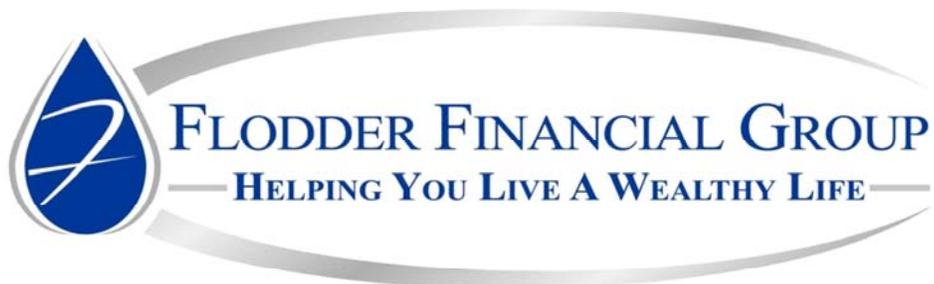
**June 27-28**, MSR Houston Grand Stand Straightaway - 8" Banking

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# The Journey is the Adventure – The Ride to Bo



## “I ams what I ams”

By: Nicole Goldman with Steve Bukoski and Doug Keathley

Boxtoberfest is something to look forward to every year. Not only is it a fun-filled weekend, the adventure to and from Houston is half the fun.

On Friday, September 22<sup>nd</sup>, Steve Bukoski, Doug Keathley, Darrel, Rocio, Edwin (Turbo) and myself met up at the fuel pumps in Waller County for our fall pilgrimage to Boxtoberfest in Fredericksburg, TX.

We fueled up and headed out in typical lead-follow formation complete with Smokey and the Bandit handles and 2-way radios on Channel 9.11 to warn of “traffic” updates.

Darrel suggested a very good



BBQ place for an early dinner and a couple

of hours later, we were sitting in historic Kreuz Market eating BBQ with our fingers. They have the biggest BBQ pits I have ever seen.

After dinner, Steve was taking us through the wonderful towns of San Marcos and Blanco. Just outside Blanco, we hear a call on the radio, “Turbo is gonna need some gas soon.”

So the lead car whips into the nearby Valero (cheapest gas for the guzzling Turbo), where Edwin and Nicole belly up to the bar for a sip of high octane. On the other side of the gas pumps, Doug attempts to see just how far away from the pump he can get and still reach the tank with the nozzle. He

manages to get the nozzle within 2 inches of his car....and he’s good to go!

After everybody else runs across the parking lot to the grocery store for a potty break, Steve wanders over to check on Edwin. As he approaches “Turbo,” a lady is standing just outside her Ford Explorer, and asks about his Porsche T-shirt. Despite the lady being a bit disheveled, she seems educated and quite intelligent. She goes on to explain the heritage of the Porsche family name, and then out of the blue, she says, “My father’s name was Robert Duvall” to which Sarcastic Steve replies, “I love his movies!”

We are all now really wondering who this mystery lady is. The mystery lady then tells us that she is a different Duvall, although she did meet him once at a fancy hotel in New York City. She goes on to tell us her father was a criminal defense lawyer in Houston. As Steve looks at his watch, wondering if the rest of the gang got caught up buying lotto tickets, the lady starts a chain of odd ramblings about the movie business, claiming the movie industry owes her money from the movie *Popeye*. Coincidentally, Boxtoberfest was only a couple of weeks following the untimely passing of Robin Williams, the star of that movie.

It turns out that Olive Oyl was standing right there in front of us at the Valero gas pumps in Blanco, Texas but we didn’t know it. The conversation bounced in and out of the movie industry, and on to such interesting issues as mercury levels in the local Blanco water, another Hollywood story about movie producer Jeffrey Katzenberg who moved to Disney, and now works for..... Oh Jeez, who knows at this point.

We think she may be an impostor, but the level of her detail in the stories is simply too great, so Steve says, “Hold on... you seem to know an awful lot about the movie indus-



Shelley Duvall as Olive Oyl! in *Popeye*!

try.....why is that?” She says, “I’m, Shelley Duvall.” His face says it all with that “a-ha!” moment when all of a sudden, the chaos of conver-

# xtoberfest 2014

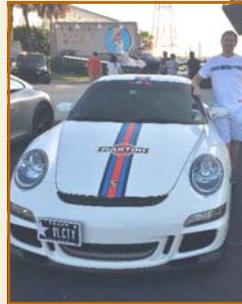
sation actually makes sense well, except for the mercury in the clean waters of Blanco!

Olive Oyl now lives by herself on a small ranch in Blanco visiting the local grocery store and Valero daily and creating memorable moments for visitors passing through. For you movie trivia folks, she was also Jack Nicholson's wife in *The Shining*.



Originally from Houston, Shelly was a prominent Hollywood figure in the 1970's and 1980's, and was romantically linked to musician Paul Simon in the mid-70's. This Hollywood starlet of the past created a *Shining* memory for our small Porsche parade on our way to Boxtoberfest 2014!

beautiful Porsches on the roads of Texas Hill Country.



We enjoyed the trip thoroughly and so did many others that were out there on the road with us. A lot of pictures were taken as we passed



people along the roads, and children waved to us with big smiles on their faces. Boxtoberfest – Mark your calendars for next year.

For the drive back to Houston , we all met at Jafa's in Frederickburg for breakfast. Breakfast was great and gave us

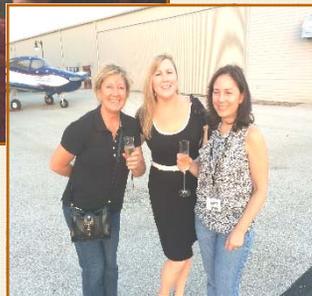
the right amount of energy to start our engines. The last stop we would make was in Lockhart at the famous BBQ place named "Blacks".



Driving up to Fredericksburg that day we've seen the darkest skies ever but we kept it dry all the way to the Hangar Hotel



The Bar of the Hangar Hotel with happy PCA members.



Nicole, Jennifer and Rocio outside the Hangar Hotel Bar on Friday to see the Sun Set

for check in.



Registration Desk

The Bar of the Hangar Hotel was the perfect place to meet with our fellow PCA members. After checking in, seeing the Hill Country Sun Set and some drinks we were ready for a little sleep.



Radios ready, seat belts on, we were going to be driving in convoy with 7



Driving into Houston we all ended up in a severe rain storm for the last hour of our drive but it could not spoil the fun, the camaraderie.

As they say good fun is better shared.

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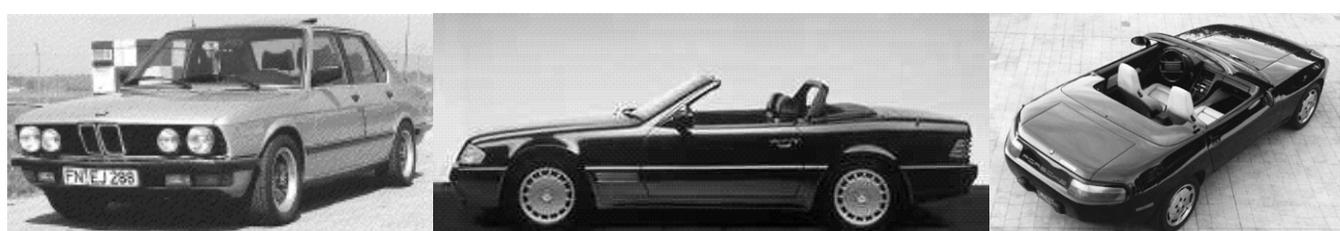


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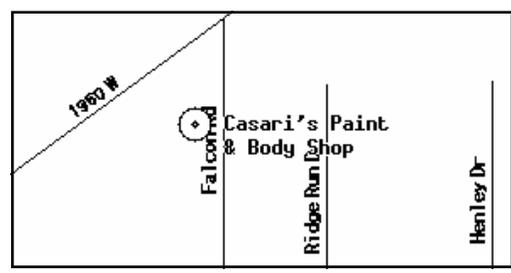
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# Speed Secrets –

## Ross Bentley at the October HCR DE at TWS



The last Hill Country Region DE at TWS was held on October 18-19, 2014, and HCR and LSR pulled out all the stops to make it a very special event.

Ross Bentley, author of *Ultimate Speed Secrets* and a driving coach for many amateur and professional racers, was flown down to work with the driving instructors and also stopped by to teach some classroom sessions. Ross is an easygoing teacher who mixes humor with knowledge

and breaks down driving into steps that can be easily absorbed and then practiced on the track. In the session I attended, Ross concentrated on braking techniques including BOB (beginning of braking) and EOB (end of braking) points and using trail braking to help turn the car through the corners. Thanks to HCR and LSR for bringing Ross to the track to share his knowledge with us.



*"Sometimes in order to find your limits, you need to exceed them"*

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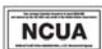
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*- Sir Stirling Moss*



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