

The Lone Star



The LSR Spirit of Giving - Page 18



Boxstoberfest Sells Out Again - Page 16



Driving with Jake - Page 24



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The Lone Star

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.

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Calendar of Events

JANUARY 2016

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
6 LSR PCA Board Meeting, 6:30 pm, The Houstonian, 111 N. Post Oak Lane
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 4th Saturday GTG (Woodlands) - 8:30 am, La Trattoria Tuscano, 4223 Research Forest Drive # 950, Spring, 77381
23 2nd Fourth Monthly GTG (Galveston) - 9:00 am, Starbucks, 61st St.
30-31 January DE, Texas World Speedway, 17529 State Highway 6 S, College Station

FEBRUARY 2016

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					

- 3 LSR PCA Board Meeting, 6:30 pm, The Houstonian, 111 N. Post Oak Lane
6 Car Control School, Houston Police Department, 17000 Aldine Westfield Road
6 1st Saturday GTG (Central) - 8:30 am, Starbucks, 8420 Katy Freeway
7 Autocross, Houston Police Department, 17000 Aldine Westfield Road
13 2nd Saturday GTG (Friendswood) - 8:30 am, Dunn Brothers Coffee, 201 S. Friendswood Dr.
20 Autocross Reunion, 8 am, The Texas A&M Riverside Campus, 1250 Ave. C, Bryan
20 3rd Saturday GTG (Spring) - 8:30 am, Starbucks, Hwy 290, Cypress
27 4th Saturday GTG (Woodlands) - 8:30 am, La Trattoria Tuscano, 4223 Research Forest Drive # 950, Spring 77381
27 Concours at Jet Linx, 9 am, Jet Linx, 8850 W Monroe Road, Houston
27 2nd Fourth Monthly GTG (Galveston) - 9:00 am, Starbucks, 61st St.



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Vice President



Steve Bukoski
vp@lsrpca.com

Secretary



Michelle Serrell
secretary@lsrpca.com

Treasurer



Ramez Botros
treasurer@lsrpca.com

Member-at-Large



Ken Tubman
memberatlarge@lsrpca.com

LSR CHAIRS

Activities Chair

Pam Fitzgerald
activities@lsrpca.com

Air Cooled Tech Advisor

Burnell Curtis
techadv@lsrpca.com

Autocross Committee

Ryan Lansford
ax@lsrpca.com

Car Control School Chair

Alan Kendall
ccs@lsrpca.com

Charity Chair

Tomi Scantlebury
charity@lsrpca.com

Club Race Chair

Greg Platt
clubrace@lsrpca.com

Get-together Representative

Keith Coe
gtg@lsrpca.com

DE Committee

(partial listing)

Chairman
Andrew Seifert
de@lsrpca.com

Chief Driving Instructor

Bill Tutt
cdi@lsrpca.com

Event Registrar

Tim Thomas
registrar@lsrpca.com

Rally/Tours

Ron Baklarz
rallytour@lsrpca.com

The Lone Star Editor

Mike Phifer
editor@lsrpca.com

Store

Patricia Liles
store@lsrpca.com

Website

Greg Fuller
web@lsrpca.com



Past President Greg Platt
pastpres@lsrpca.com



Membership Rick Frankie
membership@lsrpca.com



Club Race Chair Greg Platt
clubrace@lsrpca.com



Concours Chair Walt Doyle
concours@lsrpca.com



Autocross Chair Ryan Lansford
ax@lsrpca.com



Car Control School Chair Alan Kendall
ccs@lsrpca.com



DE Chair Andrew Seifert
de@lsrpca.com



Store Patricia Liles
store@lsrpca.com



DE Registrar Tim Thomas
registrar@lsrpca.com



Activities Chair Pam Fitzgerald
activities@lsrpca.com



Rallies/Tours Chair Ron Baklarz
rallytour@lsrpca.com



Charity Chair Tomi Scantlebury
charity@lsrpca.com



Web Master Greg Fuller
web@lsrpca.com



The Lone Star Editor Mike Phifer
editor@lsrpca.com



Tech Advisor Burnell Curtis
techadv@lsrpca.com



From the President

Mike Globe, President
Lone Star Region PCA



Money Matters and Fiscal Responsibility

The Lone Star Region of the Porsche Club of America is a big organization, and it is still growing. As I write this, LSR has 1675 primary members and 880 associate members. We are currently the third fastest growing region in all PCA. As a result of our size, our activities and our good planning and execution, we have a healthy balance sheet.

What is an appropriate balance sheet for an organization like ours? As a club chartered by Porsche Club of America, we follow the fiscal guidelines set forth by PCA. As of year-end 2014 (2015 numbers are not yet complete), our balance sheet shows assets of \$356,000 (rounding to the nearest \$1000). That's a significant amount of money by most people's measure.

What are the fiscal guidelines set for us by PCA National? A **region should have assets on hand equivalent to total expenses for a year.** In other words, we should have enough money on hand to be able to run all of our activities for a year with no income. Our expenses for 2014 totaled \$338,000 (again rounded). **The match between our assets and expenses is directly in line with the guidance we get from National.**

Why are these fiscal guidelines in place? Reserves equal to operating expenses is a sound business principle. There have been lean years and good years in the past, some feast and some famine, and many years when the club and Porsche were not doing as well as they are today. Also, some of the events that we sponsor, especially the driving events, carry not only a significant financial commitment but also a significant financial risk.

Where does our money come from? Most of our activities operate at or near break-even. The common answer you will hear is that our cash all comes from our DE program. That's an easy answer to give, but it's really not accurate. Over the past three years, our average annual gross income from driving events (Autocross, Car Control, DE, and Club Race) has been \$312,000, but we've spent an average of \$252,000 per year putting on those events. So our annual net income from driving

events has been averaging about \$60,000 per year. Keep in mind as you look at those numbers that we have to put a lot of money at risk to run these events. If we have to cancel due to weather for example, we are out a lot of money for track rental.

Dues Rebates from PCA National are the bulk of the rest of our income. Each year, based on PCA's performance, and the number of members in each region, National returns rebates to the regions. **For the past three years, our dues rebates have averaged \$29,600 per year. Interestingly, in the past three years, our assets have grown at an average rate of \$31,864 per year.** Our net operating income before administrative and general expenses is about 2/3rds from driving events and 1/3rd from dues rebates.

In addition to the expenses of running all of our events, we also have administrative and general expenses. These include accounting services, office supplies, insurance,... and our fantastic magazine, The Lone Star. The magazine is the bulk of these expenses, but all together they total about \$30,000 per year. None of the board members receive any form of compensation for anything they do. On some years we have a holiday board meeting that includes dinner. The club never pays for that. Last year, Greg Platt, our past president, and I paid for it out of our own pockets.

So what's the point?

The board takes its responsibilities for managing the club's funds very seriously. Our club is financially sound, meets National's fiscal guidelines, and has an appropriate amount of cash on hand. While the cash on hand is significant, it is appropriate for the scope of our activities based upon the fiscal guidelines set forth by PCA. It is after all the member's money. Members always deserve to know what our finances look like, from where the money comes to where it goes, so we regularly publish our finances in The Lone Star.

Wishing you all a safe and happy holiday season,

Mike

LSR Officers for 2016

The election for LSR Officers is over, and the LSR Board formally approved the election results and slate of new officers at the December Meeting.

LSR has a new Vice-President, Steve Bukoski. Steve will take over for Walt Doyle, who did not run for re-election. Congratulations to Steve, and a big thanks to Walt for all his hard work over the past year. As you may know, Steve has been very active in the LSR driving programs for many years, and really helped to establish the presence of the LSR Car Control School.

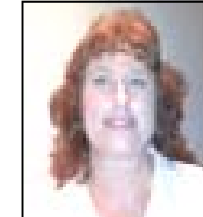
Mike Globe was reelected President, Michelle Serrell was reelected Secretary, Ramez Botros was reelected as Treasurer, and Ken Tubman will continue to serve as Member-at-Large.



Mike Globe
PRESIDENT



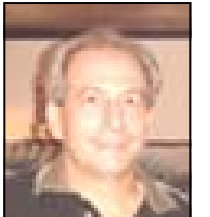
Steve Bukoski
VICE PRESIDENT



Michelle Serrell
SECRETARY



Ramez Botros
TREASURER



Ken Tubman
MEMBER-AT-LARGE

All of the LSR Officers are volunteers, who generously perform a tremendous amount of work each year to ensure that LSR offers a diverse and interesting range of activities that meet the interests and needs of our members. Managing an organization of over 2000 primary and affiliate members is not an easy job, especially when one also has a day job. Thank you to all LSR Officers, past and present, for helping to make our club one of the largest, fastest growing and most active regions in PCA.



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Eight Years of Searching for the Porsche I Should Have Never Sold

By Marcus Yi

Like so many of us, my Porsche story begins with my dad; apologies to all the moms out there. In 1973, my dad bought his brand new 911T from Houston's former Southpoint Porsche. I was just a toddler when he bought it, but I have so many memories of that beautiful Porsche. Throughout my young life, I lusted for 911's. For me, the 911 has always been the answer.

Fast forward twenty-nine years to 2002, and in my 30's, I was finally able to purchase my first 911, a 1995 993 painted Aventurine Green, with special order tan interior, black carpet and tan inlay dash. Shortly after I bought the 993, I sold it to make room for more family friendly transportation, but I always regretted selling her.

During the intervening years after 2002, I've owned many great 911's (another 993, 2 997's, 2 997.1 Turbos, and a 996), but I always wanted my "first" 911 back in my garage. In 2007, I turned to a favored Porsche community, Rennlist, and created a thread to find my 993. There were many funny posts, and offers to help locate her, but to no avail. I would have to just patiently wait, and stalk and stalk the internet.

Fast forward eight years later to October 2015, and during a typical night of searching eBay and Autotrader, my search finally came to an euphoric end. There she was, my Aventurine Green 993, on a classic car lot in Lubbock, Texas. Smartly, I did not wake my wife in the middle of the night screaming with excitement.

The next morning, during breakfast, I showed my wife the

auction pictures and she said, "Is that your old car?" I replied, "Yep, and if the inspection checks out, it's coming home". After a PPI check and shipping, the 993 was delivered back to a very happy and very emotional me.

My old 993, even after landing in Lubbock, still had most of my previous modifications (chip, black e-brake and shifter, and RSR mufflers). It still had, for good or bad, the unintended dimple from kissing a Suburban's bumper. The paintwork was rough, West Texas sun, but my mechanic, Hans (of course, Hans is a Porsche mechanic), said the car was in great mechanical condition.

I am writing this during Thanksgiving, so I am a very thankful and blessed man,

because my wife tolerates my 4-wheeled escapades. She's my best friend and my children are priceless. Happy Holidays everyone! Hug the ones you love, and always think twice before selling that special Porsche!



2002 – Trackday with my brother (993 and 964)



2015 – My daughter standing next to the 993. She was just a newborn when I sold it.



New Stars and Their Cars

Richard Franke, Membership

Isn't it time for you to join



Lone Star region is currently the third fastest growing region in PCA.

August

Cordell Secrest	2011	Boxster Spyder	Sunil Patel	2011	911 GT3
Paul Edmiston	2004	911 GT Carrera, 40th Anniversary	Wolfgang Pfirrmann	2004	911 40th Anniversary
Cynthia Hill	2012	Cayenne	Stephen Pierce	2011	Boxster
Cary Cabe	2006	911 Carrera 4S	Bret Roper	2008	911 Turbo
Stephen Frames	2006	911 Carrera S	John Santo Salvo	2014	Boxster S
Ian Wong	1983	911 SC	Gayle Speck	2014	Panamera 4S
Jonathan Mitchel Reed	2004	911 Carrera	Vida Sprott	2016	Panamera 4
Ali Johartchi	2011	911 Turbo S Cabriolet	Gary Trentham	1974	914 2.0
John Wright	2016	Cayman S	Bradley Walker	2012	911 Carrera S
Dick Arthur	1973	911T Targa	John Ward	2013	911 Carrera 4 Cabriolet
Michael Adrian	2006	911 Carrera S			
John Sanclemente	2011	Boxster			
Mike Krupp	2007	Cayman S			
James Garrett	2013	Boxster			
John Lin	2009	911 Carrera S			
John Kaffenes	2011	911 Turbo S			
Uchenna Ojiaku	2014	Cayman			
Marcial Bacani	2009	911 Carrera			
Larry Borker	2015	Macan S			
Vicente Montemayor	2014	Cayman			
Mark Egerman	2014	Boxster S			
Khoa Dao	2015	911 Turbo			
Keith Kyaw	2005	Boxster			
Kerry Johnston	2008	Boxster			
Christopher Lav	2014	Cayman S			
Michael Stevens	2015	911 Carrera S			
David Tumino	2016	Macan Turbo			

October

John May	2013	Boxster
Jeff McClanahan	2013	911 Carrera S Cabriolet
Alex Morales	2008	911 Carrera S
Cole Mullinax	2006	911 Carrera
Dave Nathanael	2013	Boxster
Steve Ott	1988	959
Tony Phillips	1981	928
Rafael Rangel	2009	911 Carrera S
Frank Raushel	2008	Cayman S
Jimmy Russell	2007	Cayman S
Mathieu Spehler	1985	911 Turbo
John Swenser-Smith	2008	911 Carrera S
Rachelle Taylor	2013	Panamera GTS
Gerald Tessin	2015	Cayman
Mike Welch	1971	911T

November

Khalid Abdus-Samad	2016	Cayman
Elrie Bennett	2007	Cayman
John Biehle	2016	911 GT3
Steven Crumpley	2002	911 Turbo
Bradley Davis	2012	911 Carrera S
Henk de Zwart	1980	911 SC Targa
Greg Hartman	2012	911 Carrera 4S
Robert Huber	2012	911 Carrera
Michael Ibarra	2012	911 Carrera S
Rob Jarrell	1980	911 SC
Dan Kao	2015	911 Carrera S
Borwen Lee	2012	911 Carrera S
Patrick Loekman	1996	911 Carrera 4
Tony Lolomari	2013	Panamera 4S
Trenton Mareth	1999	911 Carrera
Rachelle Mostofi	2004	911 40th Anniversary
Chuong Nguyen	1988	911 Carrera
Eric Petree	2015	911 Carrera
Guhan Prabhu	2007	911 Turbo
John Sergio	1988	911 Carrera Targa
Craig Shrader	2015	911 Carrera GTS
Celeste Terrell	2014	Cayman S
Nico Warden	2007	911 Carrera S
Vivian Wen	2013	Boxster S

Don't forget to renew your PCA membership.



LSRPCA Board Minutes

Michelle Serrell, Secretary

September

In Attendance:

Mike Globe, President
Michelle Serrell, Secretary
Walt Doyle, Vice President
Ramez Botros, Treasurer
Ken Tubman, Member at Large
Greg Platt, Club Race Chair
Pam Fitzgerald, Activities
Greg Fuller, Website Host
Ryan Lansford, Auto Cross
Alan Kendall , Car Control
Burnell Curtis, Tech Advisor
Patricia Liles, LSR Store
Tomi Scantlebury, Charity
Ron Baklarz, Rally & Touring
Michael Shassere, Boxstoberfest
Hugh Brazier, DE Safety Chair
Anne Retzler
William Wong
Tom Roy
Hector Martinez
Steve Bukoski
Dale Pew
Michael Stein
Kristin Lansford

Meeting called to order at 6:30 PM by Mike Globe.
Mike globe reports that the nominating committee to be composed of Greg Platt, Ken Tubman and Greg Fuller. They will contact current board members to see who wants to seek re-election and do a blast that if anyone is interested in getting involved with the club as an officer or board member to please contact me.

Hugh Brazier reports that Rob Dickinson has accepted the invite for the October DE, still working on details, will be updating us shortly on a game plan.

Alan Kendall reports the November 21st Car Control School, needs help with promoting the 2016 dates of February, March & April.

Ryan Lansford reports that the September 27th Auto Cross event that they will be hiring corner workers. Also had a great Concours on August 22nd with about 100 cars in attendance.

Michael Shassere reports that this year's Boxstoberfest is the biggest yet with 260 attendees for the Boxstoberfest, 133 cars, 82 in the 4 main driving groups, 10 Super extended drive route, 12 cars for the rally, 29 for the scenic route and 28 for the wine tour on Friday. He and all the volunteers are ready for it, they have really put in a lot of time and energy to pull this all together. Hope to see you all there.

Ron Baklarz reports the August, Air Traffic/BOSCH tour went well, everyone had a good time. There are 12 cars signed up so far for the Tuscany at Marble Falls Tour.

Pam Fitzgerald reports the Dinner at Ouisie's Table was a great success they had 51 people show up. She is working on the next one and will provide details at the next meeting. We will be hosting our own Christmas Party this year instead of going to the Houston Gold Exchange. Seems they changed when they were going to hold their party, November. So having said that our party will be held at Maggiano's Little Italy-2019 Post Oak Blvd, Houston. Expecting around 200 people to sign up, time of the event will be 6-8 pm with buffet style and cash bar. The cost per person will be \$30 and the club will pick up the other \$20 to off-set the cost of the event. Greg Platt moves to approve the motion to help pay for the event, Ryan Lansford seconds it. All approved and more details to follow.

Walt Doyle reports that Tom Roy will take over the Concours chair starting November 2015. There were about 25 cars that showed up to the 5th Saturday Cars & Coffee held in Montrose. He will request Keith Coe for help spreading the news of needing volunteers the upcoming HGE concourse, October 3rd.

Patti Liles requests approval to move the LSR Store to the PCA Store. She will be able to set up new products with the PCA store as well. Greg Platt motions to approve request, Tomi Scantlebury seconds the motion, all approved.

Greg Fuller reports that our website tied for 4th out of 7, and placed 18th overall in the Porsche Parade contest.

Ramez reports that he submitted the mid-year financials and we are up \$86,000 give or take which is a 3% increase and is better than what we were expecting.

Tomi Scantlebury reports that they raised \$4,140 at the Ferrari & Parade lap events, this money was donated to Star of Hope. Star of Hope was very happy and appreciative of the donation.

Rick Franke wasn't in attendance but did provide membership numbers for this month via email. We currently have 1,611 active members and 864 co-members. Twenty-seven joined last month.

Walt Doyle motions to adjourn at 7:54 PM. Greg Platt seconds the motion, motion passes.

October

In Attendance:

Mike Globe, President
Walt Doyle, Vice President
Ken Tubman, Member at Large
Ramez Botros, Treasurer
Hugh Brazier, Driver's Education Safety Chair
Pam Fitzgerald, Activities Chair
Ryan Lansford, Autocross Chair
Alan Kendall, Car Control School
Tomi Scantlebury, Charity Chair
Patty Liles, LSRPCA Store
Ron Baklarz, Rally & Touring
Greg Fuller, Website
Steve Bukoski,
Mike Shassere, Boxstoberfest
Lynn Friedman, Zone 5 Representative
Anne Retzler,
Burnell Curtis,
Hector Martinez,
Kathy Kendall,
Larry Friedman,
Nicole Goldman, Magazine
Mr. Goldman,
Randall Curtis,
Tom Roy, Concours
Viking Sjoval,

Meeting called to order at 6:31 PM by Mike Globe
Greg started the meeting as representative of the nominating committee to say that Officers, Board Members and Members were polled for their ballot input. It was asked if there were any other nominations for officer positions from the floor, and there were none. Nominations are Mike Globe for President, Steve Bukoski for Vice President, Ramez Botros for Treasurer, Michelle Serrell for Secretary and Ken Tubman for Member-at-Large. Mike Globe outlined the procedure for election, which can be found in the bylaws. Walt moved to approve the ballot. Pam seconded. All approved.

Hugh approached the subject of Hybrid head restraints for PCA instructors. Simpson has agreed to provide a healthy group discount for orders placed over 30. They retail for roughly \$1200 and will be offered at \$870 per restraint with the minimum 30 unit purchase. There was discussion over subsidizing PCA instructors for either \$300 per person or a percentage, or whether the money would be better utilized for safety improvements at the track prior to PCA events. Agreed to revisit the subject next meeting.

Alan updated us on the next Car Control School which had 36

participants so far. Full capacity is at 48. 7 instructors are signed up; he is looking for more instructors.

Ron updated us on the Tour to Marble Falls which has 38 cars signed up. Planning a tour in February to Rockport for bird watching.

Greg Fuller reported the website is 'going good'.

Nicole reported that everything with regard to the magazine is going smoothly.

Walt reported that the Concours at Houston Gold Exchange was well attended. Took in over \$400 after expenses. Worked out well for Houston Gold Exchange and our club. Tom Roy will be taking over Concours.

Walt updated on behalf of Keith Coe with regard to the monthly 'coffee' meets. They are going smoothly and well attended. The new location in the Woodlands had 12 vehicles show up.

Tom Roy talked about holding judging and Concours schools. Hector will co-chair. Planning 4 events next year (With Jet Links, Momentum Porsche, Silver Street Warehouse and 1 more). We are 'hooked up' with Diane Kaplan, the Publisher from Houstonian Magazine.

Michael reported 259 people and 120+ cars showed up for Boxstoberfest. Successful and great event.

Pam talked about the next 'International Dinner', which will be our holiday dinner at Maggiano's.

Ramez reported that all groups seem to be growing. However, the DE's, while well attended, aren't as profitable as in the past.

Patty's goal is to receive new inventory in time for the holidays. May be changing to a new 'store' which can provide a wider range of product as well as manage the website.

Ryan recapped the September autocross. First time hiring corner workers (first people in the state of Texas to do so) and it went swimmingly. Workers were knowledgeable, requiring little to no direction. From an administrative standpoint it was a win-win. The seamlessness of the team allowed for the event to start early resulting in participants getting more run time. Had poor attendance so lost roughly \$700...there was a 60% chance of rain, conflicting racing at other events, etc. that could have contributed to the attendance issue.

Tomi advised that the Singer event has been postponed indefinitely. December she will be at the HPDE and request donations for "Adopt a Family" for their Holiday gifts. On October 16th, we'll be presenting the 'big check' to Star of Hope Mission. At the holiday party she will request donations for Magnificat House.

Mike congratulated Lynn on the success of the Porsche Platz at COTA. Lynn thanked the volunteers, adding that there were over 700 people at Porsche Platz.

Mike advised around the timing of the election completion (December 30) per the by-laws. Each Club Member and family member in good standing shall have the opportunity to vote for the new officers of the Club in late October and/or early November of each year. As soon as possible after the election, and before December 30, the current Board shall meet with the new Board for the purpose of turning over the club records and assets as required.

Motion to adjourn (seconded) at 7:43 PM

November

In Attendance:

Mike Globe, President
Michelle Serrell, Secretary
Walt Doyle, Vice President
Ramez Botros, Treasurer
Greg Fuller, Website Host
Patty Liles, LSR Store
Rick Franke, Membership
Greg Platt, Club Race
Alan Kendall, Car Control School
Tom Roy, Concours
Hector Martinez
Steve Bukoski
Burnell Curtis, Tech Advisor
Nicole Goodman
Hugh Brazier, DE Safety Chair
Andrew Seifert, Drivers Education
William Wong
Viking Sjoval
Jennifer Lavene

Meeting called to order at 6:31 PM by Mike Globe

Mike Globe reports that he investigated how much does a club need in operating revenue and what reserves should they have and looked at our club's financials. He saw that attendance at DE's are down about a third which is expected sort of since we haven't been able to secure TWS track time as much this year with the pending end of it. He also checked with National and they suggested that clubs with large DE programs should and have to have large cash reserves to pay for the deposits and expenses leading up to the event. It's noted that clubs that have smaller DE programs or no DE programs have little to none in the way of reserves and often rely on other clubs to help fund the program. Our region having a large DE program should have enough cash on hand to operate a year without any income coming in.

Ramez Botros spoke on behalf of Bill Tutt, LSR Chief Driving Instructor, to provide his perspective of wanting the club to subsidize the cost of safety harnesses for instructors. Bill is very dedicated to ensuring and maintaining safety at all our DE track events. The harness in question is FIA approved for head and neck restraints and is compatible with a 3 point belt system. The safety of students and instructors should be the number one concern of the club. Bill would like to see instructors use the Head & Neck Restraint and wants the board to approve funds to help pay for these harnesses. The approximate cost would be around \$30,000. Bill feels that the DE Program has contributed to the financial success of the club and that the club could subsidize the cost to the instructors at the least.

Mike asked for input from fellow board members regarding this request from Bill. Walt Doyle and Tom Roy both indicated that they were against the club providing money to pay for personal safety equipment. Michelle Serrell, also objected to using club funds to pay for personal safety equipment to any member. Plus as board members we have to think safety and also protect the club from unnecessary liability exposures. We are already at a great exposure hosting the DE program from possible lawsuit at any time. Why would we want to open our club up to even more liability by providing personal safety equipment to instructors or members. It was discussed that the club didn't pay for the fire suit that drivers or instructors wear, didn't pay for the gloves or shoes or helmets. Driving in the DE Program is a personal choice and comes with personal expenses to participate in this program. It was also brought to our attention that there are loaner helmets provided to those that forget theirs or don't have one. We agreed to table that discussion for next year to decide if we will continue to provide them. The helmet being an important piece of safety equipment should be properly fitted to provide optimal protection.

Walt Doyle motions that the club will not subsidize or pay for individuals personal safety equipment. Greg Platt seconds the motion, a vote of 14 approve the motion with 4 against the motion.

Alan Kendall reports that the Car Control School class for November is pretty much full. He is looking to update the student handbook as well, more details to follow later.

Greg Platt reports that the Club Race will be held the 4th-6th of March 2016. He needs approval for the budget of \$85,000. Mike Globe motions to approve the \$85,000 budget, Walt Doyle seconds and all approve.

Board Elections will remain open till the 20th of November. Non elected members resign right before elections and then will be re-selected.

Rick Franke reports that we now have 1,644 members with 875 co-members. Ten new members added in just 3 days, kind of a record as far as he can tell.

Hugh Brazier reports that he is starting to do the helmet inspection to make sure they are all current.

Mike Globe asks that the 2016-2017 budgets be provided at the January 2016 board meeting. The next board meeting will be December 2nd here at the Houstonian.

Walt Doyle motions for meeting to adjourn, Greg Fuller seconds and all approve to adjourn at 7:38 pm.

In a special email vote done on 11/09/2015 Patty Liles requested approval to spend \$1,500 on non-apparel items for the LSR Store. This will include mugs, thermal mugs, license plate frames and wine totes. Pam Fitzgerald motioned to approve and Mike Globe seconds the motion and all approved the \$1,500 budget on non-apparel items.

And another special email vote done on 11/24/2015 Ryan Lansford requested approval to spend \$525 to refurbish the timing board for the Auto Cross upcoming event. Mike Globe seconds his request and all officers and board members approve the \$525 to fix the timing board.

Bringing an Everyday Driver Home

By Andy and Elliott Brayshaw

We might have picked a better weekend, but there we were, my son and I on the I-10, early evening in late May 2015, against a backdrop of looming rain clouds, wife and girlfriend in tow, heading east out of Houston. Rush-hour traffic, multiplied by the Memorial Day weekend, was building to a snarl.

Road trips always start with a grand purpose. Our destination: Fort Lauderdale, Florida. Our mission: to bring one home. The search for a late 70's 911 SC had begun twelve months earlier. We'd relished driving our track SC, and now we wanted one for an everyday driver. After a lengthy search, we thought we had found the ideal vehicle, but it was 1,200 miles away in southern Florida.

My son and I toyed with idea of flying down and driving it back – assuming it checked out well. But with no A/C, the thought of the return journey was daunting, let alone trusting a car and engine we knew nothing about. We could fly down and have it trailered back, but that would have been at least \$1,000. Then the notion of a road trip began to materialize. We had an enclosed trailer, although the furthest we'd taken it had been to College Station. Towing the trailer all the way to Fort Lauderdale, loading a car, and then towing it all the way back to Houston was an intriguing challenge. To add a little edge to the trip, my son and I had decided to pull the classic road trip all-nighter, aiming to arrive at our destination on the afternoon of the next day.

You never want to be questioned by a state trooper at midnight, especially about guns, in a

state hundreds of miles away from home. For the first part of the night, leaving Texas and heading into Mississippi, everything went all too well. But once we crossed the border into Florida, at around 1 a.m., the night was broken by a stroboscope of police lights. A Florida State Trooper was pulling us over! We had failed to stop at the mandatory trailer inspection stop, which we had always thought was for 18-wheelers only. The trooper asked us whether we had any concealed guns and we all confirmed no, but my wife, having been awoken from a deep, back-seat



Midnight refuelling on the way to Florida.



A DIY PPI

slumber, erroneously blurted out a sleepy 'Yes!' – although, fortunately, her "yes" went unheard. The trooper, inspecting our cavernous trailer, was perplexed to discover that it contained nothing but a small toolbox and tie-down straps. We humbly explained that we were on a road trip with the aim of bringing home a special car. Amused, he let us go on our way.

Towing a trailer is a real drag, but towing it for 1200 miles is hard, slow work. As day broke, we passed Tallahassee and by late morning we were heading south down the Florida panhandle. By lunchtime, we were making good progress, but both my son and I were suffering the effects of the ambitious all-nighter and needed to take frequent rest stops fuelled with caffeine. It would



SC Whaletail loaded for Texas.

have been challenging enough in a car, but towing a cumbersome trailer was, quite literally, a drag. With a coefficient of friction in the mid 2.0's, our ~8.5 mpg was abysmal, and with a top speed of 60 mph, it was becoming an arduous journey. But by 4 p.m., we were both having a renaissance in energy as we neared our goal.



A done deal.

Twenty-four hours and 1200 miles and one-half of our journey was complete, but the trip was worth every minute. At 6 p.m. Houston time the next day – we finally arrived at our destination, a small lock-up garage alongside a railway track in downtown Fort Lauderdale. The seller, whom we'd contacted through Pelican Parts, was there to greet us as arranged.

In a surreal moment that transfixed us all, the seller unfurled the roll-up garage door. As the garage door raised, the unmistakable lights of a red 911 SC were peeking through the darkness. She looked in lovely condition, and my son and I spent the next hour crawling over and under the car looking for rust, leaks and proper body panel abutments. We checked VIN numbers and looked over spares. All seemed to be in good condition. After an endless number of test-drives around the block, we struck a deal and loaded our new acquisition into the trailer. Our seller and his friends seemed honestly upset to see the car ready to leave. As we headed away from the garage, we were struck once again by the genuinely wonderful people the Porsche community attracts.

Throughout the night in Fort Lauderdale, we obsessively checked our trailer from the hotel window, having just read an article on the Porsche forums about someone having their trailer, with a 911 loaded, stolen from a hotel car park. The next day was relaxation on the beach with a spot of surf fishing. Although we caught zero fish, the water was cool and spirits were high. By the afternoon, we were on the road again ready to begin the trek back to Houston.

On the way back, we decided to head up Florida's East coast. We stayed the night in Jacksonville and had hoped

(Continued on next page)

(Bringing an Everyday Driver Home, continued from page 13)

to find accommodation on the beach, but as anyone who routinely hauls a trailer knows, anxiety over parking overrides most other considerations. Googling hotels in satellite view gives a pretty good assessment of the ease for parking and manoeuvrability. The following day, Sunday, it was a long drive to Biloxi along the I-10. As we arrived in Biloxi in the evening, the clouds were ominously black once again and there were numerous weather advisories of tornadoes and damaging winds. Again, the trailer with our new cargo was a concern, with visions of our new toy being hewn from its hitch and overturned across the exposed ocean-facing freeway. But we found a decent hotel in Biloxi and had another superb seafood dinner. The next morning, we were up before sunrise for the final leg back to Houston. The weather continued to look alarming as we headed east in the rain.

At a rest station just to the east of Baton Rouge we ran into a group of Bandidos bikers. They were inquisitive about what we had in the trailer, and they asked if we could load their bikes on board and give them a lift to Lafayette. We politely declined. Finally, in the early evening on

Monday, 96 hours after setting off, we arrived home, hours before another round of Houston floods.

Over the following months, the new SC has become a

favourite for my son and I. The SC attracts attention at stoplights and parking lots, and has been an absolute pleasure to drive. The overall trip worked out perfectly, and the decision to haul the



trailer all the way to Florida was, in hindsight, a good one. It allowed us to inspect the car in detail, and the flexibility to bring it back at our own pace. And, more importantly, we turned it into a family road-trip. Back at work on Tuesday, it seemed like a surreal dream: the mad rush to Florida and back, chasing the weather, and a highly successful purchase. We had brought one home.



Back in Houston.

TECH TIPS – *Thanks for the Lemon, Stuttgart*



By Mike Phifer
Lone Star Editor

I am now the proud owner of a black Cayenne lemon. We know that the VW engineers are smart guys – maybe too smart or maybe not smart enough, depending on how you look at it. They were smart enough to rig the software for computer-controlled emissions on the EA189 four-cylinder diesel engine to cheat the emissions test, but not smart enough to get away with it. As a result, some 5 million or so Volkswagen vehicles worldwide are affected.

Now, why am I writing about this in a Porsche magazine? Well, we all know that Porsche is a subsidiary of VW as is Audi. Technology is shared among these companies. Unfortunately, 1.2 million Audi vehicles are also affected by the emissions cheating scandal.

Until November, Porsche had steered clear of this mess. In November, however, the cheating scandal spread to Porsche,

which issued a order to all Porsche dealers to stop the sale of 2014-2016 six-cylinder Cayenne diesels, because the EPA has alleged that the Cayenne diesel engine is also corrupted by the cheating software.

How do I know this? Are you surprised that Porsche didn't tell me? I found out about it when I tried to trade my Cayenne for an Audi sedan just before Thanksgiving, and the Audi dealer told me that my Cayenne was basically worthless because the dealer could not sell my Cayenne to the public. Porsche swears that everything will be fine. Porsche swears there isn't a problem with the engines, but didn't Porsche say the same thing about IMS bearings on the 911, the water coolant pipes on early Cayennes and the GT3's that mysteriously self-combusted on the highway. As for me, I am stuck trying to figure out how to make some lemonade with a big old German lemon.



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"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.

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

UPCOMING DATES:

December 5-6, 2015 TWS

January 30-31, 2016 TWS • March 4-6, 2016 TWS Club Race

April 2-3, 2016 TWS • May 6-8, 2016 COTA Club Race

Come Drive With Us!

Another Sold-Out Boxstoberfest



By Nicole Goldman

The Boxstoberfest fun started on Friday afternoon with registration at the beautifully furnished Officers’ Club in the Hangar Hotel. One hundred and thirty-nine Porsches with two hundred and fifty-nine drivers and passengers arrived on Friday, September 11th to attend the 16th annual Boxstoberfest, a fabulous Porsche Weekend in Fredericksburg, Texas.

During Friday evening registration, it was like a big Porsche reunion as everyone got to meet up, get reacquainted and enjoy some wine and cocktails. This is the moment that Porsche friends gather together, and you can hear everybody talking and sharing their obsession with these German cars. We stayed in the Officers’ Club for quite awhile, visiting and catching up with everyone, until we finally needed something to eat and left for dinner.

“Show ‘n Shine” started off the Saturday activities. Early Saturday morning, spectators were invited to meet and greet the drivers and view Boxstoberfest’s impressive lineup of Porsche vehicles, including a stunning 918.

Following “Show ‘n Shine”, the driving tours and rallies kicked off with the mandatory driver’s meeting to make sure everyone knew the safety rules, driving routes and communication channels. Boxstoberfest is so well planned and organized thanks to the efforts of the many volunteers, including Michael Shassere who organizes the event. A communication channel was given to drivers prior to each group’s departure, and at 10:00 a.m., we all headed out in our Porsches for various tours of the scenic Texas Hill Country.

At last year’s Boxstoberfest, Edwin and I drove the “Three Sisters” or, as it also been called, “The Hundred Mile Loop.” Without doubt, this is one of the best drives to be found. These are the roads every Porsche owner wants to drive when they visit the Texas Hill Country. It is well known that when you are a new driver or you are a cautious type, then think twice. These roads follow canyons and climb over jagged, steep and crumbling hills. They have many tight twisty curves with sheer drop offs and not much in the way of guardrails. In one

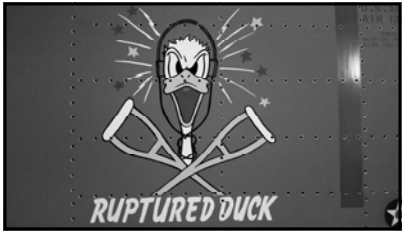


Mandatory Drivers Meeting

section, some 15 miles long, there are around 65 curves.

This year, I decided to drive the Gimmick Rally, with clues and signs to figure out on your drive through the Texas Hill Country. The car that had the lowest miles on this rally won, but it wasn’t us. At the start, the volunteers told me to listen to my passenger, Edwin, who was holding the notes and off we go. After a twenty-minute drive, we were lost. I am not blaming Edwin, but he was the navigator. We had a nice country drive for another thirty minutes, but we weren’t in the Gimmick Rally anymore.

The Texas Hill Country is always full of surprises. Making the best out of our unintended detour, we stopped for lunch and had Snake Burgers at the new Texas Rangers Heritage Center! At the Heritage Center, after lunch, we explored first-hand the history, philosophy and life experiences of the Texas Rangers, one of the oldest and most famous Texas institutions. We even met a center volunteer who had filmed a cowboy movie in Amsterdam in the seventies. His eyes blinked and he had a big smile on his face while telling his exhilarating story. He could remember that time, “Yes Ma’am”, as if it was yesterday.



Hangar Hotel



Officer’s Club

the cocktail reception in the Officers’ Club, with its grand piano and lovely bar, the next event was a delicious closing dinner in the **Pacific Showroom** ballroom at the Hangar Hotel.

Boxstoberfest is one of the most popular and well-attended LSR events every year. On our way out, we overheard one of the other Boxstoberfest drivers trying to make his Hangar Hotel reservation for Boxstoberfest in 2016, but the hotel was already “SOLD OUT, just to give you an idea of how popular this event really is.

Looking forward to next year!

For more information go to www.boxstoberfest.com



Show and Shine



Snake Burger at Texas Rangers Heritage Center



Porsches lined up on Main Street in Fredericksburg

Photos courtesy of Peter and Monica Baldauf

The LSR Spirit of Giving

LSR Chair Tomi Scantlebury Presenting Star of Hope Mission with a \$4,140 Contribution on behalf of all LSR Members

On May 21, 2015, LSRPCA checked out the prancing horses at Ferrari of Houston in a joint charity event with the Ferrari Club of Houston. With the funds collected by LSR from that event, combined with the \$600.00 generously donated by our members in April from the parade laps at Texas World Speedway, we were able to

present Star of Hope Mission with a check in the amount of \$4140.

Lone Star Region takes its role as a member of the communities in which its members live seriously, recognizing that our hard work and good fortune as Porsche owners provides us with an opportunity to support these communities.



From L to R: Vivian Camacho Winslow, J.D., Vice President of Marketing and Communications of Star of Hope Mission, **Hank Rush**, President & CEO of Star of Hope and **Tomi Scantlebury**.

Star of Hope is a 501(c)(3) non-denominational Christ-centered organization dedicated to meeting the needs of homeless men, women and their children. Positive life changes are encouraged through structured programs that focus on spiritual growth, education, employment, life management and recovery from substance abuse.

On any given day, there are approximately 1,200 homeless men, women and children being helped Star of Hope's Men's Development Center, the Women and Family Emergency Shelter, the Transitional Living Center for Women & Families and New Horizons. Star of Hope's compassionate outreach, coupled with community partners and donors, creates an environment in which lives are transformed and people are inspired to rise above poverty, set meaningful, measurable goals for independence and achieve them.

In addition to Star of Hope, LSR also helps to support other worthwhile charities in our community that give aid and assistance to a broad group of men, women and children in need. Among these charities are:

Houston Children's Charity is a 501(c)(3) non-profit organization dedicated to improving the quality of life for Greater Houston's underprivileged, abused and disabled children who have been otherwise left behind. The scope of their support is limited only by the availability of resources. Their goal is to leave no legitimate request for assistance unanswered.

Their annual Adopt-A-Family program, along with numerous other programs, help disadvantaged children expand their awareness and experience some of the joys of life. Helping the children of our

community provides a positive outlook on their futures and the future of our community. Every year for the past several years, LSR members have adopted a family for Christmas, helping to bring the joys of the holidays to children and families in need.

[Magnificat Houses, Inc](#) is a 501(c)(3) faith based, non-profit, charitable organization chartered by the State of Texas in 1968. Magnificat Houses, Inc. offers refuge and hope to the destitute by creating homes where people of different mental abilities, social backgrounds, religions and cultures can live together in community. Magnificat provides a bridge back to the outside world and the confidence to cross it. In addition to providing half-way house accommodations, Magnificat House also operates the Loaves and Fishes kitchen and the Mustard Seed Upscale Resale Shop at 1410 Elgin.

Together, Lone Star Region members have kindly donated over \$15,000 to Magnificat House since 2010.

We are currently seeking recommendations for one more charity. We've been asked to recognize and support a non-denominational charity that is not necessarily Christian-based. We would like to keep the support local to the Lone Star Region and welcome all recommendations. Please send your recommendations to Tomi Scantlebury at charity@lsrpca.com.

Thank you in advance for your participation in our charity events and for your generous support. All contributions are tax deductible.



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For more information, contact
Autocross Chair Ryan Lansford at
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Sitting Down with the Sheriff

An Interview with Jake Taylor

by Mike Phifer

I call him the Sheriff. Jake Taylor doesn't really have an official title, and he doesn't own a Porsche anymore, but for the past twenty-five years he has been a constant presence at Lone Star Region performance driving events. Jake knows the history of how the LSR DE program got to where it is today, because Jake helped make that history.

If you have even been to an LSR DE or the Club Race at COTA, you have probably seen Jake steadily and quietly working through the weekend. From the control room to the classroom, Jake helps to keep things safe, on schedule and running smoothly. To say that Jake has been a critical part of the great success of LSR's driving programs would be an understatement.

Driving at TWS since 1990, Jake knows the track like an old friend. Before Jake became involved with LSR, he began driving his silver M6 at Autocross events in the 1980's with the BMW club in Houston. Jake enjoyed it so much, he decided to start taking his BMW to TWS with members of the Lone Star Region to add more speed and miles to his weekend adventures.

According to Jake, driving at TWS in the 1990's with the Porsche guys was much simpler and looser than it is today. A group of guys would show up, get in their cars, and drive them till they broke. There weren't any instructors, there weren't any run groups, there wasn't any advertising and the events were one day only. As Jake explained it this way, "Most of the cars wouldn't last one day, let alone two."

Maybe the cars broke so much, because the run sessions were so damn long. With no run groups, everybody went all out, all together in four 90 minutes sessions during the day. One can only imagine what tires and brakes felt like after ninety minutes on a hot Texas day, and how scorched the oil was in those air-cooled flat sixes.

If your car did stay together and hold out for the full ninety minutes, you could turn 50-70 laps because the track was only 1.7 miles with the back section not yet opened. Basically, Turn 4 was at the service road and led the drivers straight into the Carousel.

Fast lap times were 1:15 to 1:20. In 1999, TWS opened the back section, and made it into the track that we drive today.

LSR did not hire corner workers back then, so all of the drivers had to volunteer for one session sometime during the day. Once Jake realized that a lot of cars would break as the day wore on, Jake would always work a corner during the first morning session.

That was smart, because by the late afternoon, Jake would have a lot less cars to pass.

Back then, "Check runs" were very simple. Without any instructors, how did drivers learn the track, and who decided if someone was safe? According to Jake, you just got in your car the first time you showed up, followed someone around the track for 4-5 laps, someone else probably followed you, and the decision was made on the spot. You learned to drive by watching other people drive, especially people that had cars similar to yours in speed and weight.

After awhile, Jake got to be so good at forcing his M6 panzer through the "penalty

box" of the Carousel, despite the Bimmer's massive understeer, people would watch and cheer him on. It must have been something to see as Jake drove through Turn 4 flat out, and lifted off the Bimmer's throttle with the big butt of the M6 sliding out and rotating around the Carousel with the front wheels pinned against the apex.

"Is it the car or is it the driver?" Many drivers, hooked on the horsepower and spinning propeller status of the M6, would have been more than content to keep bringing it out to the track. But after mastering the M6, Jake went in the very opposite direction, dropping down the status ladder so many rungs that maybe, just maybe, more than a few of the Porsche drivers underestimated him, but not for long.

Jake smiles, just a little, when he says, "You know, I thought they were going to throw me out of the Porsche club because they got so tired of me passing them in a 124 horsepower Dodge Neon, doing things I wasn't supposed to be able to do." Not many people have ever plastered a poster of a Dodge Neon on their walls, but when Jake talks about his Neon, you get the feeling that he may have loved that car most of all. Of course, it wasn't the average

street Neon. Jake explains that a bunch of guys at Dodge, who raced on the weekends, put the Neon together as a cheap, fast and disposable club racer. Much to their dismay, all the Porsche guys soon found out that Jake could scoot that \$11,000.00 Neon around the track at TWS even faster than the M6. Eventually, that Dodge Neon, that had embarrassed so many Porsches, wound up being donated to charity as a tax write-off.

Things can't be as simple or loose today as they were when Jake first started driving at TWS. As more and more drivers began showing up, changes had to happen. Around 1996, LSR appointed a group of instructors. Jake was one of the original LSR instructors, a group so small he says, "We could all sit around in a circle."

From his start as an instructor, Jake eventually became the Chief Driving Instructor over the DE program in 2003. The DE program is so successful today, it is hard to imagine that it once lost money. But, around 2003, LSR had hit some hard times financially.

After Jake took over as CDI, he started running the DE program as he did his businesses. After all, as Jake reminds me, "Even a non-profit has to make a profit." Jake began negotiating long-term contracts with TWS to lock in future dates and rates, and began advertising the DE program. But most of all, he wanted to make sure the customers were going home safe and happy and wanted to come back again. The DE motto became, "Send 'em home with a smile on their face and a clean car."

Times change, tracks change and cars change, but the essential principles of driving remain the same. Jake's Neon taught him the essence and importance of momentum. When Jake teaches in the DE classroom at TWS today, he always asks his students one very important question: "How many of you have momentum cars?" Usually, only one or two hands will go up. Then, very quickly and very effectively, Jake teaches them a lesson he learned in his Dodge Neon when he tell them, "Everyone of you should have a momentum car."

Anyone who has ever heard Jake lead one of the driver's meetings at TWS knows a few of his other famous "Jake Taylor" sayings. When he explains the "passing flag", Jake simply says, "When you see this flag, it means there's a race going on, and you're not in it." Making sure drivers remember to drink a lot of water on hot days, and ease off the throttle when fatigue sets in,

Jake simply reminds all of us who are confined to an office the other days of the week, "Fresh air is not good for you."

When Sheriff Taylor talks about driving, listen carefully. With some wry humor and a few crisp and memorable words, Jake can simplify and capture the essence of driving on the track. When Jake begins talking about how to learn to drive on the track, his twenty-five years of seat time speak with authority.

When I ask him what is the most important thing to learn about driving, he quickly tells me, "You've asked the wrong question; the question should be what is the car to start with?" His advice is to start with a lower horsepower car, a simpler and cheaper car, a disposable car that you don't have to worry about wadding up and one with which you can master the corners. Master the corners, and master the track.

Safety is something that Jake always stresses. He tells me, "Don't ever go out of your comfort zone, and never do anything on a racetrack that you are not comfortable doing. Find the speed in each corner that you are comfortable with, and slowly work on increasing that speed, and have a plan for each time that you go out."

Jake believes that being consistent and comfortable are the keys to improvement, and that instructors should not push students out of their comfort zones because bad things can happen. "A DE is not a race school, and we are not trying

to teach someone how to race nor are we encouraging anyone to race in our DE's." Finally, as Jake puts it, "if you run off the track, it's a crash. You just didn't hit anything."

Jake is still driving the same way today as he did when he had his Dodge Neon, and he is still passing a lot of high horsepower cars with a low horsepower car.

His current car is a SPEC Ford racer with a 135 horsepower Escort engine. His racing budget, other than tires and fuel, is about \$1500.00 a year. He still believes that TWS is a marvelous

track with "everything you could want."

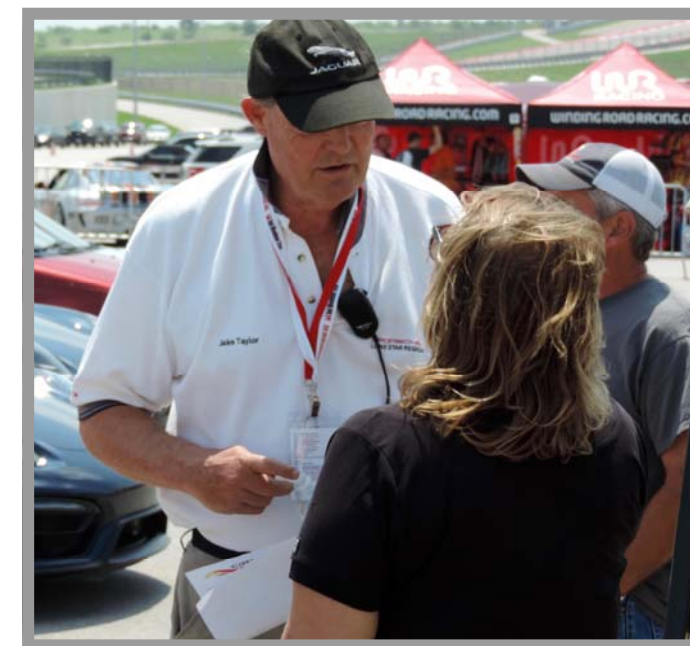
If you are at TWS or COTA for a DE event, and you are thinking about blowing by a yellow SPEC Ford on one of the long straights, you just might want to just ease off the throttle. Because, if you're passing Jake Taylor, don't be surprised if he still beats you around the track. As for me, I'm searching for a Dodge Neon Club Racer.



Jake Taylor, R, with LSR Vice-President Steve Bukoksi.



Looking down the front straight at TWS, Jake's favorite track.



On the grid at COTA

Porsche Tour to Marble Falls and Wine Tasting at Flat Creek Estate

By Fredna Manney

The rumbling growl of thirty-nine Porsches turned early morning heads at the Spring Valley Starbucks on Saturday, October 10th, as our tour group took off down I-10 toward Brookshire. Two weeks earlier, the weather was forecast to be cloudy with a 40% chance of rain. But God granted us His favor with a perfect day for driving, bright blue skies and no rain in sight.

We rumbled down winding roads through Pattison, Bellville and into historic Fayetteville for a quick rest stop and gas top-off. From there we snaked through Rutersville, and Smithville to The Roadhouse restaurant on Loop 150 just east of Bastrop for a leisurely lunch of burgers, fries, shakes, salads and of course, delicious homemade pie, where all the food is made to order—no precooked meals. We came to a bit of a stop and go in Hutto, Round Rock and Cedar Park (go north next time!) and then onto the spectacular hilly and winding road of FM 1431 to Singleton Road, another beautiful, winding road that led us into the Flat Creek Estate winery.

At Flat Creek, we were greeted by Rick and Madelyn Nabor, the owners, and ushered to a large pavilion, where they served us cold, bottled water and a glass of chilled *2014 Cuvee Blanc*. Our tours then began at the pavilion in front of the native stone fireplace, with a history of Flat Creek Winery and some basics regarding wine making in Texas. We then proceeded to the winery in 3 groups, to tour the facility and get an educated tasting with four more estate wines being poured: a dry Rose, Reserve Montepulciano, Tempranillo and Port. After the tour and winetasting, we were ushered into the huge Bistro dining room with another native stone fireplace, granite wine bar, artistic vineyard mural and huge glass windows showcasing the rolling hills of the vineyards and Flat Creek.

Along with the wonderful wine, we had a gourmet dinner prepared by a famous Texas chef. Our meal,



a sit-down dinner for 68 people, was prepared by Chef Sean Fulford, touted by the Austin American Statesman as one of the Best New Texas Chefs in 2005. This Texas Tuscan Cuisine 3 course meal was paired to 3 selected wines. This was not a typical “banquet style” dinner...this was a true gourmet delight! Here is the dinner menu and wine pairings:

First course: baby greens with candied pecans, red grapes & goat cheese Crostini, paired with *2014 Blanc du Bois*.

Entree: Stuffed Texas quail with homemade sausage, roasted asparagus, and Fennel Pollen Risotto, Paired with *2013 Super Texan* (Sangiovese blend)

Dessert: Meyer Lemon Tart with salted Marcona almond crust & Texas lavender whipped cream, paired with *2014 Moscato Secco*.



(Continued on next page)



Leaving such a wonderful event is never easy, but after dinner we took another winding road trip for the 20 miles to Marble Falls and into our hotel rooms to rest up for tomorrow's return to Houston....and of course taking the Devil's Backbone route on Hwy 32 toward Wimberley on the way home!

Editor's Note: Many thanks to all those who came along for a wonderful event, and especially to Fredna Manney for all her diligent work in planning and organizing the tour, and to Ron Baklarz for his wonderful support.





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Snell SA 2015 Helmets Announced

Reprinted courtesy of OG Racing – www.ogracing.com

October 1st, 2015. This is the date that SA-2015 rated helmets will officially be allowed for sale. However, this does not mean that these helmets will magically appear on our shelves on October 1st. Depending on the manufacturer, and based on what we've seen in the past 25 years, we'll see delivery of these helmets anywhere between October 1st and the following spring (2016).

Every five years, like clockwork, the Snell foundation releases a new SA-rating and helmet standard. The SA-rating (SA stands for Special Applications) is specific to auto racing helmets. The basic idea behind an auto-racing helmet, making them unique from other full-face helmets out there (such as Motorcycle helmets) is that

SA-rated helmets are designed to protect from:

1. High-speed projectiles (like the lug nut from your competitor's car that he forgot to tighten)
2. Multiple low-speed broad impacts (Rolling over and over in your car, as your helmet smacks the roll-bar again and again)
3. Fire (because you're stuck in a burning vehicle which is never fun)

Snell recommends that a racing helmet should be retired after 5 years of use; therefore, the five-year period between SA designations. Snell also uses the five-year period to introduce new facets to the standard that will better protect the wearer. That's right – it's not a matter of Snell's engineers needing

to make the next payment on their new Porsche. They are actually designing things to help protect you from things like injury and death – because we all hate being injured and/or dying.

Some SA rating years only have minor changes, but SA2010 brought significant changes in how the helmets were impact tested based on medical research (yes, actual science) that helped show how different sized heads and their accompanying masses are affected by impacts in different ways. It also took into account the broader uses of Head and Neck Restraint devices.

The SA2015 rating has been released and indicates that the 2015 rating changes may be minimal. Some major improvements are that helmets must now be compatible and ready for Head and Neck Restraint hardware (this should make pre-drilling from the manufacturer mandatory). Testing has also been added for "Low-lateral" impacts (i.e., secondary side-impacts with roll-bars, window frames, etc.)

Even though Snell recommends replacing your helmet every 5 years, most of the racing groups allow the use of a helmet for an approximate 10-year period. That means that an SA2005 helmet will be allowed for use though at least 2015 with the main sanctioning bodies in the U.S. I say at-least, because in the past, some groups have allowed up to a 2-year buffer period (depending on how many of their members complain about being forced to buy a new helmet) so that racers have time to replace their equipment. Many racers even get further exceptions to use past that 12 year period – it's all a matter of what kind of day your tech-inspector is having and how big your smile is

HOWEVER, and this is coming from someone who has been working with all of you for a very long time, I'm going to one-up Snell and say that the average club-racer's helmet should be replaced every couple of years. There's a simple reason behind this, and it



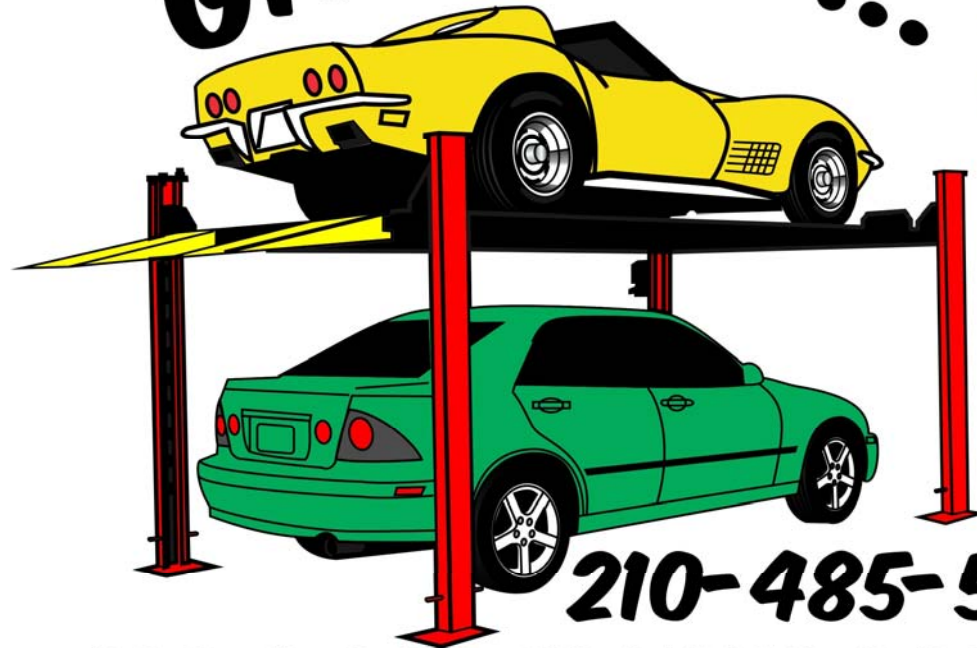
happens to be the same reason that I put on surgical gloves when installing Hans Device anchors on a used helmet – Your helmet is Disgusting! It smells, the fabric is falling apart, and a gritty, oily substance that is a combination of sweat, dirt, hair-gel, beard conditioner, and gasoline rubs off on my fingers when I touch it. All of that crap is degrading the protective foam and plastic that your helmet is made out of. And when you degrade that stuff, the helmet absolutely will NOT function in the way you want it to when it needs to be used.

Again, not all helmets are like this. I'll be the first to admit – if you attend only a couple of events a year, have really good personal hygiene, and take good care of your helmet (no bounce testing, let it air out after you use it, don't drop it or run over it with your car, etc.), it is fully within reality to get at least 10 years out of a helmet – but your clean, rose-smelling helmet is definitely the exception to the rule. I'll give a quick example – How long will that t-shirt you're wearing last if you wear it every other weekend and never wash it? If you need further examples, just let me know – I have a bunch!



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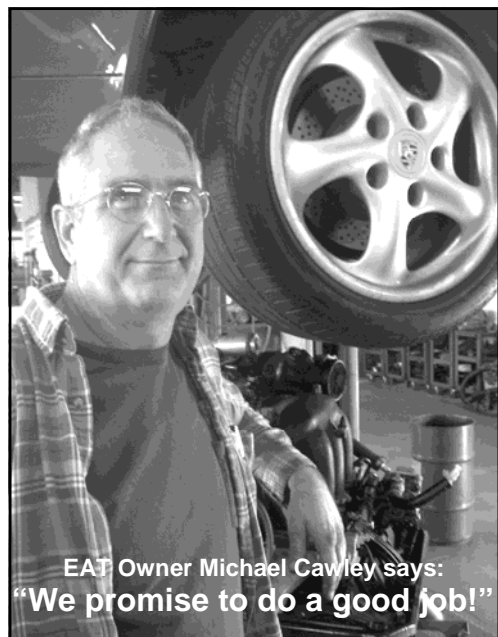
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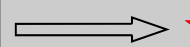
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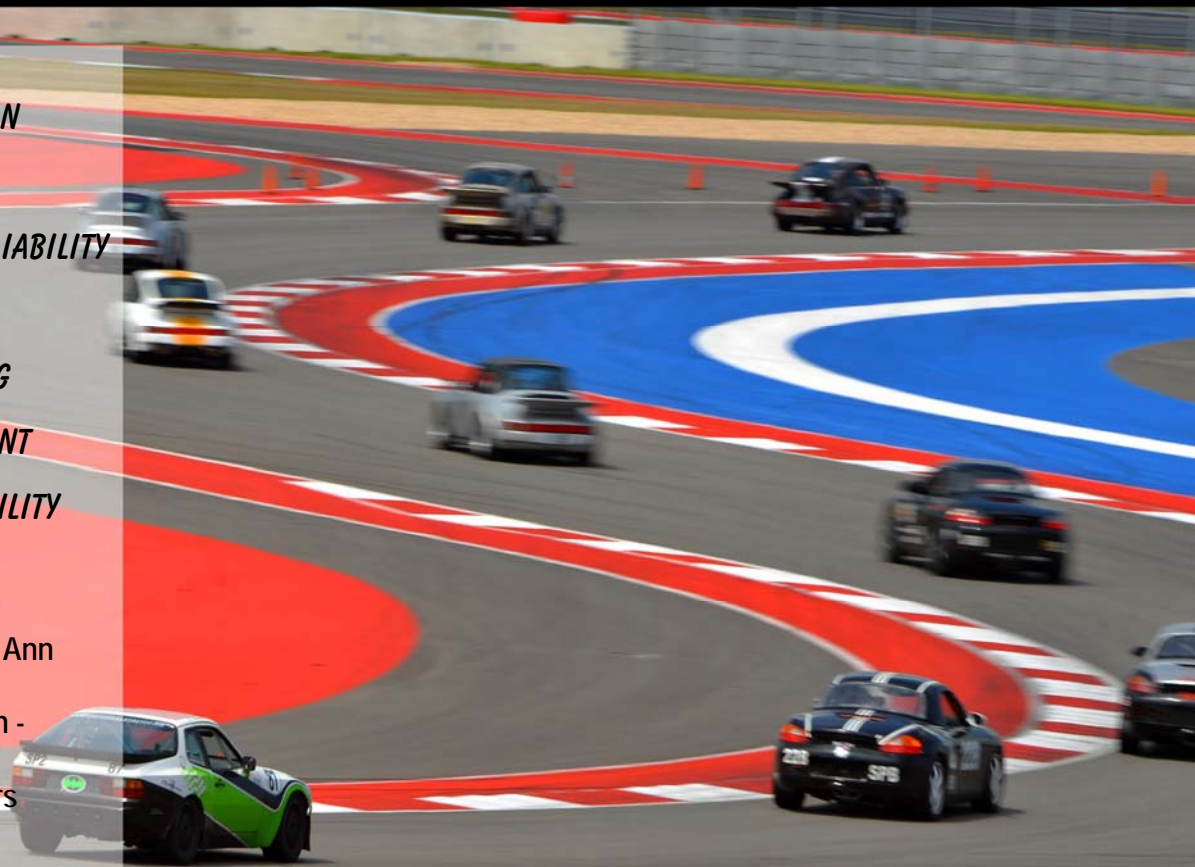
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November 22nd

Autocross

at Houston Police Academy



Photos Courtesy of David Leung

According to Ryan Lansford, LSR Autocross Chair, the weather was great and the Autocross Coneheads were roaring around a dry, quick track leading to fast lap times. The average lap time was one minute.

Be sure to come out for the December 19th event at GrandSport Speedway in Houston. Eighty cars have already signed up for the December event.





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Woodlands Concours at La Trattoria Tuscano in the Woodlands

August 22, 2015

By Ryan Lansford

Lone Star Region organized another successful Concours event at La Trattoria Tuscano in The Woodlands. With over 100 Porsches on the pavement, there was a lot to look at between the old and the new, howling flat 6's to roaring V8's, and tires that ranged from 165's to 325's. You could hear this herd of steel leave, but everything is louder in Texas. Many awards were given out to worthy competitors. A little rain fell Saturday morning, but the rest of the day was hot and sunny. With over 150 members present, it was not hard to make new friends and strike up a pleasant conversation. Nothing like car talk at 10 in the morning with a chilled mimosa.



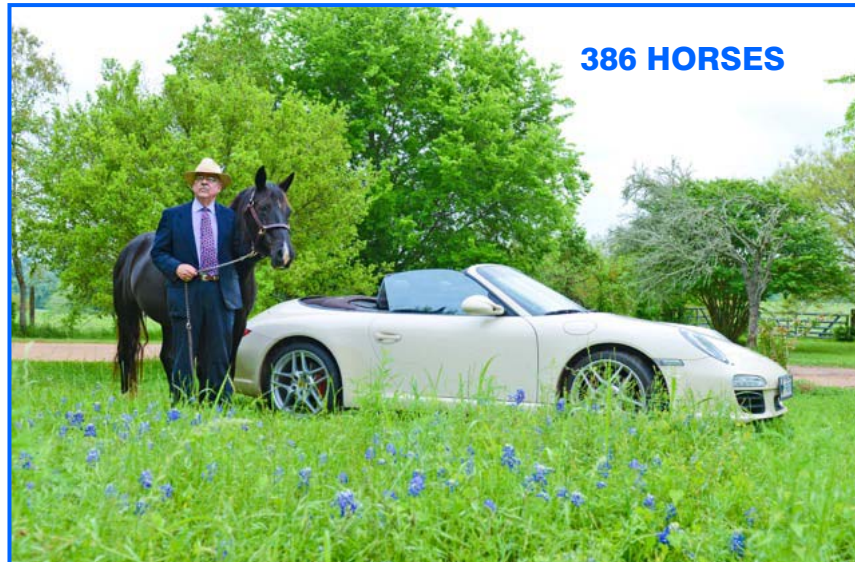
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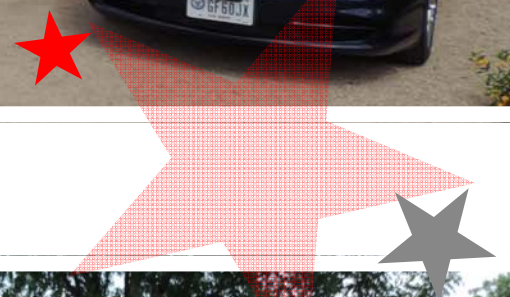
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(More photos on next page)





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