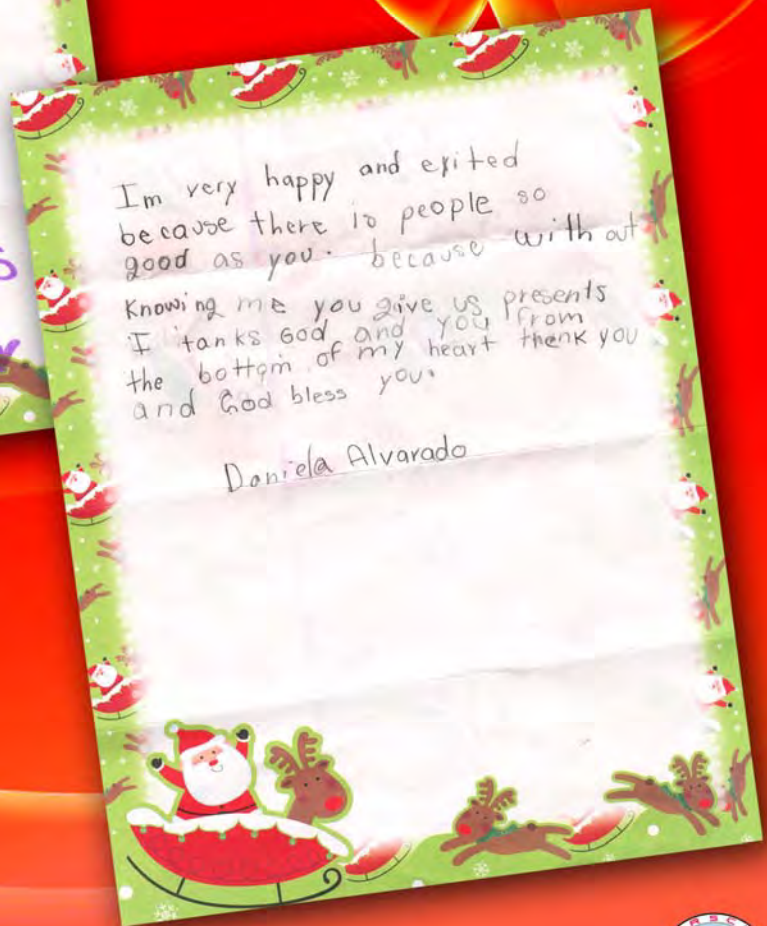
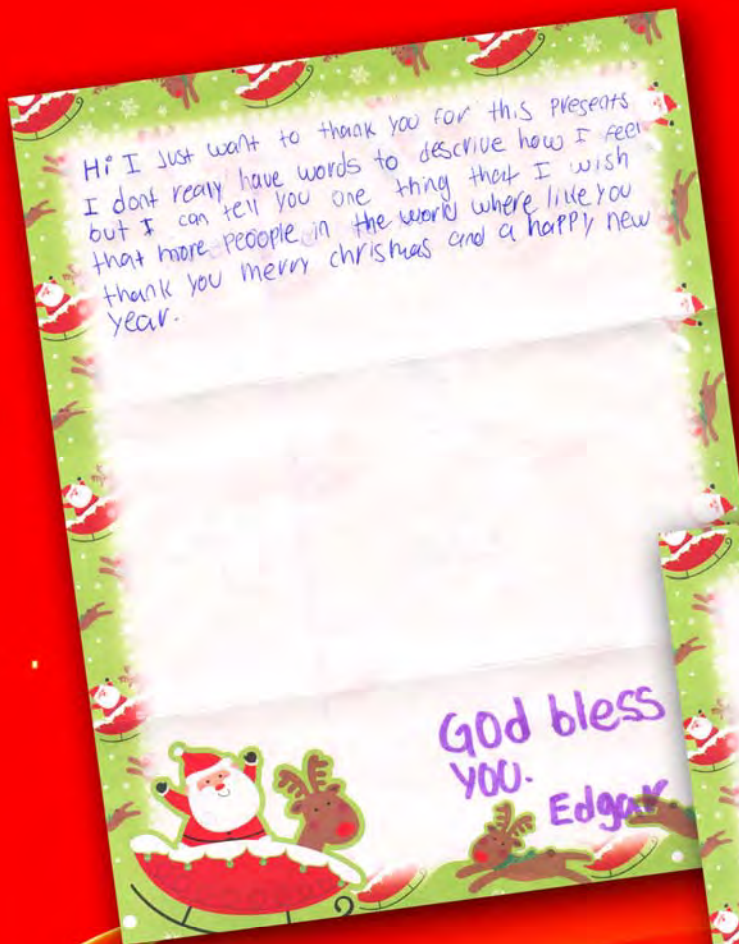


The Lone Star

February 2014



**The Reward of Giving -
LSR Members
Making a Difference**

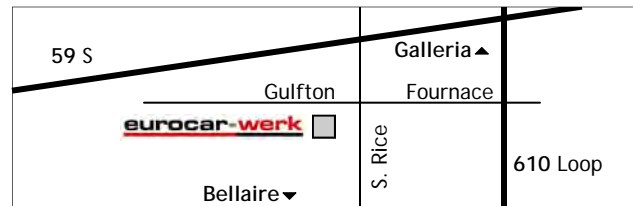




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The Lone Star

February 2014

The Calendar of Events

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

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www.facebook.com/groups/lsrpca/

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On the Cover:

On the cover are two thank-you notes from the Alvarado children, Edgar and Daniela, thanking Ed and Dee Cannon and LSR for making their Christmas a joyous occasion.
See the story on Pages 26 - 27.

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February 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						★ 1
★ 2	3	4	★ 5	6	7	★ 8
9	10	11	12	★ 13	14	★ 15
★ 16	17	18	19	20	21	★ 22
★ 23	★ 24	★ 25	26	27	28	

- 1-2 LSR DE at TWS
- 1 City-Wide Coffee and Cars - Vintage Park
- 5 Board Meeting
- 8 PCar GTG (S) - 8:30am at Dunn Brothers Coffee in Friendswood
- TBD Registration opens for PCA Club Race DE
- 13 Third Thursday Social Hour at the Stag
- 15 PCar GTG (NW) - 9am at Starbucks at 290 and Spring/Cypress
- 15-16 Overnight tour to the Cleveland Amory Black Beauty Ranch
- 22 PCar GTG (N) - 8:30am Starbucks in Market St. by the Woodlands Mall
- 22 Car Control Driving School Course
- 23-26 West Texas Tour (non-PCA activity)
- 23 LSR Autocross at Houston Police Academy

March 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						★ 1
★ 2	3	4	★ 5	6	7	★ 8
9	10	★ 11	12	13	★ 14	★ 15
★ 16	17	18	19	★ 20	21	★ 22
23	24	25	26	27	28	29
30	31					

- 1 City-Wide Coffee and Cars - Vintage Park
- 2 LSR Concours at Kemah Boardwalk
- 5 Board Meeting
- 8 PCar GTG (S) - 8:30am at Dunn Brothers Coffee in Friendswood
- 11 Registration opens for the 2014 PCA Parade
- 14-16 LSR PCA Club Race and Solo DE
- 15 LSR Tour to Club Race/Dinner
- 15 PCar GTG (NW) - 9am at Starbucks at 290 and Spring/Cypress
- 20 Third Thursday Social Hour at the Stag
- 22 PCar GTG (N) - 8:30 am Starbucks in Market St. by the Woodlands Mall



From the President

Mike Globe, President
Lone Star Region PCA



***“And you may ask yourself, well, how did I get here?”
(With the most sincere apologies to The Talking Heads)***

Some years ago, after purchasing a new Porsche for the first time in my life, I joined PCA and the Lone Star Region. At the time, I didn't really think that much about joining PCA, I just did it. Folks who own Porsches belong to PCA, right? Even though this was the first time that I had joined PCA, this wasn't my first Porsche. My first Porsche was a 1975 International Orange 914 2.0L that I bought in the late 70's. But this time, something told me that I needed to join the club, and I'm really glad I did.

Joining PCA and Lone Star Region added so many good things to my life. Buying the Porsche awoke a long dormant passion I had for performance automobiles and motorsports. That passion had been pushed aside for many years by the responsibilities of raising a young family. But the pages were turning in life, and it was time. I soon discovered that Porsches, and more so driving Porsches, were the life passions I had been looking for. Golf didn't do it, skiing was great but too infrequent, shot gunning was fun but not quite it. Oh, but driving, *that* was a different story.

One of the best things about Lone Star was all the new friends, a lot of new friends who shared the same passion for the cars and the driving, and who just seemed to have similar sensibilities about life in general. “It's not just the cars, it's the people”. Nothing could be truer. I've made

more and better friends through the Porsche club than I have in any other chapter of my life.

Because I enjoyed the club so much, as time progressed, I got more and more involved. First, I became a driving instructor. Then the Board asked me to take on a larger role as Vice-President. I took the job, just as I take on the new role as President, for one reason only, so that I can give something back to the Lone Star Region of the PCA. Lone Star has given so much to me, and it's only right to give back to the club. I'm honored to be able to do so.

As I take on the role of President, our club is in remarkably good shape thanks to those who have served before me. Our High Performance DE events sell out every time and are truly the gold standard for safety and organization. We have active social, charity, and Concours events. Every weekend, a coffee and cars get together takes place somewhere around the Houston area. Our regional driving tours and car control schools are going strong. Our newsletter is being rejuvenated, and our Autocross program is back. Oh, and one more thing, our membership is at record levels. LSR is on a roll.

Whenever you see any of our Board members, Chairpersons, or Past Presidents and Officers, stop and thank them for all they've done. They have done a fantastic job of running your club. Their passion and dedication to making LSR a truly outstanding region are difficult to miss.



The President and The Green Hornet taking a breather at TWS.

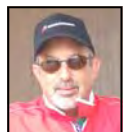


Rule Number 1 - No one passes the President

Lone Star Region Board - Officers & Chairs



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The Inside Line



LSR's Charity Mission - The Reward of Giving

By Mike Phifer, Editor

This may be the first Porsche magazine cover without a car anywhere in sight. There's a good reason for that.

This month's cover has heart-felt thank-you notes from two small children in Houston that might not have had any Christmas presents under the tree if not for the generosity of LSR members and the dedication and devotion of Ed and Dee Cannon with a generous donation from Kandace Heimer. To read more, please see the full story on Pages 26 – 27.

We keep saying "it's not just the cars, it's the people." But, you know, it's true. The greatest car in the world can't write you a thank-you note, or give you a hug and tell you how much they love you.

At the LSR Board Meeting in January, I heard some incredible things about some incredible people. I heard about the Alvarado family who escaped the surreal violence of Mexico to prevent the kidnapping of their young children and whose best hope for Christmas was the kindness of LSR members. I also heard about the joy that Dee and Ed Cannon experienced when they took the presents to the Alvarados on Christmas Eve and sat and drank coffee with them while the children played. To hear Dee talk about how this simple journey restored her love for Christmas and to hear Ed's passion as he talked about the Alvarado family made all of us proud to be a part of this club that has so many

wonderful members. And it also made all of us promise to do more this year.

The Christmas Toy Drive is just once a year, so what are we doing for our community the rest of the year? Many of you may not know, and to be honest, I did not know until the Board Meeting, but LSR has a dedicated charity partner whom it supports year-round. Lynn Friedman explained to me that LSR works with Magnificat House in Houston to provide aid to families and individuals in need. For almost 50 years, Magnificat House has cared for the most abandoned and neglected in our society and has been dedicated to physically, mentally and spiritually helping people in need to restore themselves into society as contributors. Through the Loaves and Fishes soup kitchen located at 2009 Congress Street, Magnificat House serves meals to the homeless and Magnificat House also provides shelter and counseling for men, women and families in need.

Throughout the year, we will be bringing you more information about Magnificat House and LSR's charitable mission. We will also be asking all of our members to help LSR in our support of this mission.

In the next issue, we will feature an article about Magnificat House and the good work that it does with interviews, and we will also be announcing a new fund-raising drive to support this wonderful charity. Remember, "it's not just the cars. It's the people."

Lone Star Region PCA Charity Mission Statement

Our goal is to provide a community presence through involvement with these community organizations. We are currently involved with Magnificat House and Houston Children's Charity.

Magnificat House

Magnificat House was founded in 1968 to serve the most abandoned and neglected of our society - those who are deprived both mentally and socially. Magnificat House offers shelter, training, counseling, and responsibility to those seeking assistance. Magnificat House works to enable men and women in need to discover their inner gifts and worth so they may assimilate back into our community. Our contributions to Magnificat House help to save lives.'

Houston Children's Charity - Adopt a Family at Christmas

Our donations provide a Merry Christmas for families and children in need throughout the Houston area. Our support will help children get through the holiday season and grant a sense of care and joy for healthy growth and development. We will be able to provide gifts, food, personal items, and support for families to enable them to enjoy the holiday season.



New Stars and Their Cars

William Wong, Membership

November of 2013

David S. & Tonya Assid	1986	911
James R. Brooks	2008	Cayman
Keith A. Bryan	1998	911
Donald L. & Stuart Cameron	2011	911
Russell Carter	2000	Boxster
William C. Cobb	1965	911
James J. & Lisa Cowhey	2006	Cayman
Tarik J. Demby Sr.	2007	Cayman S
Michael A. Dromlewis	2007	911TT
John & Lisa Glaze	1960	356B S90
Hui Kang & Tiffany Su	2013	Boxster S
Emilio Kawage	2005	911S
John S. & Sally Landon	2010	911GT3
Thomas P. McQueary	2009	911
Gabriel & Nancy Flores Mendieta	2014	Boxster
Richard Owens & Kristin Berg	2009	911
John & Karen Rama	2007	Cayman
Russell A. Stockman	2006	911S
Beto B. Tentori & Payton Swope	2013	Cayenne
Darryl Wills	2008	Cayman S
George Younis	2011	Panamera 4

Transfer-in

James W. Dolan	2004	911
Kenneth R. Hall	2012	Boxster
Christopher A. & Cindy Hill	2003	911TT

December of 2013

John S. Barlow & Peggy Overly	2014	911S
Fabio Brogini	2007	911S
Donald L. & Stuart Cameron	2011	911
Kristi Chickering	2014	911 C4S
Richard C. Croasdale	2014	Cayman S
Robert & Darlene Daniels	2014	Cayman S
John C. Denning	1987	944 turbo
Roger Fong	2004	911 GT3
Raymond C. Franssen	2007	911
Ainslie M. Fukuda & Chris Hill	2001	911 turbo
John C. & Michelle Gaska	1996	911
Henry Hartfiel	2013	911
Douglas S. & Cathy Hoyt	2009	997.2 C4S
Manuel A. & Susan Junco	1998	911
Antonio Kawage	1996	911
Jim & Tammy Kelleher	2013	Boxster S
David T. & Sarah Keymer	1996	993
Raynard S. & Pauline Kim	2011	911
Thomas Christopher Knowles	2014	911
Eric Knox	2008	997
John C. Leitch	2002	911 turbo
Bruce Leutwyler & Whitney Randolph	2008	Boxster
Daniel A. Lucker	2014	911S
Werner Menz	2006	911S
Mark & Karen Newell	2009	911S
Ramin E. Nosrat	2013	Boxster S
Robert S. & Christine Pink	2008	Boxster
Bruce L. Ross	1999	911
Ray C. Rowland	2011	911 turbo
Joseph & Jonathan Spindler	2012	911 turbo
Llansley B & Stephanie Thelwell	2013	911
Charles J. Thomsen	1986	911
Arne Van Rossen	1986	928
Callum T. & Heather Wilkinson	2008	Boxster RS60 Spyder

Transfer-in

Nick J. & Carol Dunlop	1973	911 Carrera RS
Katherine A. Krauszer	1986	911
David Sandoz	2006	Boxster

Welcome!

The Lone Star Region of the Porsche Club of America (LSRPCA) would like to extend a warm welcome to all our new members! Reasons for joining the club are many, but rest assured you are not alone in your endeavor as the owner of one of the very best, if not the best, high performance automobiles in the world. If your ambition is to challenge your driving skills and your Porsche's performance handling, our High Speed Driver's Education (HPDE), Autocross (AX) and Car Control School events are just for you. If you prefer a more relaxed atmosphere, our Concours events are held throughout the year around the Houston area. If wearing a helmet isn't your cup of tea, and you've decided that washing and waxing is best left to the detailer, then you're sure to find that one of LSR's many other events is just for you including Boxstoberfest, the international dinners, or other "Drive N' Eat" trips around Texas! Remember, it's not just the cars, it's the people.



LSR Christmas Party on December 5th

Hosted by Houston Gold Exchange

By Greg Fuller

Could there have been any better way for LSR to end the year? Amid the glittering showroom of the Houston Gold Exchange, decorated with beautiful PCA centerpieces filled with sweet chocolates, it was a joyous night to meet old friends and to make new ones. 'Twas the night of the



When Santa's away, the Elves will play.

LSR Christmas Party, and though the weather outside was awfully cold and windy, inside was filled with the sounds of warm camaraderie and celebration. Surrounded by all the beautiful gold, silver and diamond jewelry, the Christmas Party was also a great opportunity to find some sparkling holiday gifts for the ones who matter most in your life.

Holiday entertainment, delicious food and libations lightened the soul. MC Sam Malone, the one and only, was on hand to handle the microphone and start the festivities. Hearing about all the wonderful food and drink, Santa and his Elves soon dropped by. They played some tunes and spread good cheer, and out of Santa's golden sax came sweet vibes for all to hear. The Elves especially seemed to enjoy the night off, with no reports as to whether they clocked in on at time at the toy factory the next morning, but they were among the last to leave.



To make the festivities even merrier, beautiful door prizes were donated by our wonderful sponsors. Brad Schweiss, who owns the Houston Gold Exchange, generously gave away a



Sterling Silver Diamond Bracelet. Porsche North Houston generously donated a Porsche 918 watch for another door prize.

Cocomoda Chocolates donated some delicious chocolates. (Thank you, Mrs. Platt, for allowing us to try the chocolates; they were wonderful.) Congratulations to all the lucky winners of the prize drawings.



As expected, LSR turnout was great for our final event of 2013. Past and Current LSR Presidents were on hand, as were many of the Board Members, to make everyone feel welcome. It was a great way to end a great year that saw LSR become the largest region in Zone 5 with over 1400 primary members.

Thank you so very much to Brad Schweiss and Houston Gold Exchange for hosting this wonderful event and for donating the beautiful jewelry. Thank you to Porsche North Houston for the donation of the beautiful watch. Thank you to Cocomoda Chocolates. Kudos to Pam Fitzgerald for the beautiful centerpieces and thank you to Donald Bond.



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LSR HOLIDAY MIXER

By Mike Phifer

It's not always about the cars, sometimes it's about the wine, so there were plenty of Porsches in front of The Tasting Room in Uptown Park on the Sunday before Thanksgiving for the first LSR holiday party of the season. Despite the unusually cold weather with rain clouds overhead, the mood inside was warm holiday cheer.

Pam Fitzgerald had organized another wonderful event, and over fifty LSR members and guests enjoyed good food and good company with some outstanding wines. One of the best things about our social events is getting to know your fellow members in a more relaxed setting whether you're talking about your favorite restaurants, who the next head coach of the Texans will be, or why a fellow member ordered the Cayenne with the special off-road package to drive through Big Bend National Park.



Kandace Heimer and her Porsche Parade winning photos

In keeping with the club's commitment to helping community charities, a silent auction of three of Kandace Heimer's award-winning Porsche photographs was held with all proceeds going to the club's Christmas Toy Drive. Lucky bidders were Nicole Goldman, Michelle Wenz, and Don Peak as the auction raised several hundred dollars for the toy drive.

Kandace is the wife of Jim Heimer, LSR's webmaster, and Kandace has won many awards for her photography at the Porsche Parades over the years. One of her favorite photographs being auctioned was a young German boy lying on the floor of the Porsche Museum in Stuttgart next to the tail of a Porsche 917 while he's watching a video of Steve McQueen racing at LeMans. By the way, Kandace ordered the special Cayenne off-road package; when she's not taking pictures of Porsches, she's taking some spectacular photos of wild places and the animals living there.

UPTOWN PARK – NOVEMBER 24, 2013



Thanks to the charity of our members, the efforts of Dee Cannon, who organized the LSR Christmas Adopt a Family Charity Drive, and Kandace Heimer, who graciously donated her photographs, LSR helped a Houston area family to have a 'Very Merry Christmas'.

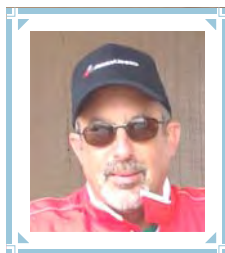
Thanks to Pam Fitzgerald for this great event.

Congratulations to LSR's New Officers

LSR has a new President, a new Vice-President and a new Secretary. The 2013 elections are over, and the LSR Board formally approved the election results and slate of new officers at the December Meeting. Mike Globe was elected President, Eric Serrell was elected Vice-President and Michelle Serrell was elected Secretary. Ramez Botros will continue as Treasurer and Ken Tubman will continue as Member-at-Large.

Congratulations to all the Officers, those just elected and those who are continuing in office. Thank you so very much for volunteering to lead LSR.

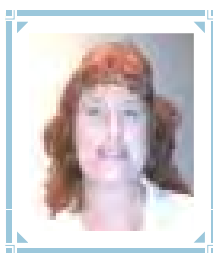
Also, a big thank-you to Past-President Greg Platt and Past-Secretary Carl Fehres for their service to LSR. Greg will continue to serve on the Board as Club Race Chair and Past-President.



President
Mike Globe



Vice President
Eric Serrell



Secretary
Michelle Serrell



Treasurer
Ramez Botros



Member-at-Large
Ken Tubman

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Porsche or



Impostor?

By Mike Phifer

Don't worry, no one is selling Porsche knockoffs behind the counter at some store on Harwin in Southwest Houston, at least not yet. But, as Porsche expands its model lineup well past the 50 year-old 911, and with the Macan soon to appear in showrooms, heated debate never ends as to whether a true Porsche is more than just a crest on the hood.



A clever impostor or a Porsche?

Christmas present is one you buy for yourself, what did I unwrap? My present was a brand new, black Cayenne Diesel with a red, gold and black Porsche Crest on the hood that gets crazy gas mileage and reminds me that the best present often arrives in the most unexpected package. The Cayenne Diesel is the first oil-burner to wear the Porsche name since 1963 when Porsche-Diesel tractors were last produced. However, no stats are available for 0-60 mph for the tractors, although they did come in a handsome shade of Guards Red.

Even I was surprised that I bought a Cayenne. When I first saw the Cayenne in 2002, "carpool" was the first word that came to mind. Honestly, the Cayenne just didn't look like a Porsche to me. Cayenne just wasn't the image that Porsche purists envisioned when we proudly rolled "Porsche", that sacred two-syllable word, off our lips.

In the past ten years, Porsche purists have only grown more afraid that the image of Porsche is forever changing and not for the better. Cayenne sales now total more than 50% of total Porsche sales, and the Macan will be the third Porsche four-door along with the Panamera. But with Porsche enjoying record breaking sales numbers as a result, are the fears justified, and even if they are, can anyone do anything about it?

I'm a purist, but I'm also a realist. If Porsche only built 911's, Porsche would have been extinct by now. In a global automotive market, subject to competing design, safety and fuel economy

Just before Christmas, I jumped right into the middle of the crossfire. If the best

standards, automakers evolve or they die. Has anyone under 50, who is reading this article, ever driven an MG, Austin-Healey, Triumph, or Sunbeam.

One could argue that Lamborghini and Ferrari are automakers that never compromised, but that just isn't true. In 1986, Lamborghini was building the LM002 that looked very much like a Humvee except for the rich, red Italian leather seats (apparently, Saddam Hussein had one tucked away in his Baghdad garage). In 2017, Lamborghini will introduce the Urus – a model that Lamborghini humbly refers to as the SUV Super Athlete – and yes, it does look as if it's on steroids. Even Ferrari is now building the FF – a prancing horse with four saddles. I bet Ferrari purists never thought they would see a Ferrari carrying baby seats and kiddie strollers in a hatchback.

In the past ten years, I have slowly grown to appreciate the

Cayenne while watching friends and neighbors haul luggage, dogs and people around in them and even tow a few track cars from time to time. It's a versatile, sleek vehicle that seems to do a lot of things very well.

Reaffirming my faith in Porsche, I think the Cayenne beats the competition. Before buying, I road tested the Audi Q7 TDI, the Mercedes ML 320 Bluetec, the Mercedes ML550 and the Mercedes GL 450. I also drove the Cayenne GTS, Cayenne S and Cayenne Hybrid. The Cayennes were just more fun to drive. And maybe I'm biased, but the Cayenne turbo diesel seems able to hold it's own against the gas-fueled engines

while chugging out 30 miles to the gallon on the highway – a Porsche giant killer for meeting CAFÉ standards.

My Cayenne isn't a speed merchant, but nonetheless an intriguing mix of Porsche engineering and Porsche idiosyncrasy. The Cayenne isn't a 911, but my turbo diesel has plenty of acceleration for merging and passing, plenty of brakes for stopping and handling that allows me to easily slip in and out of lanes on the freeway.

One of the best things about the Cayenne is the eight speed automatic transmission; the shifts are seamless. The new PCM system is the best that Porsche



Crazy EPA mileage even in the city.



Forget about the Big Gulps.

(continued on next page)

has ever made, and the controls are actually intuitive and easy to learn. The AC is always cold, the interior is good-looking and comfortable and the CD player doesn't skip every time you hit a crack in the pavement like it always did in my 996. You can even bluetooth stream your music.

At the end of the day, the Cayenne is a true Porsche. If you don't think so, just take a close look at the center console. The cupholders are still calorie counter small – no supersized sodas allowed – but way better than the air vent cupholders in the old days that spilled your drink all over creation on bumpy Houston streets.

If anyone wants to call me out and say that I'm not a Porsche purist because I own an oil-burner, come by and take a look in

my garage. Right next to the Cayenne is my air-cooled 993 with no PCM, no PSM and a Blaupunkt that should be in a museum.



Look at the nose on the tractor and the nose on the Cayenne - classic Porsche.

I would then ask, "Is a water-cooled 911, or a 911 with PDK or PSM a real Porsche?" Those last questions define how every great carmaker has to change with the times.

Diversity makes life interesting. If we all drove the same 911 with the same equipment, Lone Star would be a cult and not a club. One of the best things about being a member is getting to see the wide diversity of Porsches that our members drive from all the decades of Porsche history. The diversity of the members and their cars keeps the history of Porsche alive, because "It's not just the cars, it's the people."



If my College Senior Daughter loves the Cayenne, this is the future.

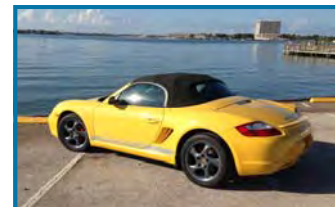
IS YOUR PORSCHE A DAILY DRIVER? PHOTOS NEEDED!

PORSCHEs MAKE GREAT DAILY DRIVERS. IF YOUR DAILY DRIVER IS A PORSCHE, PLEASE SEND US A PHOTO WITH A DESCRIPTION, MODEL, YEAR, ETC., AND YOUR NAME SO WE CAN USE IT IN A PHOTO SPREAD IN OUR NEXT ISSUE.

EMAIL TO EDITOR@LSRPCA.COM.

JUST REMEMBER, IN THE IMMORTAL WORDS OF TOM CRUISE, "PORSCHE, THERE IS NO SUBSTITUTE".

THE BEST PHOTO SUBMITTED WILL WIN A GREAT DOOR PRIZE.



On Being a Chief Driving Instructor -

Ever wonder about the work that goes into carrying out Lone Star's excellent DE program or why you were assigned to Blue instead of Yellow? This "Day in the Life" article written by Ken Tubman, former Chief Driving Instructor, describes all the planning required before Registration even begins and how Ken put all the pieces together to make sure the track went hot on one Saturday morning.

Jake Taylor gave me a call. Jake had been CDI for six years and was looking to have someone else take over. Taking over from Jake was no small feat; he had done a tremendous job making Lone Star's program strong and effective. Even keeping it at the same level would be a challenge. Why was Jake calling? Everyone else had turned him down! Seriously, CDI takes a lot of commitment. For me, it's worth all the hard work because I've learned so much through these events that it feels good giving something back and helping other people learn. It is also a great group of people, and a lot of fun working with such a talented team of instructors.

The CDI job starts well before the first event of the year when we put together the DE instructor teams. Lone Star is one of the few regions that uses teams.

With 200 cars or more at each event, the instructor teams distribute the workload of assigning students, handling check rides and staying in touch with the students. For the CDI, one of the most important jobs is setting up the teams and making instructor assignments each year. It's more than just throwing names on the board. We try to achieve balance in terms of attendance and styles to give each team the best chance to handle whatever comes their way. I couldn't imagine doing an event of this size without the teams.

Keeping the instructor teams happy and full takes planning. Each year there are instructors who would like to try new roles – maybe as team lead or working with Yellow and White students as an Advanced Instructor, and we always try to keep them happy with new and challenging assignments. Some of our most dependable instructors will leave to go racing around the country – good for them, bad for us - we'll need to train more. Instructors spend more time racing, they move on, or other things come up. There are a number of reasons why instructors leave.

Evaluating students for each event is a big step. The big day is the first day of registration, when everyone jumps on the comput-

ers all at once at noon. Lots of people sign up, wow – 61 within the first minute, Green and Blue are full in minutes. At the end of the very first day, 159 people have already registered. Now we have a different problem – how can we make all these people happy? Registrants come from all over. We even had a student from Ontario! I'll bet we can provide some warmer weather in February than they have in Canada. It's great having people come from different places. Fortunately, there was a discussion about the event on Rennlist, so he knew to sign up early.

I start through the student list the first evening of registration. Everyone is excited, so I try to get through the list as quickly as possible. People are signing up faster than I can assign them. Each time I look back through the list, it's longer, not shorter, due to the assignment I just made! I'm sure I will make some mistakes; I always make a few (!#\$% pull down menus!). Then, it's time for a quick call to Chris Alvarado. (Chris is the author and owner of ClubRegistration and has created a system that saves huge amounts of time and is key to our events.) What can we do to make this process even more efficient? We have made huge strides, but there's always more we think we can do. Chris and I have spent a lot of time on the phone and I'm very appreciative of his efforts to make the process go smoothly and efficiently. I just hope Chris isn't getting sick of me.



Student and instructor evaluations are now digital – a huge time savings. That's one of the changes we worked on with Chris. I used to print out labels for each student, and put together notebooks for each team with evaluation sheets. Now, I just plug in the evaluation iPads. It also allows the students to evaluate instructors, and that has proved very helpful. After each event, I review the comments to look for areas where we can improve.

Driving history is carefully evaluated. Promoted? Ready to be promoted? Issues that need attention (e.g. not noticing flags)? For example, here's someone who was ready for blue-solo but hasn't come in 3 years. They better stay in blue. Here's someone whose profile lists all the cars they've raced, their lap times, and car modifications ... oh oh, this could be a problem. I check around since I don't know him and no other CDI's in the other regions have heard of him. That makes me nervous. I sense an episode of driving "Track Day Flat Out." We'll arrange to have someone in the car for the first session to check this out. Here's someone else who says he'll run in any group, even Green, and just wants to see the track and have some fun. He has never run with Lone Star before. Experience, I ask? A little. It turns out that he's an

Even in My Hobby I'm Overhead

By Ken Tubman



instructor at the Ring. Maybe we can put him a little higher than Green. It's pretty standard to put someone new to us, but with a lot of prior experience, in Yellow with an instructor. That way we get to see and place them properly with real time data. We also learn a lot from their reaction to being asked to have an instructor ride with them. Then, I get all the emails about being in the wrong run group or requesting a desired run group, and I haven't even finished getting through all of the list yet.

My next job is to have enough instructors for the event – always a critical, late-answered question. Unlike Greens and Blues, many instructors don't have the same urgency to register. Having enough instructors is one of the limiting factors for how many students can be confirmed. A day or two before registration opens, I send an email encouraging instructors to sign up early. Will it work? Well, instructors get free track time, but they work their butts off. An instructor with one Green and one Blue student can be on the track for 8 sessions per day, not including the time in their own car, or any time they volunteer to be in a car with another student or instructor.

We need at least 60 instructors, but after the first day of registration, only 20 have signed up. Not bad, but with at least 30 instructors needed for just Green and Blue, 4 needed for classrooms, and more needed for braking, and the Yellow and White groups – it's nowhere near enough. After a couple of days, I get notes from Team Leads who have ideas on who will attend. Some instructors will be there, but haven't registered. Although CR.net is great, CR can't track people who don't sign up. Over the next week, a few more instructors register, while we have a continuous stream of new students registering.

Throughout this process, I'm having side conversations about our instructor-training program. Another Region is looking for instructor help, and we agree. We are always looking for ways to improve our instructor-training program. But we have a secret weapon – The Ayatollah of Spinola, the Sultan of Spin, The Dr. of Pitch & Yaw, yes, it's Wally Ruiz. Wally drives eight hours each way to teach our instructors for a couple of hours. Wow! Wally is the key guy behind our full instructor-training program. He does the classroom for 2 days, and I'm pretty sure he prepares by spending 2 months updating and improving the material.

We need to train more instructors. Just when we seemed to have plenty, a few decided to stop and a few decided to move. I always keep a list of new candidates. The course can be tough, and not everyone always makes it through. I check with the training folks to be sure we can hold a class. Everything looks good, so invitations go out. It's not common, but sometimes people turn us down. This group of five is responsive – within a couple of days everyone has confirmed and we are set to go. These folks don't know what they are in for!

Very, very slowly, instructors sign up for the DE. Two weeks into registration – one more instructor has signed up – terrific. That means we can now cover the Greens and Blues. I hope no one gets sick! Finally, just one week before the DE, we have a lot

of instructors, enough that I decide to cheat a little and let in a few more students. We can't let in too many because we don't want crowds or trains. We want the track experience to be a great one.

A week before the DE, we assign the students to teams. There are a few special circumstances (no family members on an instructor's team, for example), so I look for those. I export the data to a spreadsheet, color code it, add some comments and send it to the team leads. In theory, we are all set, but in reality, the last week is as hectic as the first. One instructor has a family emergency, another is called away on business, and things don't balance anymore. Shuffling and adjusting happen right up until Saturday morning.

A busy Saturday comes early. As soon as I get to the track, questions start – shuffling students and instructors, students asking about run group placement, track and weather conditions. At 7:30, we have an instructor meeting that the new candidates must attend. They look apprehensive. We go over special issues. It has been raining for days, and the track has some standing water. Worse, the grass is soaked. If anyone goes off (when someone goes off!) they will need to get pulled out. We talk about being sure everyone has tow hooks. We talk about adjusting the line, and what to teach if it starts to rain more. When the meeting ends, the teams break into their own groups for detailed assignments. I then head over to the drivers' meeting. Mainly, I just want to introduce myself so that anyone who has issues with an instructor or the program can find me.

After the track goes hot, it's up to the team leads – swapping students and instructors to make sure everyone is covered. Sometimes they do check rides and sometimes they have their own students. This weekend they swap some instructors between teams so everyone is covered. I try to make sure things are going smoothly. Visiting the tower gives me a different view of drivers and whether they are following the rules. I run into the instructor candidates and exchange stories. It's harder than they expected, and they haven't even had the hard part yet! On the radio, I hear about cars going off and needing a tow. At one point there is a long delay for an instructor – a friend of mine – who went off. I enjoy this discussion because he has always given me grief for the time that I went way off in a race. (OK, so it was even farther out than way off track.)

Planning makes a safe Saturday. We have a number of tows, but nothing that's a big deal. At 5:00, our wrap-up meeting starts. Everyone isn't able to join us, because one instructor is still checking to see if his car will actually float. We talk about passes without point-bys and passes too close to corners and it's off to dinner.

Sunday morning starts with another instructors meeting at 7:30 a.m. Mike Globe thanks everyone for "waving" to him while he was stuck in the mud. Poor Mike – he actually likes his car to be clean! The Sunday morning meeting is short and sweet. No more rain and the track is in great shape. Another Sunday with no major problems, just the way we like it, and another great and safe weekend for Lone Star.



LSRPCA Board Minutes

Michelle Serrell , Secretary

December 2013

In Attendance:

Mike Globe, President	Ed Cannon
Eric Serrell, Vice President	Lynn Friedman, Zone 5 Rep
Michelle Serrell, Secretary	Larry Friedman
Ken Tubman, Member at Large	Ron Baklarz, Rally and Tours
Ann Reitzler	Curtis Burnell, Tech Advisor
Ryan Lansford, Autocross and TT	Tim Thomas, Event Registrar
Walt Doyle, Concours	Steve Bukoski, CCDS
Greg Platt, Past President	Jim Heimer, Website
Dee Cannon, Charity	William Wong, Membership

Officers Approved: Mike Globe, President; Eric Serrell, Vice-President; Michelle Serrell, Secretary; Ramez Botros, Treasurer; and Ken Tubman, Member-at-Large.

Membership: William Wong said LSR is the largest in Zone 5 with 1401 primary members; with affiliate members, 2291. LSR is now larger than Maverick!!

Club Race: Greg Platt has turned in the application, and thanked Walt Doyle for volunteering with timing and scoring, especially since Walt did so in absentia. Greg set the race hotel at the Marriott next to the track with 7-8 rooms that should be cheaper. He will follow up on volunteer needs and numbers.

DE: Tim Thomas stated the Dec. DE had almost 260 sign up, but about 50 didn't get in. Scheduling changes will be made if bad weather develops.

Social Events: Pam Fitzgerald stated the Tasting Room Mixer went very well; reminded everyone the HGE Christmas Party is Dec. 5th. Porsche North donated a nice gift watch. Pam ordered PCA Wine Glasses with chocolates for centerpieces and PCA napkins. Beer socials resume in Jan. and Intl. Dinners in Feb. Pam and Greg will

co-ordinate Club Race banquet at Hilton; she has done a tasting, it will be in a tri-level room and very nice. Greg just needs a budget. David Scott is sponsoring Friday night. Pam may plan a spring tour/BBQ with Phyllis Davis at her Baytown horse farm and co-ordinate with Ron Baklarz.

Website: Jim removed classifieds and Tech Q&A, it's just referrals now. The election had 50 votes and 2 write-ins; 15 voted who couldn't remember their PCA #s. Jim is revising the officer list; if you aren't getting emails, contact him.

Zone 5 Rep: Lynn Friedman announced registration begins on March 11th for the Porsche Parade in Monterey, CA on June 15-21, 2014. This is a big event, well attended, and anyone who hasn't gone to a Parade really should go.

Rally/Tours: Ron Baklarz discussed the tour to Austin and Texas State Cemetery on Jan. 11th, and announced an overnight tour to Cleveland Amory Black Beauty Ranch. Details to be posted on website.

Car Control Clinic/AX: Steve Bukoski reminded everyone the next Car Control Clinic/AX event is Feb. 22-23, with Saturday for Car Control and Sunday for AX. Drivers can sign up for all 2014 events now at Clubregistration.net.

Concours: Walt Doyle reported the next Concours is March 2 at Kemah Boardwalk, and hopes to exceed last year's record attendance. Eric Serrell said Landry's and Kemah Boardwalk have added the Concours to their calendars. A 5th Saturday GTG was held in Katy with about 10 cars.

Charity Drive: Dee Cannon has collected \$725 and Kandace Heimer donated 3 photos worth about \$205 auctioned at the Tasting Room. Dee will collect more donations, and shop for the family chosen by the Houston Children's Charity. A big thank you to Kandace and Dee.

Mike Globe suggested an event at AJ Foyt Facility. Board moved Jan. meeting to Jan. 8th, since first Wednesday is New Year's, and discussed moving the Dec. 2014 meeting to Houstonian bar to avoid scheduling issues. Lynn Friedman said we need to skip one month for a board meeting; agreed that August would be skipped. Mike moved to adjourn at 7:27 PM, Greg seconded, meeting adjourned.

January 2014

In Attendance:

Mike Globe, President	Lynn Friedman, Zone 5 Rep
Eric Serrell, Vice President	Larry Friedman
Michelle Serrell, Secretary	Ron Baklarz, Rally and Touring
Ken Tubman, Member at Large	Tim Thomas, Event Registrar
Ramez Botros, Treasurer	Pam Fitzgerald, Social Coordinator
Walt Doyle, Concours	Jim Heimer, Website
Mike Phifer, The Lone Star Editor	William Wong, Membership
Dee Cannon, Charity	Greg Fuller, The Lone Star
Ed Cannon, Charity	Co-Editor

Lone Star: Mike Phifer discussed options for collecting advertising revenues.

Membership: William Wong discussed record LSR membership numbers now at 1415 primary members; total membership including affiliated members is 2297.

Rally/Tour: Ron Baklarz confirmed tour to Austin and Texas State Cemetery on 1/11/2014 has 20+ cars registered with 31+ participants expected.

Charity: Dee Cannon is planning a charity drive for March 29th to Stingaree Restaurant in Crystal Beach. Dee & Ed Cannon presented thank you letters from the Alvarado family we adopted for the Christmas holiday. Total raised was \$1,160, spent 798.58 on the family and have \$361.42 to deposit. Agreed that the thank you letters will be published in the Lone Star Magazine to share with club members. Ed Cannon brought up need to set a goal for how much money the club would like to raise for the charities we support or to at least show our progress with a chart or graph for members to see where we are in meeting the goal. Mike Globe agreed and thought we need to do a few articles to let members know that we have charities we support and what they are. Jim Heimer brought up that we need to look at options

to allow members to donate through a pay-pal type account and can earmark what charity they would like it to go to. Ken Tubman agreed to do more research into this and get back with the board next meeting.

Activities: Pam Fitzgerald reminded everyone Beer Socials are back with the first on Thursday, January 16th. She is working on February's Social Dinner - details to follow.

Website: Jim Heimer provided year-end numbers for visitor numbers and hits to the LSR website. There were 2,000 unique visitors with over 40,000 hits. The most popular pages were DE, Calendar, and Contact. Jim announced that Greg Fuller has agreed to help with managing the website. He will need some training materials and support software. Training materials are \$35 and support software, Adobe I-Cloud, is \$49.99 per month. Board approved spending \$35 for training and asked Jim to see if there are cheaper alternatives for the support software.

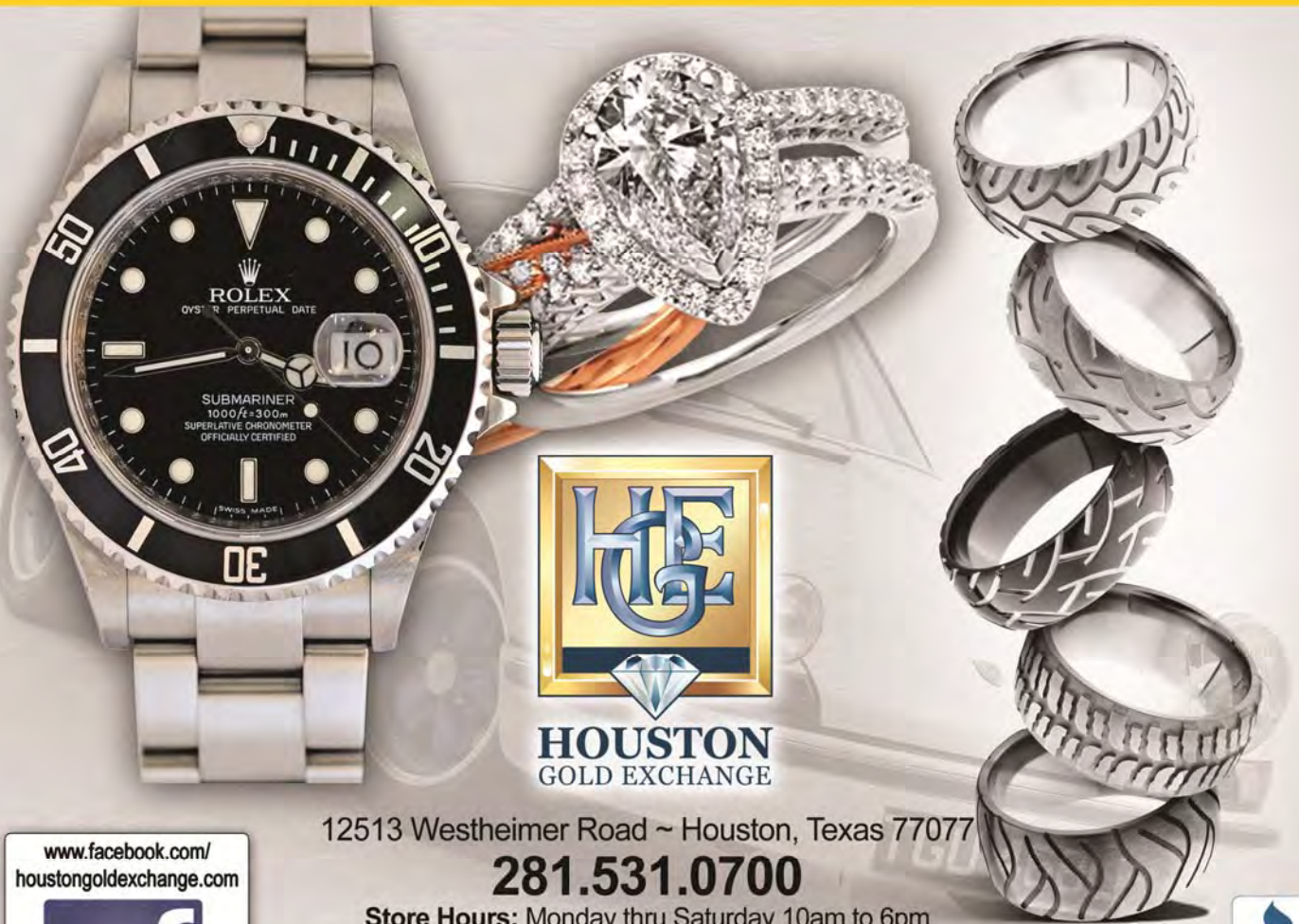
Walt Doyle talked about the BMW Invitational Car Show in Schulenburg on 1/25/2013. They asked us to bring a few cars and anyone who can judge would be appreciated.

Tim Thomas stated the Dec. DE was cancelled due to severe weather and icy roads making it difficult for people to attend. For everyone's safety, they felt it best to cancel. DE scheduled for February 1-2 at TWS has 240 people signed up and about 45 of those will not get in. Larry Lessard, Member, expressed concern at the challenges he faces trying to sign up for DE. Tim Thomas, Ken Tubman and Mike Globe are aware of these issues and will take this under consideration and see how they can improve it.

Mike Globe - need budgets from Autocross, Car Control, DE and The Lone Star, has one for club race, needs a simple budget for next meeting to approve.

Ken Tubman moves to adjourn at 7:56 PM; Ramez Botros 2nds, motion passes.

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Sebastian “Ricky Bobby” Vettel Makes Motorsports History at the USGP

By Mike Phifer

Was a two hour Formula 1 race worth all the expense and headaches of trying to find a hotel room anywhere close to Austin, trying to get inside the COTA track with over 113,000 other fans and enduring 90 degree Texas sun for hours while waiting for the start? Absolutely it was, because some of the best drivers in the world finally got on the track and made motorsports history, and I got to see a German Formula 1 driver doing his best impression of Ricky Bobby.

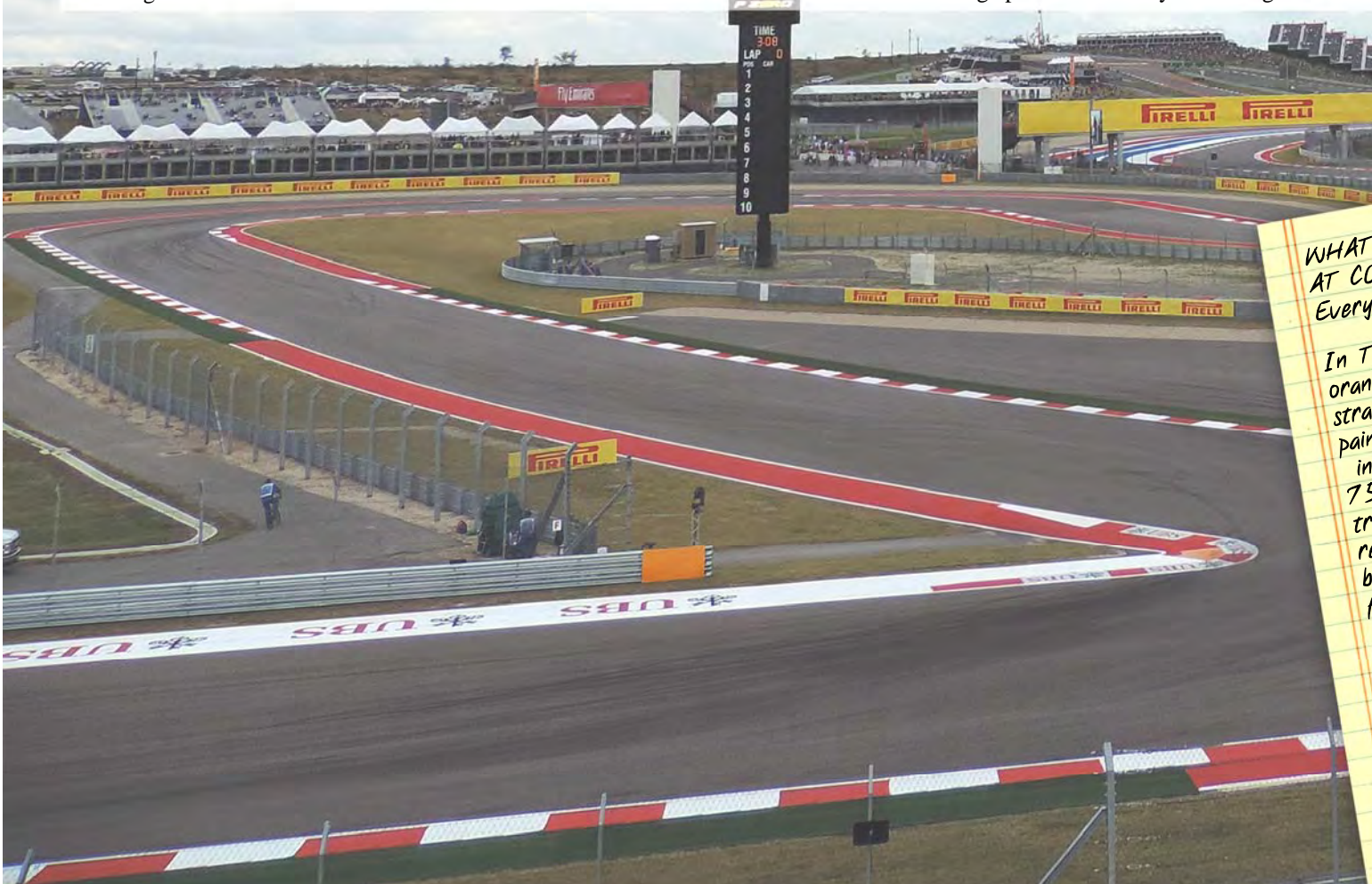
Sebastian Vettel of Germany entered the history books on November 17, 2013 when he became the first driver to ever win 8 straight Formula 1 Races in one season. Starting from the pole position in his Renault-powered Infiniti Red Bull car, Vettel completely dominated from start to finish with his fastest lap a sizzling 1:39:856 that was just fractions of a second off his COTA lap record in 2012. Vettel has now won 4 straight Formula 1 championships putting him in the same elite group with racing legends Juan Manuel Fangio and Michael Schumacher. Only 26 years old, Vettel may dominate Formula 1 for years to come.

Although Porsche doesn't participate in Formula 1, Porsche fans and PCA members were everywhere in the Turn 12 stands cheering and holding Welcome banners for Australian Mark Webber who finished third

in the race. Next year, Webber will join the Porsche factory team in the World Endurance Championships. Webber's exit is of course the end of the long, bitter feud between him and Vettel during which Vettel felt slighted by Red Bull management. With his tremendous racing success, earning nine wins and forty-one podiums in Formula 1, Webber will be an excellent addition for Porsche.

Unlike NASCAR, Formula 1 is more about precision and grinding. The only caution flag came out on the very first lap when Adrian Sutil of Team Sahara Force India got bumped into by Vettel. Vettel wadded up his car before he made it around the course and it was a very frustrating day for Sutil, but after that one early crash the rest of the race was a tale of two drivers racing the rest of the way.

But, no matter where you're from or what language you speak, if you drive a car for a living, there's a little bit of Ricky Bobby in you. To celebrate his record-setting victory, Vettel burned some donuts on the COTA track. When he did that in India to celebrate his 4th world championship, Formula 1 fined him \$100,000. Maybe the bosses at Formula 1 need to find a sense of humor with those huge piles of cash they're making.



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DO I LIKE BEST ABOUT FORMUAL 1 AT COTA?
Nothing is so much faster in kilometers.

Turn 12, you can see brake rotors glow orange like the sun as drivers come off the right at 190 miles an hour and try to cut the apex. Sometimes, a car goes wide to the run-off and has to cut line at 5 miles an hour to come back onto the track, kind of like when a Houston driver realizes he just took the wrong exit and boomerangs right back onto the Katy in front of you.

Formula 1 fans are still fans, but overwhelmingly polite for motorsports. I never saw one drunk, shirtless idiot singing "Sweet Home Alabama" the whole day.

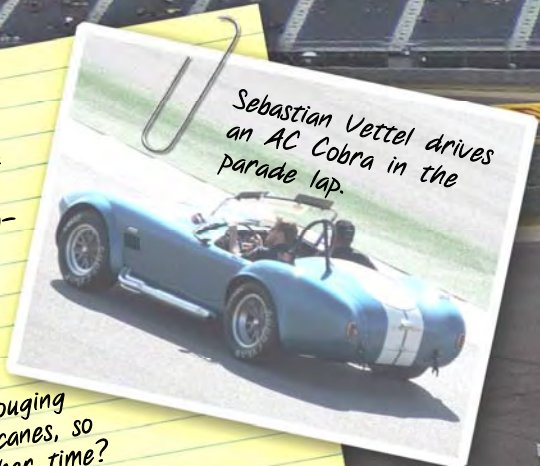
The diversity of the fans from all over the United States and the world - a mix of languages, flags and cultures all cheering together.

WHAT I DONT LIKE ABOUT FORMUAL 1 AT COTA?
Concession stands that make the Texas State Fair look like a health food store and eighteen-dollar turkey legs and giant sausage dogs - a rip-off in any language.

Hotels that charge 3-4 times their normal rate - gouging isn't permitted during hurricanes, so why is it permitted any other time?

Formula 1 merchandise trailers everywhere with Armani prices - really, why would anyone pay \$200 for a shirt that advertises Vodaphone, and by the way, what is a Vodaphone?

113,000 other fans trying to leave at the same time as me when a shuttle bus suddenly breaks down in front of us.



Sebastian Vettel drives an AC Cobra in the parade lap.



The No Fly Zone - Street Racing

By Mike Phifer, The Lone Star Editor

*I left my baby and it feels so bad
Guess my race is run
She's the best girl that I ever had
I fought the law and the law won
I fought the law and the law won.*

@ Sony/ATV Music Publishing

If you drive a Porsche, someday, somewhere, someone will challenge you. It may be a scrawny kid on a crotch rocket who wants to drag race you stoplight to stoplight down Memorial Drive, or it may be a street racer in a Fast and Furious car who wants to weave in and out of freeway traffic at 100 plus miles an hour so he can say he outran a Porsche.

Don't take the bait. Street racing is not only incredibly dangerous, but very illegal. Google "street racing Texas" and you will find story after story about Texans injured or killed. One of the saddest cases I worked on as a lawyer involved a kid who was speeding down Westheimer at 100+ miles an hour on Thanksgiving eve when a slow-moving minivan pulled out from a fast food restaurant. The kid's Mustang sliced through the minivan killing two innocent people and sending another to the hospital. On Thanksgiving a year later, the kid was standing on the same street corner wearing a large sign around his neck with photos of the two dead. As ordered by the Judge, the sign read: "I killed two people here last year."

Any arrest for street racing will include jail time. Because street racing is so dangerous, legal penalties for street racing in Texas include significant jail time and fines. One of the most serious Texas criminal traffic charges is "racing on [the] highway," which includes drag racing, street racing and speed contests.

According to Section 545.420 of the Texas Transportation Code, a person may **not participate in:**

- (1) a race;
- (2) a vehicle speed competition or contest;
- (3) a drag race or acceleration contest;
- (4) a test of physical endurance of the operator of a vehicle; or
- (5) in connection with a drag race, an exhibition of vehicle speed or acceleration or to make a vehicle speed record.

What happens if you are caught street racing? You will be arrested, taken to jail and charged with a Class B misdemeanor for the first offense. You can be fined up to \$2000.00 and sentenced to 180 days in jail. Even passengers can be arrested and charged with Class B misdemeanors.

Your driver's license may be suspended for up to one year, and you will have to perform community service before it is reinstated. If you are lucky enough that your automobile insurance is not cancelled, your premiums will skyrocket.

And you will have to hire a lawyer, and pay thousands of dollars in legal fees. Repeat offenders can be charged with felonies, fined up to \$10,000.00 and sentenced to prison for 2 - 20 years.

If someone is injured or killed, you will probably go to prison. Prison sentences of 10-20 years may be imposed if anyone is injured or killed while you are street racing. Even if only minor injuries are suffered, you can be charged with a third-degree felony that carries a \$10,000.00 fine and 10-year prison sentence. If any one is seriously injured or killed, you can be charged with a second-degree felony that carries a 20-year prison sentence.

And you don't even have to be racing another car to go to jail. Simply driving alone at triple digit speeds is enough to send you to jail. To eliminate street racing, I have been told by an HPD officer that HPD's policy is to jail any driver who is clocked doing 100 miles an hour or more, a speed our cars can reach within seconds. Even if you racing all by yourself on the toll road, you can still be arrested.

Even if there is no police officer to be seen, just remember that you aren't home free. Everyone in the cars around you has a cell phone camera. The guy in the Fast and Furious car or the kid on the crotch rocket probably has a GoPro. If anyone films you and calls the police or puts the video on YouTube, you can be arrested.

I will be the first to admit that I have done a lot of stupid things in a car. I once paid about the entire monthly budget of a Sheriff's Department in Tennessee to just get my car back and go home to Texas. That's why I go to the track now. It's safer, it's ultimately cheaper, and it's legal. And I won't spend the night looking through cell bars hoping that someone cares enough to bail me out.



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FEBRUARY 15-16, 2014

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CONTACT RON BAKLARZ AT RALLYTOUR@LSRPCA.COM

FOR MORE INFORMATION ABOUT THE RANCH GO TO
www.blackbeauty ranch.org

The Cleveland Amory Black Beauty Ranch is a world-renowned animal sanctuary in Murchison, Texas.

Its nearly 1,300 acres are home to more than 1,200 domestic and exotic animals, many of whom have been rescued from near-death situations such as slaughterhouses, biomedical research laboratories, and trophy hunting ranches. Others are discards from circuses or roadside zoos, or were former victims of the exotic pet trade. Still others have come from public lands where they were threatened with extermination by the federal government.

Bison and cattle, horses and burros, antelope and apes, camels and llamas, all have permanent, safe homes at the ranch, which was founded in 1979 by Cleveland Amory, author and animal advocate.



UPCOMING TOUR - March 29, 2014



LSR DAY TOUR FOR CHARITY TO THE STINGAREE RESTAURANT AND MARINA IN CRYSTAL BEACH

WARNING: IF YOU DON'T LIKE GOOD FOOD, DON'T SIGN UP FOR THIS TOUR.

YOU CAN'T BEAT TASTY TEXAS SEAFOOD
INCLUDING SPICY CRAB, SHRIMP, STUFFED JALAPENOS AND
CRAWFISH TAILS IN THE GOOD COMPANY OF FELLOW LSR MEMBERS.

TO SIGN UP CONTACT DEE CANNON AT charity@lsrpca.com

LSR Day Tour – Austin Texas State Cemetery

January 11, 2014



A well put together Porsche Day Tour that we will talk about and stay in our memories for a long time.

By Nicole Goldman

Ron Baklarz, our LSR PCA Rallies/ Tour Chair, welcomed us all and registered each and one of us with a big smile. Everybody received a note with group number, name of the



Meeting at the Starbucks before the Tour. From Left to right: Leslie Wong, Anne Retzler, Fredna and Gary

lead of the group with his cell phone number and name of the tail of the group with cell phone number. So nobody could get lost.



As you can see it was a great turnout. The weather was fantastic. Everyone was in a good mood and we started on time.

We had one stop in

La Grange to visit the old Fayette County Jail. Built in 1883, constructed of native stones. Reminiscent of a European Cathedral. Calabashes or hoosegows, more commonly called drunk tanks, were located on the grounds outside the jail building. The Old Fayette Jail housed famous prisoners including Raymond Hamilton and Gene O'Dare, members of the Bonnie and Clyde's Gang. The jail was also home to the most famous sheriff of Fayette County, Jim Fournoy, who was sheriff at the time the Chicken Range closed. The building is also reportedly haunted.

Right on schedule we departed for the next visit "The Texas State Cemetery" in Austin. Those who fought great



The Texas State Cemetery in Austin



battles, negotiated historic treaties, and wrote the laws that brought Texas into being lie at rest in the Texas State Cemetery. So do a host of writers and educators, astronauts and athletes, Texas Rangers and elected officials. Even some rogues and scoundrels have a resting place at the State Cemetery. Texas is the only State with a cemetery dedicated to its heroes and public officials, and all of the State Cemetery's honored dead helped make Texas what it is today.



The place where George and Barbara Bush will be buried at The Texas State Cemetery in Austin

September 11 is one of the monuments that was erected on Texas State Cemetery grounds dedicated to all Texans who died during September 11 terrorist attack and during Operation Enduring Freedom in Afghanistan and was commissioned by Governor Rick Perry in 2002 on the first anniversary of the attacks. Included in the design are two steel columns from Ground Zero that the public are encourage to touch and examine. The columns were not altered in any way and were recovered in the state in which they stand.



9-11 Monument at The Texas State Cemetery

This was an amazing tour and we had a very knowledgeable guide who was able to bring a smile on our faces even though we were visiting a cemetery.

At the end of the tour everyone was ready to go for lunch and certainly in the mood for a drink. We left for lunch at the Zagat Rated Restaurant Enoteca, on 1610 S. Congress Ave, beloved for its "delicious" Italian cooking and fantastic wines. It was a wonderful lunch and we had a lot of fun. Remember, men need laughter sometimes more than food and for this LSR PCA Tour Lunch we had both.

Thank You Ron Baklarz and your lovely wife Anne for organizing this very enjoyable Tour Day.



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Adopt a Family for Christmas – LSR Charity Drive

By Dee Cannon



Beautiful flowers from Mrs. Alvarado

'Twas the night before Christmas, so they loaded up the Porsche with presents and headed out into the night. They had checked the list twice and made sure that everything was just right. Porsche Claus's helpers had been busily shopping for Christmas the whole week before, and were just about frazzled from all the crowds and searching for just the right gifts. But there was one more stop still on the list.

Porsche Claus visited the Alvarado family bearing gifts and spreading cheer. Dee and Edwin Cannon, along with Karyn McCoy, had a great time handing out presents to the children, who were smiling from ear to ear and telling us how much they appreciated what the LSR members had done to make their Christmas so wonderful this year.



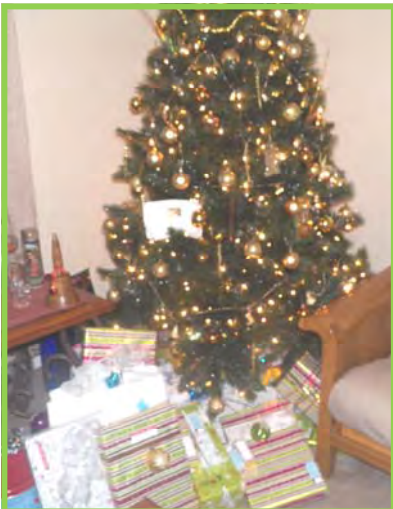
Edwin and Dee Cannon with the Alvarado family.

getting up early the next day, it was time for bed and we had to be on our way.

Although the Alvarado family has endured much hardship and adversity, their story is also one of opportunity and hope. We were so happy and blessed to be a part of their Christmas. Being with them reminded us of all that we have to be thankful for and what is really important in our lives. It was the best Christmas present we could have received.

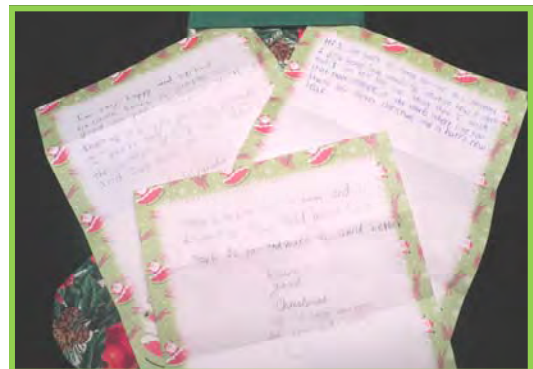
We would like to thank each and every one of our LSR members who participated in the Houston Children's Charity "Adopt a Family for Christmas."

You helped to make the Alvarado family's Christmas prayers come true.



Presents under the Christmas Tree.

Mrs. Alvarado gave us flowers and made us some hot coffee for the cold night, and we visited and talked about Christmas, school, hobbies, sports, and the coming New Year. We got to know a little about each other and share our experiences. Then, with the children



Thank you letters to Porsche Claus from the Alvarado children.

Thank you for the gifts I am so happy and I
I want to thank God because there is
people like you in the world
People as you and make the world better

Have a
good.

Christmas.
and a happy new year
for you and your
family.

December, 22, 2013



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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.

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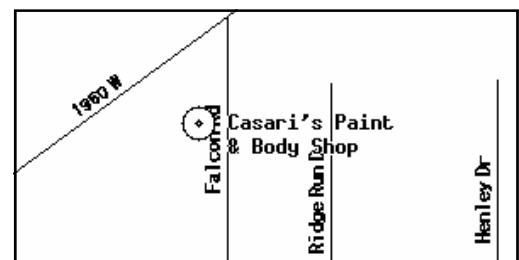
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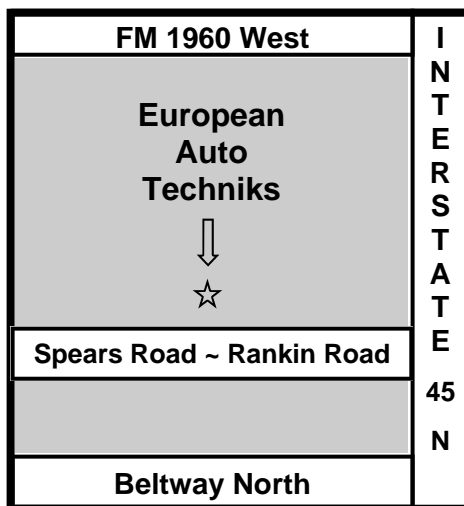
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For more information, contact
Autocross Chair Ryan Lansford at
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