

The ***Lone Star***

Porsche Club of America - Lone Star Region

February 2017



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Calendar of Events

March

Wed Mar 1	6:30pm, LSR PCA Board Meeting, The Houstonian, 111 North Post Oak Lane, Houston
Fri Mar 3	March DE COTA (March 3-5), Circuit of the Americas, 9201 Circuit of the Americas Blvd, Austin
Sat Mar 4	March DE COTA (March 3-5) 8:30am, Central GTG, Paper Co. Cafe, 1100 Elder St, Houston
Sun Mar 5	March DE COTA (March 3-5)
Sat Mar 11	8:30am, SE GTG, Dunn Brothers Coffee, 201 S Friendswood Dr., Friendswood 8:30am, SW GTG, Starbucks, 19908 Southwest Fwy, Sugar Land
Sat Mar 18	8:30am, NW GTG, Cypress Towne Center, US-290, Cypress
Sat Mar 25	8:30am, North GTG, Hubbell & Hudson Kitchen, 4526 Research Forest Dr., The Woodlands 9:00am, Galveston GTG, Starbucks, 61st Street, Galveston

April

Sat April 1	7:00am, Autocross, Texas World Speedway, 17529 State Highway 6 S, College Station 8:30am, Central GTG, Paper Co. Cafe, 1100 Elder St, Houston
Wed April 5	6:30pm, LSR PCA Board Meeting, The Houstonian, 111 North Post Oak Lane, Houston
Sat April 8	8:30am, SE GTG, Dunn Brothers Coffee, 201 S Friendswood Dr., Friendswood 8:30am, SW GTG, Starbucks, 19908 Southwest Fwy, Sugar Land
Fri April 14	April DE (April 14&15), Texas World Speedway, 17529 State Highway 6 S, College Station
Sat April 15	April DE (April 14&15), Texas World Speedway, 17529 State Highway 6 S, College Station 8:30am, NW GTG, Cypress Towne Center, US-290, Cypress
Sat April 22	Car Control School, Houston Police Department, 17000 Aldine Westfield Rd., Houston 8:30am, North GTG, Hubbell & Hudson Kitchen, 4526 Research Forest Dr., The Woodlands 9:00am, Galveston GTG, Starbucks, 61st Street, Galveston
Sun April 23	8:00am, Autocross, Houston Police Academy, 17000 Aldine Westfield Rd., Houston

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ON THE COVER
Photo of 911 with Angel Wings. One of Houston's colorful street murals, as taken by Hector Martinez during the Treffen Art Tour. Story on page 8.

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

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Ramez Botros
treasurer@lsrpca.com

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memberatlarge@lsrpca.com

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pastpres@lsrpca.com



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membership@lsrpca.com



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clubrace@lsrpca.com



Concours Chair Thomas Roy
concours@lsrpca.com



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ax@lsrpca.com



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ccs@lsrpca.com



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de@lsrpca.com



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registrar@lsrpca.com



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activities@lsrpca.com



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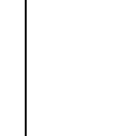
Web Master Greg Fuller
web@lsrpca.com



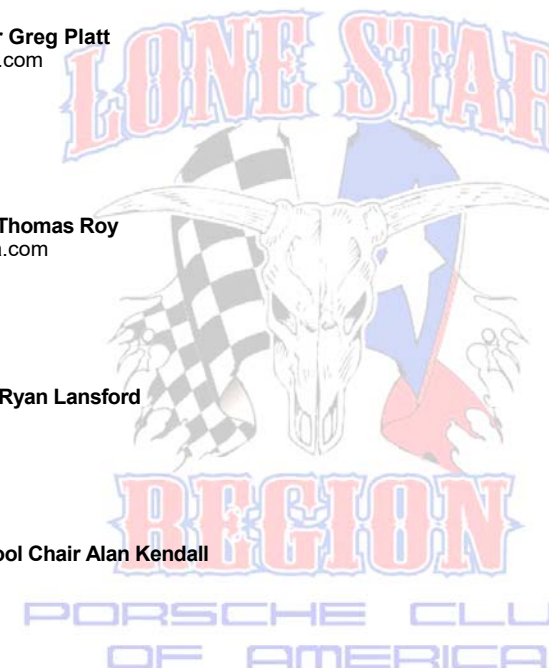
The Lone Star Editor Mike Phifer
editor@lsrpca.com



Store Patricia Liles
store@lsrpca.com



GTG Keith Coe





FROM THE PRESIDENT

STEVE BUKOSKI, President



I am very honored to be the new President of the Lone Star Region. Over the past few years, it has been an absolute thrill to participate in so many Lone Star Region events and activities. My first LSR event was in 2009 at a *Performance Driving School* held at the dog track south of Houston. From that first event, I was hooked on the cars, the people, the excitement and the passion of this great region. Oh...the passion!

You, the Lone Star Region members are some of the most passionate car owners ever encountered, and your passion has inspired me to do much more with this enthusiastic club. With so many diverse activities, I have found myself on many well-organized and spirited drives, Concours, and driver's education activities.

As I found myself wanting to be more involved, I volunteered to do more, and Joost Perquin mentored me to lead the next generation of *Performance Driving School*. In the subsequent 4 years, that program developed structured guidelines, improved drills, refined the coaching corps and was aptly renamed the *Car Control School* as it evolved into a world-class event. Now chaired by Alan Kendall and his dedicated team, this program is one of the best programs of its kind in Houston, guiding drivers into a lifetime of safe and skilled car control.

Improvement of the *Car Control School* serves as a great example of change. Change is paramount to growth. We also see it around us every day...individuals, families, businesses, and yes...car clubs. Change is not always easy, or comfortable. One thing we know positively is that change will make us

different. The right choices moving forward are the ones that will make us bigger, better, stronger, faster... (A book in the making, "Who moved my Turbo?" by Steve Austin)

The Lone Star Region is already rich with activities. There is something to do with fellow Porsche enthusiasts almost every week. This year's Board is poised to bring about even more excitement. We are exploring options to spice up existing events, opportunities for members to be exposed to club offerings not normally attended, and overlap activities. Along with your support, we also will work on improving the visibility and awareness of our partner in charitable giving, Magnificat House. Magnificat House offers hope and charity to so many of those the less fortunate Houstonians, providing housing, food, work, and emotional support while helping them to rebuild their lives.

This is YOUR club! and its success depends upon all of us. Please let your ideas and desires be known by fellow members and the Board. Let's make it what we want it to be. As a volunteer organization, our strength is from those that are dedicated to the betterment of the entire club and our community. I thank you all in advance for your participation!

I look forward to working with each and every one of you in this exciting year of evolution. Thank you for your support thus far, and your trust in me to guide our leadership team in creating greater excitement and growth.

See YOU at the next Lone Star Region event!

-Steven

LSR OFFICERS FOR 2017

On Wednesday, December 7th, the LSRPCA Board of Directors ratified the results of the elections for officers for 2017.

The elected officials are:

President - Steve Bukoski
Vice President - Michael Stein
Secretary - Kathy Kendall
Treasurer - Ramez Botros
Member At Large - Ron Martin

As directed by LSR's by-laws, the elected officials then selected the following board members and chairpersons:

Autocross - Ryan Lansford	Editor Lone Star - Mike Phifer
Car Control School - Alan Kendall	GTG - Keith Coe
Charity - Lori Mauer	Membership - Hector Martinez
Club Race - Greg Platt	Rally & Tour - Ron Baklarz
Company Store - Patty Liles	Safety - Hartley Clay
Concours - Thomas Roy	Social - Pam Fitzgerald
Drivers Education - Tim Thomas	Past President - Mike Globe
DE Registrar - Reynaldo Pagan	

This is a very strong board, who will serve all of our members, and provide the kind of leadership that has made LSR such a great organization for so many years. Please join in welcoming, supporting and thanking them for volunteering their time to make LSR one of the very best regions in PCA.

ANNUAL REPORT OF THE TREASURER

Although 2016 was full of activities, and saw another strong year of membership growth on the local and national level, we ended the year down approximately \$5000 from year-end 2015. The DE program continues to be our largest activity. With the uncertainty around our home track at TWS continuing, we did see attendance lower than usual. That factor coupled with higher than normal expenses for equipment, and launching the DE program at MSR Houston resulted in a net loss for the DE program. These losses were largely offset by the quarterly rebates received from National, which, again, for the second straight year were higher than usual. The Club Races, Concours events, Auto Crosses, and Car Control Schools all showed modest increase over last year. The Tours, Socials and Boxtober Fest events were all well attended and continue to show growth. The Lone Star Magazine showed an increase in advertisement revenue that helps to offset the cost of production and distribution, and our charity events were able to raise and donate approximately \$10,000 during 2016. Our total cash assets as of December 31, 2016 were \$432,161.90 with \$113,321.35 in Certificates of deposit and \$318,840.56 in Cash Accounts.

Thank you for your participation and membership.
Ramez Botros
LSR Treasurer

Tejas Treffen Art Tour

Saturday, November 19, 2016

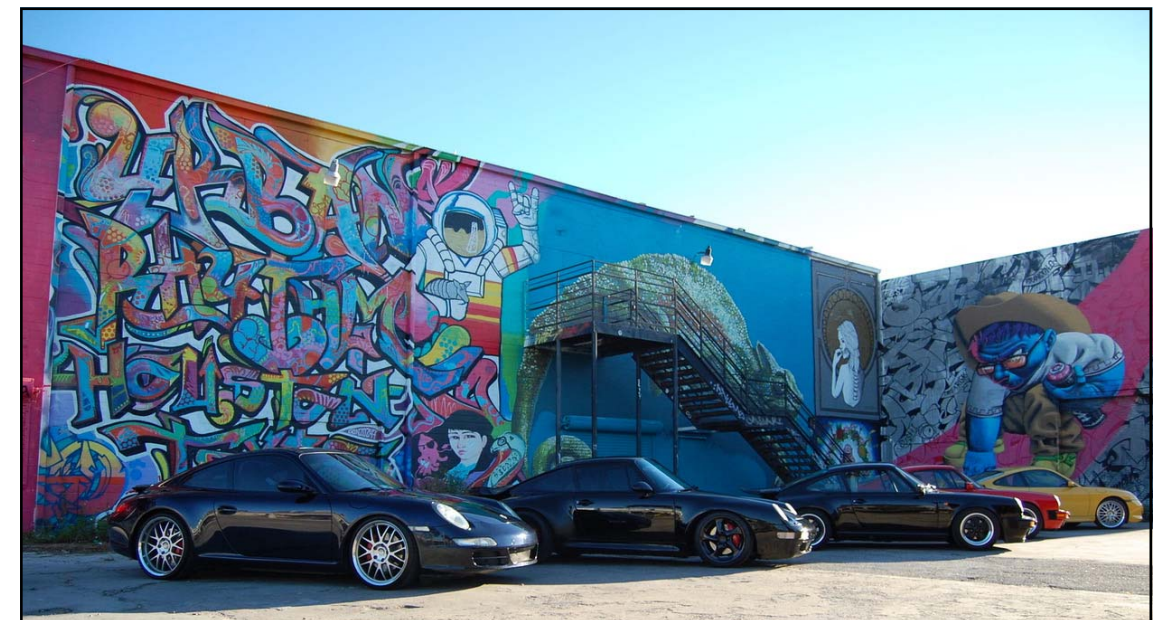


Opening your eyes to the real Houston often means getting in a car, maybe your Porsche, and driving there. Many people only see endless freeways, sprawling suburbs and strip centers, when they think of Houston. But, inside the loop, Houston is a diverse cultural center with a funky and rich history of street art.

As most Porsche owners consider their cars a rolling expression of automotive art and design, it was only fitting that a group of Porsche owners would get together to organize a tour of the eclectic and colorful murals and graffiti that bring a comic-book color and imagination to the streets of Houston's inner city.



Organized by Michael Meldrum, Antonio Kwage, Rudy Mancinus and Niels Meissner, the Tejas Treffen Art Tour was a great success with over 1500 people attending. Among the murals visited throughout the inner city were the UH-Downtown *Gator Wall*, the *Preservons la Creation Wall* at Fannin and Tuam, the Houston *Graffiti Wall* at 1503 Chartres, the *Space Canine Wall* at 1301 Leland and the *Houston is Inspired Wall* at 313 Travis on the side of the Treebeard's Restaurant.



To give you an idea of how much work it takes to create one of these murals, the *Gator Wall* was created by French street mural artist, Sebastien "Mr. D." Boileau with over 300 cans of spray paint. Working with two assistants, it took over thirty days for the three of them to complete the mural of the 150-foot alligator that appears ready to jump into the nearby Buffalo Bayou. Boileau was also responsible for painting the five-story high *Creation Wall*.

(continued on next page)



Photos courtesy of Hector Martinez.

Before you start thinking that all street artists in Houston are from France, a tremendous group of Houstonians, including Gonzo247, Skeeze181, W3R3 ON3, Jade, Bekit and Kaze, have displayed their talents on the Houston streets. So, next time you are driving around Houston, make sure to stop and check out some of the best street murals in the country, take some pictures and post them on Facebook and give some props to the artists who are making Houston a richer and more colorful city.



Photos courtesy of Hector Martinez.

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LSR Member George Bigham says:
"Michael and his team do great work, and they make sure you know what's going on with your car, every step of the way"

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The Tejas Treffen Art Tour - Space Dog with Dog Biscuit Asteroids.

Photo courtesy of Hector Martinez.

The Spirit of Giving

During last fall's Boxtoberfest, LSR Charity Chair Lori Mauer and other LSR volunteers, with the generous assistance of Chopard Boutique in the River Oaks District, raised much needed funds, and also collected donations in kind from LSR members for residents of the Magnificat House. A charitable auction was held with two *Superfast* writing instruments being generously donated by the Chopard Boutique as door prizes as well a Certificate for a Wine Tasting for 50 being generously donated by Quigley Fine Wines. Altogether, approximately \$3000.00 was raised to benefit Magnificat House.

In addition to the monies raised, LSR volunteers at Boxtoberfest also collected 96 tubes of toothpaste, 133 toothbrushes, 179 bars of soap, 56 deodorant sticks, 237 razors, 20 shaving creams, 96 bottles of shampoo as well as laundry detergent, dryer sheets, hand sanitizers, reusable water bottles, dental floss, first aid kits, combs and socks to be donated for the use of the Magnificat House residents.

In the photo below, Lori Mauer and Steve Bukoski, LSR President, present the much needed funds and items to representatives of Magnificat House at the Chopard Boutique in the River Oaks District.



L to R: Blakely Keppner, Asst. Manager of the Chopard Boutique, Lori Mauer, LSR Charity Chair, David Taylor, President of Magnificat House, and Luke Stuckey, Director of Advancement for Magnificat House.



Yee Hah in the Texas Hill Country - Boxstoberfest 2016



By: Nicole Goldman

Another sold-out Boxtoberfest weekend welcomed Porsche enthusiasts to the beautiful Texas town of Fredericksburg. In the heart of the Hill Country, Fredericksburg is a charming city with a unique German flavor with its quaint bakeries, Hauptstrasse (Main Street), boutiques and generations-old peach orchards.

And, the land surrounding Fredericksburg is home to lush, green vineyards, making it one of the country's largest wine-growing areas.

The beautiful scenery also happens to include some of the best driving roads in Texas. One of the most attended events of Boxtoberfest is a driving tour on public roads. While spirited and fun, the safety of the drivers, passengers and everyone else is of primary importance. It is not a race or high speed driving event, but a truly enjoyable tour that provides plenty of opportunities to enjoy the unique performance of these special cars.

Every year my husband, Edwin, and I looking forward to Boxtoberfest, and it seems like every year the attendance grows. We were one of the lucky ones who had a reservation in The Hangar Hotel, the host hotel for the weekend.

The Hangar is designed after a WWII airplane hangar with 1940's décor, and it is located right next to the Fredericksburg airport. With great views of planes landing and taking off, and a wonderful ballroom for the evening events, the Hangar is a great venue for all the weekend activities.

This year we invited our Swedish friends, Annki and Jim, to join us for the weekend. Our Swedish friends were so excited about driving the Hill Country roads, and especially the Twisted Sisters. that they bought a 911 Turbo from the Austin Porsche dealership on the way to Boxtoberfest. Wow, Boxtoberfest was a very expensive trip for them. I accompanied them in my beautiful white 2015 Boxster GTS Cabrio, while Edwin drove his favorite 911 Turbo.



(continued on next page)

(Boxtoberfest 2016 , continued)

We got there early so we could start the weekend with a wine tour on Friday afternoon. There were 41 people who signed up for the tour. We left the Hangar Hotel with 2 busloads of wine enthusiasts to visit some fabulous wineries, taste some delicious wines and buy a few bottles to take back home.

Driving events started early on Saturday morning at 8:00 A.M. Unlike Houston, gas stations aren't on every corner, so in order to keep the cars moving and avoid a long walk back to town, everybody was instructed to arrive with a full tank of gas. And, be sure to watch out for the livestock and cattle crossings on those Farm to Market Roads - they can be very slick and sometimes covered with Texas sized cow patties.

The Saturday closing dinner was held in the Pacific Showroom at the Hangar Hotel. The doors opened at 7:00 for cocktails, and the serving line opened at 7:30. The Showroom is a fabulous evening venue, and we were treated to a great dinner and entertainment. The Bill Smallwood Band played for us again this year, and everybody had a blast (thanks again Stallion Capital).



Boxtoberfest is a big success, thanks to all the volunteers, drive leaders and especially Michael Shassere, who helped organize the weekend. If you are thinking of going next year, check it out on www.boxtoberfest.com or www.facebook.com/boxtoberfest/.





THE PASSING ZONE



BY MIKE PHIFER, Editor

THE MID-ENGINE 911 RSR MAY BE THE NEW REALITY, BUT I'M A STUBBORN OLD FART HOLDING ON TO MY AIR-COOLED 993

Life is full of changes, some much more pleasant than others. I was more than happy to throw away my toaster-sized rotary phone that had to be umbilically attached to a wall, and then flip my flip-phone into the garbage, the one with the goofy walkie-talkie antenna that always poked me in the eye. Tossing my DOS based PS2 into the trash can was a no-brainer. Everyone hated DOS, except for geeky, chess club guys who pinned pictures of Bill Gates up on their walls.

But, when it comes to cars, I have to admit that I am a die-hard defender of ancient technology because ancient technology works, ancient technology is predictable and ancient technology is simple to understand and work on. Match equals fire is still the answer if you are lost in the cold, cold forest at night with the wolves nearby.

The 911 is one of the longest running production cars in the world. When you get behind the wheel of a 911, you know exactly what to expect – a crazy, tail-happy beast that demands respect and attention or it will try to kill you. **Never Lift** should be etched in big bold letters on the driver's sun visor. But with proper love, the 911 is a road warrior that supplies endless adrenaline fixes as well as the endless amazement of how a dealership oil change could cost so much.

A lot of good changes have been made to the 911 over the years – ABS, PSM, PCM – so many endless acronyms that I lost count, but that have made the cars more stable, safer and comfortable. The engines have gotten much bigger and more powerful, and the tires have transformed from stubby little donuts into big, fat rings of sticky tread. And yes, that is why those tires are so damn expensive, because they are so damn big.

However, not every change has been welcomed. Some have been met with a loud shout of *Nein* from the purists. When the last air-cooled 911 rolled off the assembly line in 1998, tears were shed. The air-cooled engines were remarkably simple and remarkably tough. And, as the inevitable result of such a significant design change, Porsche struggled for the next ten years to solve many of the problems that plagued the

early water-cooled engines. Memo to Porsche engineers, never trust a wet sump to do the job of a dry sump.

Now, almost twenty years after the death of the air-cooled engine, another strong chain to the past has been broken. In Jim Jette's article in this issue, he talks about the recent debut of the new mid-engine 911 RSR at Daytona. No question, the debut was successful as Porsche finished 2nd in the GT Le Mans Class. But the real question is whether it was so successful that the street version of the 911 will be redesigned as a mid-engine car.

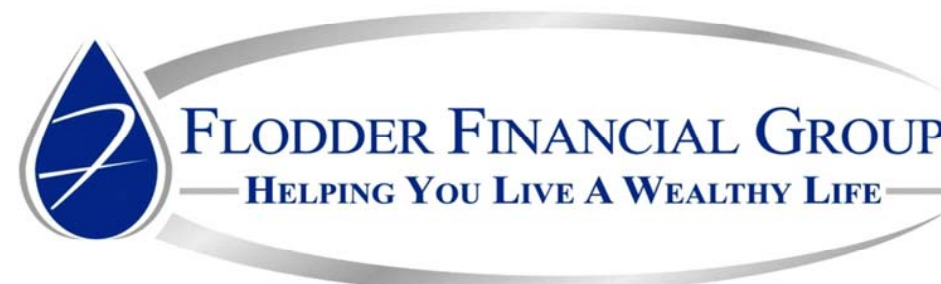
As for me, I am hoping the Porsche powers that be will just say *Nein*. However, will the deciders at VW overrule them with the 911 and Audi R8 becoming Mercury and Ford twins of the same car?

The answers to such great questions are beyond my limited skill set, but they will have to pry my air-cooled 993 from my cold dead hands. Right now, I am planning on watching the sun set over my 993, sitting on the porch of the assisted living facility while telling all the ladies outrageous lies about how fast I once drove it and remembering the good old days before catalytic converters.



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ON THE GRID
NEW MEMBERS



HECTOR MARTINEZ
Membership chair

Welcome to our newest members

OCTOBER

Jeff Fleming	2015	Macan S
Carl Householder	1987	944
Rebecca Andrews	2014	Cayman S
Stephen Tschirhart	2007	Carrera Coupe
David Villacres	1999	Boxster
Patrick Stehle	1980	Targa SC
Larry Richard	2015	911 GT3
Jim Lerner	2008	911 Turbo
Ken Grieco	2009	Cayman
Matthew Chadwick	2009	Carrera S
Josh Hanke	2015	Boxster S
Jerry Diven	2013	Carrera S
Martin Hernandez	2000	Boxster
Richard Jacobs	2014	911 Carrera
Eric Hodges	2007	Cayman
Mark Tilley	2014	Carrera 4S

NOVEMBER

Christopher Mitchell	2000	Carrera
James Stahl	2002	Carrera
Emerson Perin	2013	Carrera S
Zac Mahlum	2009	911 Carrera S
Chris Barker	2016	Boxster
Jack Reeves	1998	Boxster
Victor Carranza	2003	911 Carrera 4S
Mark Vining	2006	Carrera 4S
Arthur Valentz	2017	Turbo S Cab
Zack Raffoul	2017	Cayenne
Michael Lore	2014	Carrera
Jerry Williams	2006	Boxster
Janet Stool	1981	911 SC
David Steitz	2017	Macan
Chris Bishop	2013	Carrera S
Joe Longoria	2013	911 4S
Stuart Rettie	2005	911 GT3

DECEMBER

Trent Istre	2006	Cayman S
Alex Crain	2005	911 Carrera
Leesa Foster	2016	911 Carrera
Robert Brubaker	1997	911 Carrera
Ed Cordes	2008	911 Carrera
Dick McIlhatten	2014	911-50
Joan Grant	2014	911 Carrera
John Highams	2013	Cayenne GTS
Alan Lancaster	2016	911 GT3 RS
	2016	Cayman GT4
Florian Geissler	2017	911 Carrera
Steve M. Smith	1994	968 Cabriolet
James Picone	2004	Cayenne S
Richard DeManche	1974	2.0 Targa
	2017	Macan
James Willrodt	2014	Carrera S
Richard Leong	2010	Cayman S
Ricky Perez	2010	Cayman
Alex Riddle	2017	911 Carrera S

JANUARY

Jeff Wall	1994	928 GTS
Danny Wolf	2000	Boxster S
Alex Martinez	2014	Boxster S
Ray Peacoe	2015	Cayman S
Edward Porabaugh	2007	Cayman S
Sonny Llave	2007	Boxster
Julius Haro	2007	Carrera
Abraham Beyk	2007	Cayman S
Alberto Montenegro	2013	Carrera
Shishir Moudgal	2016	Cayman S
Fred Wagner	2016	Cayman S
Todd Donewar	2015	911 Carrera GTS
Kurt Guthier	2015	911 Carrera
Peirong Yu	2017	911 Carrera
Nicole Russell	2006	911 Carrera S
Rhonda Leake	2015	Boxster
Tom McClog	2015	Macan Turbo
Qiang Tang	2017	Carrera
Andreas Zimmer	2006	911 Carrera S

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By Jim Jette, LSR Member

The 2017 Rolex Daytona, one of the 1st major races of the year, was nothing short of spectacular and well managed even down to the hauling off the trash. The race was sponsored by International Motor Sport Association (IMSA) and drew 17 factory car teams.

PCA and local volunteer chapters did a great job in supplying relevant information at the Porsche corral and there was also a drawing for great door prizes including car covers, hot pit passes, Continental Tire Tours and other car accessories. Unfortunately, I quickly lost my ticket in the Continental Tire exposition, but I am sure my ticket number was one of the 20 missing people who were bypassed as not present for the prize drawing!!

Unknown to most race fans, there are actually several pre-races at Daytona Raceway before the 24 Hours of Rolex. One is the “Roar before the 24”, where factory and independent race teams test their cars for tuning and endurance approximately 3 weeks before the main race. On the Friday before the main race, Continental Tires also sponsors a 4-hour race filled with Aston Martins, McLarens, Mustangs and the most popular... Porsche Cayman GTs. All 55 cars in 24 hours of Rolex used Continental tires except Corvette, BMW, Ferrari, Ford GT, and Porsche who had Michelins.

IMSA made changes in class competition and other rules in 2017, but the most helpful to racing fans is that all race cars must now carry LED signs embedded in the side of the car

body denoting their position in the race. Additionally, there is a tall mast near the center of the infield that also reflects the position of the top 15 cars.

I was lucky that my brother had an RV and parking spot on the infield next to the PCA Corral. Parking included cable hook-up to the track’s racing channel so we could watch the race while in our RV. Our neighbors on one side were a race team tech crew, who we never saw, and a car magazine editor on the other side. We proudly had the Porsche flag flying overhead on our RV. Since my brother had just acquired a 2016 Turbo S with every option known to man, the RV became a regular stop along the midway for motor heads to view and ask questions about the Turbo S.

Nothing can describe the incredible noise level. People walked around the infield, which is a considerable distance from the track, with noise reduction headphones in an attempt to lessen the decibels. At night, you could watch the ceramic brakes burn bright orange as they hit the chicane and other braking points. While I have never been to Le Mans, the 24 hrs. Of Rolex was just as exciting with crashes, heavy rains, chicanes, fireworks and exciting pit stop strategies and hype.

As most of you probably know, a Ford GT (#66) won the GT Le Mans Class just ahead of the newly modified Porsche 911 RSR (#911), followed in third place by a Ferrari 488GT (#62). The Cadillac Dpi-V.R in Prototype class was the overall winner of the race.

The 2000 mile round-trip from Houston to Merritt Island,

Florida and then Daytona Beach was uneventful. I traded lanes with a Boxster in Louisiana and that was it. My 997.2 finished the trip with 98,359 miles on the odometer, and returned to “Daily Driver Status” the morning after I got back to Houston. Since I planned to drive pretty much nonstop, a lot of my driving was at night. To facilitate visual acuity on highway pavement markers late at night, I fitted the headlights with Hella yellow Lamin-x film (\$16.95). There are plenty of troopers in the I-10 pan handle of Florida and Sunshine State parkway South that would love to meet you.....so stay aware.



Should you go next year, keep in mind, that you will be unable to park your Porsche in the PCA infield Corral overnight. Do get the infield and garage options on the tickets; it’s a great chance to get in the know of what’s happening. Strangely enough, we forged new friends with the crews and drivers from three race teams in the Publix super market near the track. They were happy to talk to fans about their teams since there no media constraints.

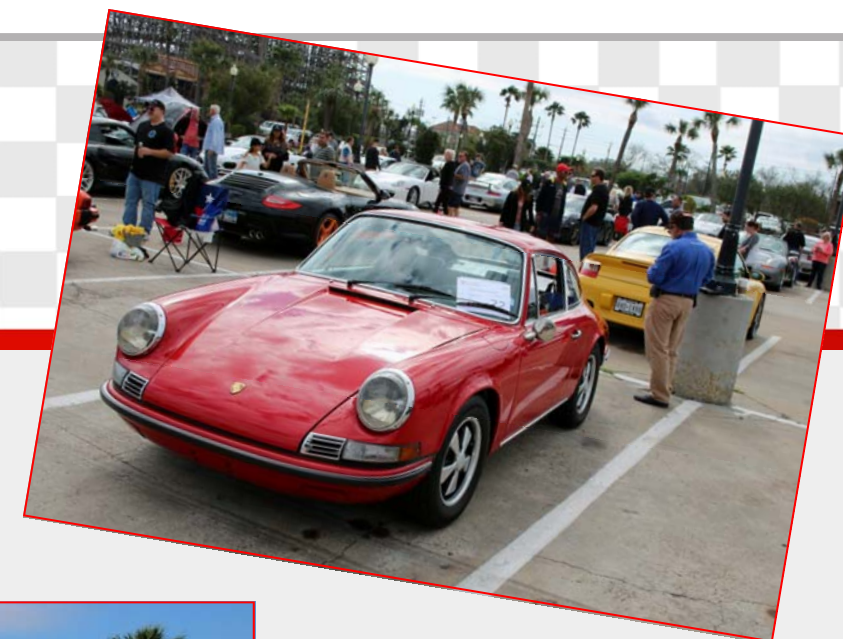


Porsche Moves to Mid-engine position copying Ford and Ferrari which allows more Drive Stability through this Upswept Diffuser



KEMAH BOARDWALK CONCOURS

FEBRUARY 26, 2017



BY THOMAS ROY, CONCOURS CHAIR

I want to thank everyone who came out for the First Concours of 2017. We kicked off the year with 49 competitors, 12 display cars and 15 other Porsche enthusiasts!

Thank you to our sponsors **Kemah Boardwalk, Einar's Garage, Flowers of Kingwood and Southern Star Signs and Graphics** who helped make this event a success.

Thank you to all the judges for helping to evaluate all competitors in record time with our wives compiling the scores within 2 hours and raffle, awards and sponsor recognition completed by noon.

Keep your eyes out for the next Concours at Porsche of West Houston in late May/early June.

**Like the PCA motto says....
"It's not just the cars, it's the people."**



Photos courtesy of Greg Fuller.

(continued on next page)

(Kemah Boardwalk Concours , continued)



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THE PIT STOP



TECH TIPS - 996, M96 and M97 Oil Starvation Issues and Fixes

When Porsche abandoned the 911's air-cooled engine in the late 1990s, purists howled with anger. And maybe they had good reason for the uproar, because the early water-cooled 911 engines had some serious mechanical problems including a wicked tendency for oil starvation under hard driving because of reduced oil capacity and the unfortunate design change to a wet sump design. Anyone with an air-cooled 911 knows that it holds a tanker full of oil, and the dry sump oil system on the air-cooled engines was designed to keep a significant amount of oil in reserve for high performance driving.

It took years, some say a decade or more, for Porsche to work out the problems with the water-cooled engines, and a bunch of Porsche owners suffered engine failures as a result, especially if they tracked their vehicles. Whether the problem is because oil is getting trapped in the cylinder heads and not getting back to the sump, or the scavenger pumps and return system cannot keep up with the demand, these engines can be fried to death over a period of time.

Unfortunately, this design flaw in the 996 oiling system also plagued the Boxster engines. So, if you are taking a Porsche 996 or a Boxster M96/M97 to the track, and the oil system has not been modified, beware of the danger of engine failure and take some basic precautions. By the time you hear the valves rattling around in the engine, it's too late.

One basic precaution is to check the oil level between every set of runs. Take enough oil with you to keep the oil level topped off at all times, because if the oil is even half a quart low, it can make the difference

between engine survival and engine failure. That long sweeping clockwise turn starting at Turn 2 into the main straight at TWS generates high G forces that can put extreme pressure on the oiling system's ability to deliver. Charging through that turn 25 times or more a day over the weekend can put some high demands on the oiling system and the engine.

However, as you start going faster and faster, topping the oil level off between runs is not going to be the best solution to the problem. Fortunately, a number of companies and suppliers make parts and kits to help alleviate the inherent design flaws of these engines.

The best fix and the most effective in the long run is the Accusump Dry Sump system that weighs about 15 pounds and is a two-quart system. It's not cheap, costing around \$1200.00 just for parts, but it's a smart investment to avoid an engine rebuild or replacement that would likely cost a minimum of \$10,000.00 or more. To get an idea of what this system looks like installed, the photo below is of one sold by Patrick Motorsports.



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Why We Porsches

Maybe I was just a tomboy, but I started collecting toy Porsches as a young girl. I snapped up as many of those die-cast Porsches as possible, as my collection grew to over 100, while I was constantly taking pictures of the real thing, collecting Porsche books and dreaming that one day I would have a real life-size Porsche of my own. I would stop and ask strangers about their Porsches, and I would go out to the parking lot of a Porsche club meeting where I used to work, just to look around at all of the beautiful cars.

Then, a few years ago, I had the opportunity to visit Stuttgart and the Porsche Museum as it celebrated the 50 year history of the 911. Inside, the museum was amazing from the second I stepped into the visitor's center. And outside the museum, and all around it, everywhere I looked, people were driving their Porsches.

I left the Porsche Museum that day knowing it was finally time to make this happen. As soon as I got back to Texas, I began searching and found just the right one. I have been the proud owner of my dream car, my first 911, a beautiful white Turbo Porsche, ever since.

I am honored to be a 911 gal, and I know that I am also passing that love onto my 11 year-old daughter!

Heather Buyajian
2009 White Turbo 911

In the immortal words of Cyndy Lauper, "Girls just want to have fun."



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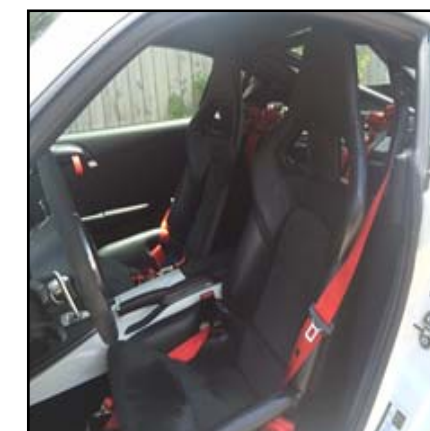
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Tuscany in Texas

LSR Tour to Marble Falls and Flat Creek Estate Winery

By: Fredna Manney

On Saturday morning Oct 22, 2016, the distinctive rumble of Porsche engines filled the air and turned heads around the Spring Valley Starbucks at 8:35

am, as 31 Porsches took off down I-10 toward Brookshire (2 more cars joined us later in route for 33 total). We had moved the trip back a week from last year, and we were rewarded with perfect fall Texas weather of 61 degrees as we started our journey.

Rumbling down winding roads through Pattison, Bellville and into historic Fayetteville, we made time for a quick rest stop and gas top-off. From there we snaked through Rutersville, and curved around to Winchester to the Roadhouse on Loop 150 just east of Bastrop for a leisurely lunch of burgers, fries, shakes, salads and of course, homemade pie. At the Roadhouse, all food is made to order — no precooked meals allowed there.

We then looped around Elgin, Coupland, through Hutto and up to Jonah to avoid Austin traffic. We toured through historic Georgetown and on to the spectacular hilly and winding road of FM 1431 that led us to Singleton Road, and yet another winding road that led us into the Flat Creek Estate Winery.

At Flat Creek, we were greeted by the one of the owners,

Madelyn Naber, and ushered into a large Pavilion in front of the native stone fireplace, where we were given a history of Flat Creek Winery and the basics of Texas wine making. Best of all, our Texas Wine 101 Class included our own private tasting of 6 wines: Rose (dry), Viognier, Reserve Viognier, Cuvee Rouge, Reserve Nebbiolo, and Reserve Aglianico.

After the wine tasting, we were ushered into the huge *Bistro* dining room with another native stone fireplace, granite wine bar, artistic vineyard mural and huge glass windows that allowed us to take in the beautiful rolling hills of the vineyards while having dinner. Our *Texas Tuscan Cuisine* three course meal (sit down for 64 people!) was prepared by two very talented Chefs and a staff who served us with speed and efficiency. This wonderful meal was paired to 3 selected wines and was not a typical “banquet style” dinner but a true gourmet delight!



The menu for dinner was:

First course: Baby greens with red grapes & goat cheese Crostini, paired with 2015 Flat Creek Estate Blanc du Bois.

Entree: Petite Beef Filet au Poivre with tarragon Beurre Rouge, roasted asparagus, & mushroom risotto, paired with 2014 Flat Creek Estate Super Texan (Sangiovese blend).

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



After dinner, we made yet another winding road trip down to Marble Falls and into our hotels to rest up for the return to Houston.... while of course taking in the Devil’s Backbone route on HW 32 toward Wimberley on the way back home! Please come join us for our next trip.



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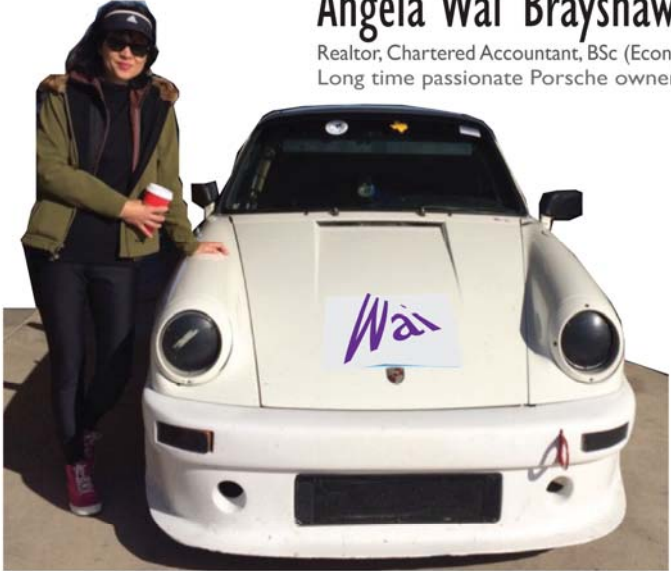
Where: Houston Police Academy (near the IAH airport)
2017 Dates: Saturdays - February 4th, April 22nd, September 23rd & November 11th
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The Checkered Flag



Photo courtesy of Hector Martinez.

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