

The Lone Star

June 2014



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The Lone Star

April 2014

Calendar of Events

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

www.lsrpca.com

www.facebook.com/groups/lsrpca/

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On the Cover:

The cover is an updated recreation by Casey Phifer of a beautiful drawing by famed cartoonist Howard Shoemaker that was presented to the Lone Star Region in 1981 to celebrate the 20th Anniversary of the Club. See the article beginning on Page 13 for more details.

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June 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					

- 4 Board Meeting
- 7 PCar GTG (C) - 8:30 am Starbucks on Katy Freeway between Chimney Rock and Voss
- 7 City-Wide Coffee and Cars - Vintage Park
- 7-8 LSR DE at TWS
- 14 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 21 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 28 PCar GTG (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall

July 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		

- 3 Board Meeting
- 5 PCar GTG (C) - 8:30 am Starbucks on Katy Freeway between Chimney Rock and Voss
- 5 City-Wide Coffee and Cars - Vintage Park
- 12 PCar GTG (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 19 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 26 PCar GTG (N) - 8:30 am Starbucks in Market Street by the Woodlands Mall

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From the President

Mike Globe, President
Lone Star Region PCA



The more things change, the more they stay the same.

Saturday mornings, at four different locations around the Houston metropolitan area, we have a P-Car GTG. (Porsche Car Get ToGether). The location rotates based on which Saturday it is. First Saturday of the month is in-town, the second in Friendswood, third Spring Cypress, and the fourth is in The Woodlands. They are casual, almost impromptu events, with very little in the way of form or structure. People just show up, grab a cup of coffee, look at cars, and visit.

The scale of the GTG's is typically modest; maybe 15 to 30 cars. It's a nice size group, as you have time to visit with everyone there. There's a core group of folks that are almost always there regardless of the location, but we have a steady stream of new folks that show up each weekend. You never know who you might meet. Last year I struck up a conversation with a couple, and after about 15 minutes of conversation, we realized that we had raced bicycles together in Ohio 40 years ago (when I was um, maybe 10 years old?). Honestly, these are one of my favorite activities the club has to offer, possibly because I'm lazy and all I have to do is show up (ok, and maybe wash my car).

The GTG on 290 at Spring Cypress is typically our biggest one, and the May GTG didn't disappoint. There was a wide variety of cars including a Panamera, 951, 928, multiple Caymans and Boxsters, 997's, 996's, 964's, a 991, ... It was a great cross section of the Porsche world. The range of vehicles Porsche has created over the decades, and the timelessness of the design in each of them is truly amazing. The styling of the 944 Turbo remains fresh today, the 928 somehow still seems to be almost futuristic, and those old 911's still pose with that attitude that says lets go driving, fast!

For me there were two highlights of that Saturday. The first was the chance to pose and photograph Bill Breland's 1974 911, and Ron Pearson's 2014 991 Cabriolet. Forty years separate

these two machines, and the technologies have advanced in leaps and bounds. But the DNA shared by these two completely different and yet fundamentally the same vehicles, is hard to miss. They truly are brothers of the same mother.



Shortly after we finished photographing and admiring the two 911's separated by forty years, Jeff Reimert drove up in his

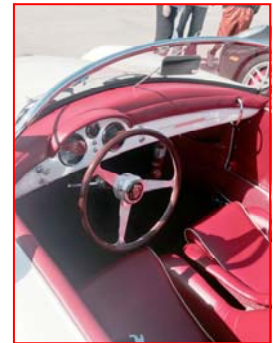


(continued on page 6)

(The more things change, continued from page 5)

immaculately restored 1955 356 Speedster. I love seeing 356's at our events, and Jeff's was the icing on the cake that day. What an absolute work of art. Every time I look

I know our club is not just about the cars, but on that particular Saturday, as great as the people were, the cars were the stars for me.



at a 356, all I can think about is the passion for performance, detail, and design that ran through the Porsche team in the 50's. Porsche must have been a truly amazing place to work in those days.

Circle Your Calendars!
Boxstoberfest 2014
September 5-7 in Fredericksburg, Texas
www.boxstoberfest.com

A close-up of the rear of a white 1955 Porsche 356 Speedster. The 'Boxster' badge is visible on the rear window. The text 'Yeee Haaa' is written on the rear window in a cursive font. The car has a black top and a black rear window.



Happy Birthday Lone Star Region

53 GREAT YEARS OF PORSCHE AND PEOPLE

By Mike Phifer, The Lone Star Editor

The history of our club is the history of Porsche. In 1961, a very small band of Porsche 356 owners in Houston, maybe ten to twenty, founded the Lone Star Region at a time when Corvettes still ruled the streets of Texas. Inside this issue, beginning on Page 11, you can read a Panorama story from 1981 about how the Lone Star Chapter struggled to survive before the birth of the 911 changed history, and you can also see some of the great leisure suits and Burt Reynolds mustaches that early LSR members wore. And yes, early LSR members did use a Porsche 356 engine to power a speedboat – just read page 14 if you don't believe me.

If not for those die-hard Porsche fanatics who kept LSR alive in the early days, we would never be a club of over 1450 members today. And thanks to all of our past members and officers, we have an incredibly strong club with a great diversity of members and activities for everyone to enjoy.

You know, the pay in this job won't buy a cup of Starbucks, but I have had so much fun this past month helping to put together this 53rd Anniversary issue that I might just keep work-

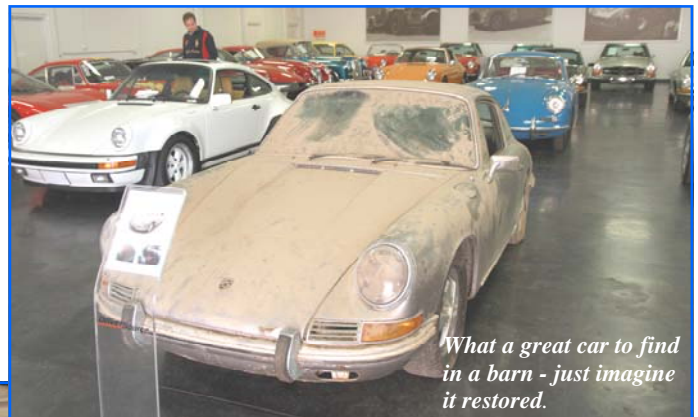
ing for free for awhile. I got to spend one Sunday afternoon this past month riding around COTA on a golf cart with some of the pit crew for Kyösti Viljanmaa at the Club Race, another weekend driving around TWS with the usual cast of characters and Jack Smythe bouncing my helmet around against the inside of his Honda S2000, a Saturday morning at DriverSource looking at some of the rarest and most beautiful cars in the world, and a morning having coffee with Walt Cunningham, an LSR member from 1968 and one of the Apollo Astronauts.

I hope you enjoy this issue of The Lone Star as much as I enjoyed helping put it together. And I want to thank everyone from 1961 to the present who helped make our club one of the best and strongest PCA chapters.



APRIL 5TH SATURDAY MORNING GTG AT DRIVERSOURCE

After getting an early caffeine fix at the Katy Freeway Starbucks at Chimney Rock & 1-10, a bunch of us drove over to DriverSource on Memorial Drive to visit with Steve Ott. Steve treated us to more coffee, kolaches and doughnuts while giving us a great tour of the DriverSource service, sales and car storage facility. I can't show you all the beautiful cars we saw, we just don't have enough pages, but it was one of the most fun Saturday mornings I have spent in a long time looking at some beautiful and rare cars in pristine condition. And, sitting in the middle of all these spotless cars was the Tennessee barn-find Porsche shown



What a great car to find in a barn - just imagine it restored.



Thanks to Steve Ott and DriverSource for a great Saturday GTG with beautiful cars.

above, still covered with all the dirt of a forty year nap, and just waiting to be restored by someone with plenty of money and time.



New Stars and Their Cars

William Wong, Membership

Isn't it time for you to join



LSR Sets Another Membership Record - 1462 Primary Members.

March of 2014

Stephen H. & Donald Birnbaum	2000	911
John G. & Beau Burns	2014	Boxster
Andrew Dibello	2008	911
Robert F. & Robin Frawley	2011	911S
David Fulghum	1997	911
Eric Galerne	2013	Cayenne S
Tony Gonzalez	1979	911
Chris & Quinita LaPorte	2013	Panamera
Lee M. & Rebecca Larkin	2013	Boxster S
Timothy & Angela Lee	2003	996TT X50
Arnold L. Lewis	2014	911 Turbo S
David H. & Cheryl Luther	2009	911 C4S
Jorge Machnizh	2011	911 GTS
Donnie R. Mixon	2008	911S
Maher A. Mneimneh & Leyla Alizada	2000	911
Stephen & Valarie Morton	2006	911S
Robert M. Nalley	1979	930
Tan Pham & Caroline Kim	2010	911 C4S
Ehsun Rahbar	2014	911
Scott C. Read & Daniel Garza	2014	Cayman
Thomas & Julie Seifert	1999	996
Alan W. Stuckert	2009	Cayman
Phill A. Tucker & Christopher Robertson	2009	911
Steven F. & Mary Viegas	2014	911 Turbo S

Transfer-in

William P. Demers	2003	Boxster
Gary W. Lumpkin	2010	Boxster
Stephen E. Marusa	2008	Cayman
Andrea B. & Trey McMillen	2006	Cayenne S
Christopher R. Paiz & Kelsey Low	2005	911 S
Stephen & Gail Zaruba	2014	911

April of 2014

Robert & Kathie Bath	2006	Boxster S
Duane Bazis	2008	911
Andrew L. & Kathleen Carter	2014	911
Gregory L. & Kendra Christy	2014	Cayman
Bruce H. Collins	??	
Jim & Nancy Farries	2003	911
Lucas J. Frances	1980	911SC
Ian Goodrum	2000	911
Ryan B. Griep & Jason Glover	2005	911S
Lance Hack	2014	Cayman
Allen L. Kelley	2013	911
Anders Knudsen	2008	Cayman
Craig W. & Julie Marshall	2014	Cayenne
Henry Martinez	2006	911S
James B. Maxwell	2014	911 50th
Ann		
Derek S. McCoy	2003	911
Ariel Pena	2008	Cayman S
Natasha C. Pieper	2013	Cayenne
turbo		
Jason K. & Angela Richards	2011	Cayenne
Aaron Schen	1984	930
Robert W. Schmitz	1990	911 C4
Michael T. Schnetzer	2011	Cayman
Glen C. & Kellie Scruggs	2006	911
Edward E. Sehnert	2007	Cayman
Christine R. Spray	2014	Cayman S
Franklin K & Franklin Steinhauer	1979	928
Steve Wascom	2008	Cayman S
<i>Transfer-in</i>		
Marcus & Jennifer Pillion	2011	911
Edward E. Sehnert	2007	Cayman
Quang B. Vu	1989	911



Zone 5 PCA defending the Alamo.

**Join the Lone Star Chapter of the P.C.A. on it's
Second Annual Porsche Club Tour to the
San Antonio Missions.
Saturday, September 20, 2014**

We will meet just outside of Richmond at the MUGZ Coffee Bar, 503 F.M.359 just North of Highway 90 just East of the Brazos river at 8:00 A.M on Saturday, September 20, 2014. (832-595-0009).

From Richmond, we will travel on back roads through Eagle Lake and Sublime to Hallettsville where we will have a comfort stop. From Hallettsville, we will take a short detour to the Ascension of our Lord Catholic Church in Moravia. After touring this prime example of the Painted Churches of Texas, we will continue to Shiner after passing through Moulton. At Shiner, we will tour the Spoetzl Brewery, the 4th largest craft brewery in the U.S., and then have lunch at Patek's Smokehouse. After lunch, we leave Shiner and travel through Gonzales, Seguin and Universal City to the Alamo City also on back roads. In San Antonio, we will tour either 1 or 2 missions, depending on time constraints.

There are 16 double rooms set aside for our group at the restored St. Anthony Hotel at 300 East Travis for the discounted rate of \$186.15, \$45.00 less than the standard rate. *(Call 888-595-3868 and ask for one of the rooms set aside for the Houston Porsche Club.)* Many other hotels or motels are also in the area, some with lower rates. Dinner will be at El Mirador, 722 South St. Mary's Street, walking distance from the St. Anthony, a gourmet Mexican restaurant. Sign up on Club Registration; the cost is \$25.00 per car. Return to Houston will be on your own.

- George Bishop

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PORSCHE PANORAMA

August 1981





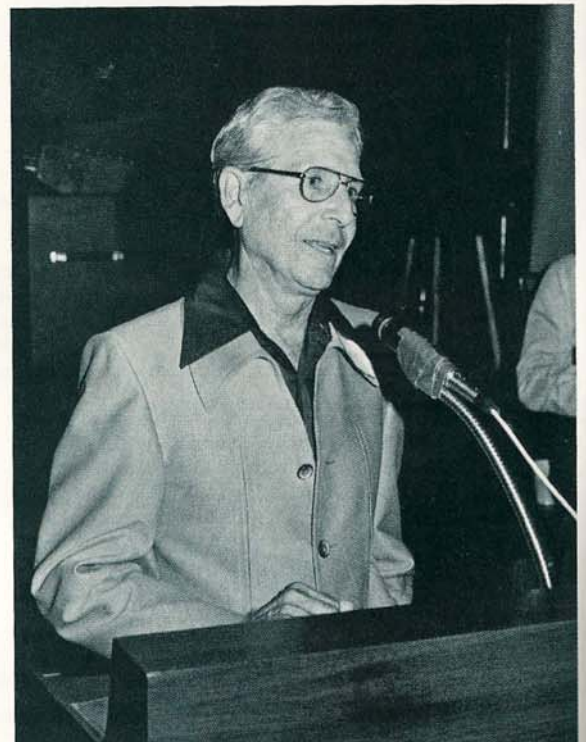
A septet of Lone Star presidents (L to R): Bob Gelles, Ernie Roberts, Jim Cunningham, Todd Horst, Mel Rainer, John Lindy and Joe Foster. Dwight Cassell, Charles Weller and Paul Vollmar were at the celebration but cleverly escaped the photographer.



Special anniversary cartoons by Howard Shoemaker were a highlight of the celebration. Here former LSR president, PCA national secretary and PANORAMA contributing editor Charles Weller (left) receives his from LSR president Todd Horst.



The Ernie Roberts Member of the Year Award honors LSR's founding father and will be presented each year to the member who displays the greatest amount of enthusiasm for Porsche and for participation in PCA activities.



Lone Star Region founder Ernie Roberts shared some of the early history of PCA's first Texas region.

PORSCHE PANORAMA

OCTOBER 1962



Photographer John Lindy produced an updated version of the October 1962 cover of PANORAMA for this issue. The original version (left) featured Ernie Roberts' Meissen blue 356A coupe in front of the San Jacinto Battleground monument. The 1981 cover shot displays the white 928 of Joe and Mollye Blackburn on the same site.



Lone Star Region 20th Anniversary

by Joe & Mollye Blackburn
Photos by John Lindy
Lone Star Region

The Porsche Club of America in the state of Texas had a very shaky beginning. The first region chartered by PCA in Texas was Gulf Coast Region in Houston. It was one of the first five regions chartered by PCA in the entire country. Gulf Coast had a few activities, but when its leadership changed, activities declined, and soon interest dwindled. In 1960, Gulf Coast Region's charter was recalled by National and Texas did not have a region although there were still some PCA members in the Houston area that continued to pay dues and read PANORAMA.

These members were surprised one day when they received a post card stating, "Do you want to start

another PCA region? If so, meet me at the Telewink Cafe for coffee and doughnuts." Signed, Ernie Roberts. Ten members did meet, had their coffee and doughnuts (Ernie recalls he paid for the doughnuts) and decided to try again. They petitioned PCA National and Lone Star Region was chartered on June 28, 1961, making it the oldest region in Texas. At first, with Lone Star Region being the only region in Texas, members were from all over the state, plus some were from Louisiana.

Ernie Roberts was elected the first president and served in that capacity for three years, from 1961 to 1964. Ernie was just the spark plug to keep the new

AUGUST, 1981/5

region running. He started a newsletter for the region and named it the *Lone Star News*. Ernie didn't like that name, so he immediately had a contest to rename the newsletter. Bob Miessler won the contest and its new name was the *Lone Star Bull-etin*, complete with a drawing of a bull. Ernie served as the newsletter editor for four years, from 1961 to 1965. Region members spent a great deal of time looking over car registration lists trying to find potential members. They were successful as the region started growing. Early events centered around family oriented rallies and picnics, and a monthly meeting was always held. The Mansfield Dam Hill Climb in Austin was well attended by region members, and SCCA races in Mansfield, Louisiana, Green Valley Raceway in Fort Worth, and Galveston always found LSR members driving or watching from the Porsche Parks that were set up at these races.

The first national recognition for the Lone Star Region was found in the October 1962 issue of the PORSCHE PANORAMA. The cover featured Ernie Roberts' Meissen Blue 356A Coupe in front of the monument on the San Jacinto Battleground. Inside PANO was a special section devoted to the Lone Star Region. In 1962 Paul R. Heinmiller was the new editor of PANORAMA and had written to all the regions requesting that they submit material to him for publication in PANO. He was faced with 24 pages to fill and as he said, "An empty file cabinet." He requested that each region be responsible for 16 of the 24 pages. October 1962 was Lone Star Region's designated month.

Ernie and his fellow members worked diligently and submitted the required 16 pages of articles on region activities. When they received the October PANO they discovered that only 5½ pages of the articles had been published. This prompted a spirited exchange of letters between President Ernie Roberts, who was worried that the LSR members "would hang him from the nearest mesquite tree" and Editor Heinmiller who urged Ernie to have the hostile LSR members "take their abuse out on me (Heinmiller) and not on you (Roberts). You are too good a president for us to lose via a necktie party." Luckily there was no hanging and Heinmiller did run the additional articles in later issues of PANO. In that October 1962 PANORAMA the lead article featured LSR members in competition at a hill climb at the Mansfield Dam near Austin, Texas. A short history of the region was published along with directions on "how to make terry cloth seat covers for your 356 Porsche," "how to use a 356 engine to power a speed boat," and "how to connect a warning buzzer that would sound if your fan belt broke."

During the four year editorship (from 1965 to 1969) of Bob Gelles, the *Lone Star Bull-etin* became the *Lone Star Lagniappe*. Then it was renamed the *Lone Star Doppelfallstromvergasser*. In 1969 when LSR member and astronaut Walt Cunningham circled the earth in his spacecraft, club president Charles Weller was inspired to name the LSR newsletter the *Porsche-naut*. That name has endured for the past 12 years.

Throughout the 20 years of LSR's existence many members have participated in PCA Parades. But a record that is probably unmatched in PCA is that of Bob and Genevieve Gelles. They will be attending their 16th consecutive Parade in Asheville, N.C. this year. LSR has contributed leadership to the National Board of Directors with Charles Weller serving as National Policy Chairman, National Secretary in 1971, and as a contributing editor to PANORAMA. Presently Bob Gelles is the National Insurance Chairman and the National Policy Chairman.

The variety of activities and level of participation in the activities has increased through the years. LSR now has a schedule loaded with autocrosses, rallies, swap meets, car shows, tech sessions, go-kart races, picnics, weekend driving tours, driving schools at Texas World Speedway, monthly dinner meetings, and speakers. In 1980 LSR had 38 events for members to attend. Also in 1980, the Lone Star Indy Weekend was created as a weekend of concours, rally, tech quiz, and autocross. In the two years since it's inception, this event has developed into one of the premier Porsche weekend events in Texas. The addition of a planned driving event at Texas World Speedway in conjunction with Indy Weekend next year, will make this an event not to be missed in 1982. Due to the tremendous growth of Houston, the many new Porsche owners, and region officers who have scheduled activities to have something for everyone, Lone Star Region has grown to be the largest region in Zone 5. What better way to celebrate the region's many accomplishments than with a party?

As the June 28, 1981, date approached, plans were made to celebrate the Lone Star Region's 20th anniversary with a big party at the Bavarian Gardens Restaurant in Houston. The restaurant was packed full as 140 LSR members attended the celebration. After everyone had enjoyed the German buffet, Master of Ceremonies Bob Gelles began the program. The first item was an audio-visual presentation assembled by John Lindy that featured the sounds of Mason Williams' "Classical Gas" as Howard Shoemaker race car prints flashed on the screen. Next was the return of Pferd Porch—that mysterious character from Germany who ran into a little hard luck with his 356 while visting in Houston.

Then, a collection of member's slides were shown that featured everything from Jim Sewell's Porsche sand sculpture at the Monterrey Parade to Chuck Stoddard proudly showing his Porsche collection to the Gelleses. The audio-visual presentation ended with a movie to the music of "Take It to the Limit One More Time" as we rode around the Weissach test track in a 935. Bob Gelles then recognized several members of LSR in the audience including the designer of the LSR logo, Bobbie Hazeltine, long-time member Ron Smith, and all the former presidents in attendance. The next item on the program was the presentation of a new PCA charter to the region by Bob Gelles to LSR President Todd Horst (the original charter got lost sometime during the last 20 years).

Vice President Connie McElroy then read letters of congratulations to the region from Zone 5 Representative Don Spaulding, "keep up the good work;" Fred Heyler, Porsche + Audi Public Relations, "we've come a long way baby;" Hank Malter, PCA National President, "the first region in Texas;" and a special surprise letter from Dr. Ferry Porsche that ended with "thanks from the Porsche family."

Famed cartoonist Howard Shoemaker had created a special cartoon especially for our celebration. Six Lone Star members were presented the framed and autographed cartoons for their contributions to the region over the past 20 years. Receiving the special cartoons were: Johnie Adams, member since 1962 and avid LSR supporter; Bob Gelles, past president and newsletter editor for four years; Charles Weller, past president and first 911 owner in Houston; John Lindy, past president and newsletter editor for 3½ years; Carlos Pasini, autocross enthusiast and sponsor of Eurocar-vs-Miocar autocross series; and Paul Vollmar, past president, activity chairman, and track record holder at Oak Hill.

Mollye and Joe Blackburn, *Porschenaut* editors, were surprised when they were presented with an engraving of a 928 as a special thanks from the region.

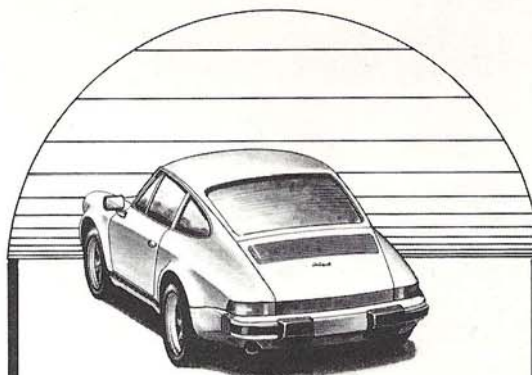
Bob Gelles then introduced our founder and first president Ernie Roberts, who received a standing ovation as he approached the podium. Ernie recalled for us some of the history of the club in those beginning

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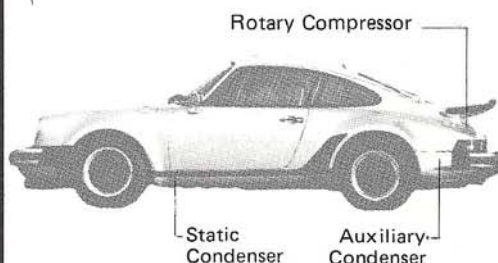
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Ernie and Cecile Roberts, Bob Gelles and Todd Horst with a brand new copy of the Lone Star charter. The original is lost in the murk of the last twenty years.

years. Ernie told several amusing anecdotes about himself and his 356 and ended with this touching poem by John C. Metcalf:

There is a girl whom I adore
Because of two big eyes
That shine at night like yellow moons
Upon the deep blue skies.

There is a girl whom I hold dear
Because her dress is red
And with her winsome ways
She oft my heart away has sped.

There is a girl whom I long for
Whenever I am free
So we together can again
The world about us see.

There is a girl whom I define
As fastest in our set
But when I am with her
It seems I never weary get.

There is a girl whom you, I know
Would like to take as far
Because in sporting clothes
She is my Porsche sports car.

Ernie was then presented with his own anniversary cartoon by Bob Gelles. Todd Horst then told about the creation of a Lone Star Region member of the year award. The Lone Star Region will present this award each year to the member who displays the greatest

amount of enthusiasm for Porsche and for participation in club activities. The award is named "The Ernie Roberts Member of the Year Award" in honor of our founder. The award was presented to Ernie and he will return and present the award to our 1981 winner at the annual LSR Christmas party.

Everyone had high hopes of winning as Gerald McCormick conducted a drawing for two autographed Howard Shoemaker Race Car Prints. They were won by Dave Mc Elroy and Fred Tilker. Next a drawing was held for three books, each autographed by Dr. Ferry Porsche, especially for our anniversary party. *The 911 Story* was won by Patty Wahtera, *The Porsche Book* was won by Don Purdy, and *We at Porsche* was won by Bruce Carter.

At the end of the party everyone received their own copy of our anniversary cartoon. The party was a great 20th anniversary celebration. It demonstrated as the years go by LSR members will change and, of course, the Porsche automobile will change, but as sure as the monument stands on the San Jacinto Battleground, there will be a Lone Star Region whose members appreciate the excellence of the Porsche automobile, and gather together with their Porsches to have fun. ☼

Acknowledgements:

*Historical information: Dale Miller,
PCA National Historian
Special thanks to Howard Shoemaker,
Great Plains Region
Ilse Nadele, Porsche A.G.*



LSRPCA Board Minutes

Michelle Serrell, Secretary

April 2014

In Attendance:

Mike Globe, President
Eric Serrell, Vice President
Michelle Serrell, Secretary
Ryan Lansford, AutoCross
Lynn Friedman, Zone 5 Rep
Ron Baklarz, Rally and Touring
Burnell Curtis, Tech Advisor
Pam Fitzgerald, Social Coordinator

Greg Platt, Past President
Jim Heimer, Website
Greg Fuller, Co Website
William Wong, Membership
Andrea McMillen
Anne Retzler
Larry Friedman

Meeting called to order at 6:31 PM

Mike Globe reported that the March Club Race was a huge success. Sadly the end of 2014 could be the last time a Club Race or DE event will be held at TWS. TWS has been discussing selling the land to a land developer. The club is actively looking for alternative tracks in the area to hold future events.

Greg Platt reported that the Club Race did make some money this time, just waiting on data to report at next board meeting.

Mike Globe introduced our newest board member -Andrea McMillen. She relocated from the Dallas Maverick Region and has volunteered to run the LSR Store. Greg Platt nominates her as LSR Store Board Member, Eric seconds, all Board Members in favor to elect Andrea McMillen as the new LSR Store board member.

Ryan Lansford stated that the AutoCross held on February 23, 2014 was a big success with 51 registered drivers. Everyone seemed to have a good time. Ryan Lansford reported that their new trophies came in along with the polos, they look good and fit good. Started advertising in the Bentwater Life Magazine.

Eric Serrell reported that Keith Coe has volunteered to be the new GTG Chairman. Reported he would like to start calling new members each month and welcoming them to the club and inform them of upcoming activities that the club is holding. He also reported that the TWS Tour held March 15th went well even though it rained, had 22 cars. There were no u-turns and didn't lose anyone. However, due to the torrential rain fall during the event just about everyone left by 3pm so dinner was canceled.

Mike Globe reported on behalf of Steve Bukoski that the upcoming Car Control School has sold out for the April 26th date.

Burnell Curtis, Larry Friedman, Anne Retzler, Greg Fuller and Michelle Serrell-Nothing to share at this time.

William Wong provided another new record for membership of the Lone Star Region now at 1447 Primary members. Total membership including affiliated members is now 2338.

Ron Baklarz reported on behalf of Dee & Ed Cannon that the Stingaree Tour held on March 29th was another success with 27 cars participating. They also had great raffle prizes to give away. Also stated that George Bishop informed him that the Porsche & Pollen Tour slated for 4/5/2014 has 20-22 cars signed up for dinner.

Lynn Friedman-Zone 5 Representative reported that they would really like a good showing at the upcoming Parade being held June 15-21 in Monterey, CA in June. Thanked the board members that went to the Zone 5 Presidents meeting held in San Antonio the last weekend in March.

Mike Globe reported on behalf of Pam Fitzgerald that the upcoming Social Event being held at Cedar Creek Cafe on 4/13/2014 is still open. Would like to see everyone out there for this event.

Jim Heimer welcomed Greg Fuller to the website host and sharing the load of this job.

Greg Platt motions to adjourn at 7:38 PM. Eric Serrell 2nd the motion, motion passed.

May 2014

In Attendance:

Mike Globe, President
Eric Serrell, Vice President
Michelle Serrell, Secretary
Ken Tubman, Member at Large
Ryan Lansford, AutoCross
Walt Doyle, Concours
Ron Baklarz, Rally and Touring
Burnell Curtis, Tech Advisor
Pam Fitzgerald, Social Coordinator
Dee Cannon, Charity

Steve Bukoski, Car Control School
Greg Fuller, Co Website
Nina Midway, Public Affairs
Mike Shassere, Boxtoberfest
Anne Retzler
Nicole Goldman, Lone Star Asst. Editor
Rocky Gandy

Meeting called to order at 6:30 PM

Mike Globe reports on behalf of William Wong-Membership chair stating another record membership to report at 1,462 members with total of 2,365. April DE went well, registration was down a bit. COTA DE/Race went extremely well, all participants went home happy.

Eric Serrell reported on his experience calling new members and that it went well and was well received. Dee Cannon has volunteered to call the new members for April.

Michael Shassere reported that registration for Boxtoberfest will open on 7/1/2014. They are going to try some new things this year. Walt Doyle will be the driver coordinator. Ed and Dee Cannon will help again this year with registration and do a Wine Tour. Still needs help with the Saturday dinner on entertainment and/or decorations.

Pam Fitzgerald reported that the Cedar Creek social was a great success. They had a great turnout with about 30-40 cars and around 50 people. The next International Dinner will be on 5/24/2014 at Ibiza Food and Wine Bar. We will have a private room with a reduced menu. The food is Spanish/American in conjunction with where the F1 race is being held this month.

Dee Cannon reported that the Stingeray Restaurant Tour went well and they raised \$800. A lot of first time drivers, weather was good and everybody had a good time. Look at doing a GTG in Galveston, to be held on the same weekend as The Woodlands (4th Saturday) in the near future. Wants to give a variety to some who don't want to drive to The Woodlands.

Walt Doyle reported that Daryl Henderson-owns a German Restaurant in The Woodlands wants to do a show and shine in June or July. More details to follow. The Central GTG went well again, everyone seems to like this one.

Ron Baklarz reported on behalf of George Bishop that the 2nd Annual San Antonio Missions Tour will be held on September 20th & 21st. More details to follow, check the calendar for updates.

Greg Fuller reported that the website had 2,278 unique visitors with a total of 4,357 visits. Calendar was the most viewed item on the website.

Steve Bukoski reported that the April Car Control Clinic was sold out and was very successful. The next clinics will be October 11th and November 22nd.

Ryan Lansford reported that the AutoCross held in April was also sold out with 73 people. Everyone seemed to have a good time.

Ken Tubman reported that an email blast will be going out shortly. Please let him know if you have anything to add.

Burnell Curtis, Anne Retzler, Nicole Goldman, Rocky Gandy and Michelle Serrell-Nothing to share at this time.

Eric Serrell motions to adjourn at 7:29 PM. Pam Fitzgerald seconds the motion, motion passes.

CARRERAS OF THE AMERICAS CLUB RACE and HPDE AT COTA

MAY 2014



Sponsored by Lone Star, Hill Country and Maverick Regions, the Carrera of the Americas Club Race once again returned to the beautiful and challenging 3.4 mile Formula 1 track at COTA that lies in the shadows of Austin, Texas. Garages and paddocks were filled with beautiful Porsches, hard-working pit crews and car haulers from across the United States as over 150 club racers showed up to enjoy three days of driving and racing under Austin's blue spring skies.

The Carreras of the Americas race was the second of three races that make up the "Southern Swing" of PCA Club Races in Texas and Louisiana that began in March at TWS and end at NOLA Motorsports Park on May 24th. The three host Texas regions were well represented by their local members in the sprint and enduro races as they competed against some of the fastest and best equipped Porsches from across the country.

PCA Club Racing had its inaugural season in 1992 with four races, and has grown to about 30 races involving more than 2,000 PCA Club Racers. The organization and operation of Club Races is governed by PCA and is uniform, so that any racer may attend any Club Race and know exactly what to expect. PCA Club Racing is fun, safe, and clean with immediate sanctions against any driver at fault in an incident involving car damage.

One of the interesting aspects of Club Racing is that no trophies are awarded so the competition stays friendly. However, podium finishers get the honor of placing a "Podium" decal on their car, and you know a driver is tough to beat when you see a line of "Podium" decals adorning the rear side window.



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CARRERAS OF THE AMERICAS CLUB RACE and HPDE AT COTA, cont'd



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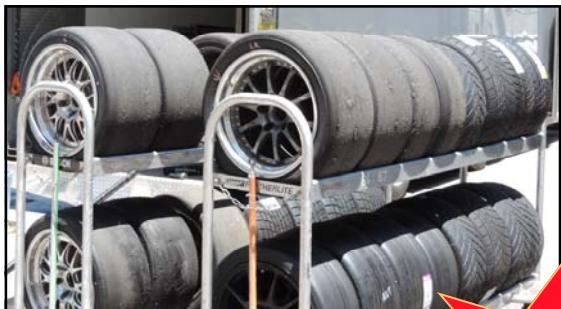
Lynn and Larry Friedman with the LSR Pace Car.



Kyosti Viljanmaa, white enduro leader, on the mandatory five-minute pit stop..



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Supporting Cast

Event Chair, David Gross
CR Chairmen, West Dillard, Mike Globe & Bill Miller
CR Registrar, Wendy Shoffit
DE Chairmen, Greg Stewart & John Sandusky
DE Registrar, Tim Thomas
Finance, Al Graci
Flags & Corners, Bob Benson
Grid, Travis Howard
Hospitality, Tracey Gross
Insurance, Michelle Sherrill

Medical, Wayne Brown
Pace Car, Lynn Friedman & Phil Hallenbeck
Race Control, Connie Van Schuyver, Mary Coney,
& Jo Jacobsen
Start/Finish, Ray Orr
Traffic & Parking, Wally Ruiz
Volunteers, Amy Michalewicz
Website, Chris Alvarado
Sheriff Jake Taylor

National:

Club Racing Chair, Bryan Henderson
Chief Stewards, Vicki Earnshaw & Bruce Boeder
Scrutineers, John Cotter, Mike Mulligan, Brian Gay,
Brian Thomas, Lori Mauthe & Walt Fricke
Training Scrutineers, Jerry Austin & Mark Robinson
Timing & Scoring, Michael Wingfield & Cathy Crosby
Classroom/Chalk, Talk David Scott & Jim Garrett



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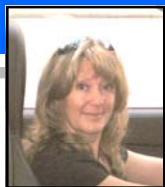
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Third Annual Porsches and Pollen Charity Tour



By Nicole Goldman

Thirty-four Porsches gathered at the Chappell Hill Bakery and Deli for the tour start. To the delight of our early morning appetites, this bakery is known for the best cinnamon rolls in Texas. After we divided into two groups, our Porsches were ready to begin a drive that everyone would later recall as a fascinating, exciting, cultural, bonding experience and so much fun to do.



On the left Bob Davis of Chappell Hill was group A leader and on the right George Bishop was group B leader.

George Bishop created a fabulous tour route that included something for everyone to enjoy.

"Spirited running" through the hills and curves of Texas back roads dotted with spring wildflowers led us to stops at a lavender farm, Rennsport, the Painted Church in Dubina, a private tour of New Dubina Western town, Round Top and it's eclectic shops, Historic Winedale and wineries followed by a Porsche themed gourmet banquet at the Funky Art Café in Brenham.



Check in and sweet cinnamon rolls to fuel the drive.



An explanation of the tour program including safety facts by George Bishop.

Some of the Highlights were:



Mike Callas, a former professional racecar driver who worked for several race teams, is the owner of Rennsport. He has been in business in the same location since 1978.

Mike worked for Porsche as a technician and worked his way up to being a factory representative.

At Rennsport, Mike does everything from all out race preparation to daily driver maintenance including engine and transmission rebuilds.

At the end of the tour, Mike gave George Bishop a check for a nice contribution to the Lone Star Region Charity.

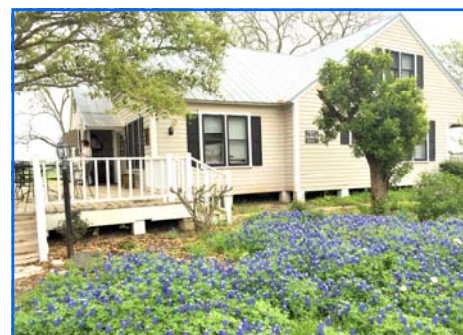


Mike and his wife MC made us feel very welcome.

New Dubina Western Town.

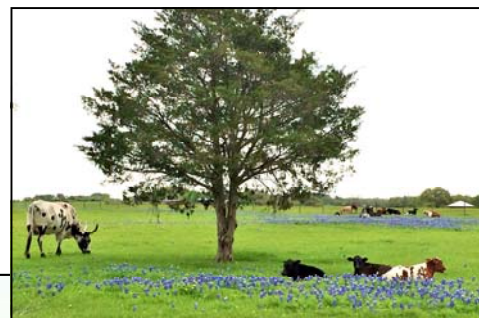
Dr. Jimmy Helms (70), a retired dentist, has built an Old West town on his Texas ranch, including a schoolhouse. It's a rite of passage for many Texans to retire to a home on the range.

But unlike other wannabe cowboys, Dr. Helms, whose patients included former President George H. W. Bush, wasn't content with just a herd of cattle and a stocked fish pond. He built his own Old West town that recalls the days of lawmen and gunslingers on his 105-acre ranch. "I guess I watched too many Lone Ranger movies as a kid,"



April 5, 2014

said Dr. Helms. New Dubina is so evocative of the Old West that a television series called “Hidden Histories” that is broadcast on SKY network in New Zealand filmed a couple of episodes in the town this year. “The stories were about Texas outlaws like Sam Bass, and they had shootouts, which was kind of exciting,” Dr. Helms said. “I played the sheriff who gets killed off early, but I didn’t take it personally.”



The Historic Towns of Round Top and Winedale.

A complex of 19th century structures and modern facilities situated on 225 acres near Round Top is one of five divisions of the Dolph Briscoe Center for American History. Winedale is the home of the Stagecoach Inn which is open for tour by the University of Texas. The Inn was purchased in 1963 by Miss Ima Hogg, who bought it from Houstonian, Hazel G. Ledbetter.

Miss Ima Hogg, known as “The First Lady of Texas” was an American philanthropist, patron and collector of the arts, and one



of the most respected women in Texas during the 20th century. After she finished restoration of the Inn, she donated it to the University of Texas.

On these same grounds is the Shakespeare Theater at Winedale where promising young actors from all over the world perform Shakespeare's most famous plays inside a restored barn.



PORSCHE, EASTER GOOD FRIDAY - H

Not a drop of rain fell from bluebonnet skies over College Station, a cooling north wind kept temperatures down, and almost two hundred drivers enjoyed the Good Friday holiday by putting their cars to the challenge of one of the best super speedways in the country. Thanks to CDI Bill Tutt, DE Chair Andrew Seifert and the LSR instructors, the driving was smooth and safe from start to finish so everyone got home in time for Easter dinner on Sunday.

But HPDE weekends aren't just for hitting the apexes, they're a great way to meet your fellow members. On Friday evening, after the track had gone cold, everyone gathered around the kegs and wine bar for some cold refreshment and a hot buffet of fish, beef and chicken tacos arranged by Andrew and Pam Fitzgerald. As a way to thank the drivers who signed up for this DE that had been rescheduled to Good Friday due to the club race at COTA, LSR President Mike Globe and CDI Bill Tutt gave away a table full of raffle prizes including tire gauges, helmet bags, garage spaces and two free HPDE weekends. And in keeping with the Easter holiday, "Easter Bunny" Tutt hid the identity of the prizes in bright plastic Easter eggs that the lucky winners had to reach in and pick out of a bag.

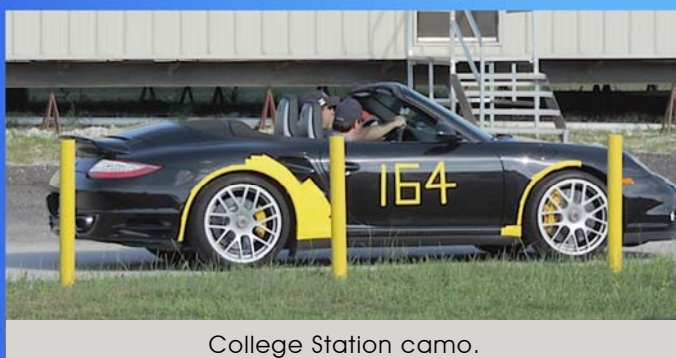
LSR is really one big family, and because it was Easter weekend, several members brought their families with them to the track. Joost Perquin's black GT3 rolled into the garage early Friday morning with his son in the co-pilot seat, young Andrew Virden was seen wheeling around TWS in his tricked out stroller, and Tim Thomas' daughter was up early both mornings helping with driver registration. As they say, it's not just the cars, it's the people.



Beautiful red Targa.



Six point harness



College Station camo.



Don't blo



Glen Campbell leads the driver's meeting.



DIY



The beer flag flies.



Keg line longer th

ER EGGS AND BLUE SKIES PDE AT TWS



training



Friday black flag.



ow by this flag.



Along came a Spyder.



Thumbs up



an the grid line.



Dennis Mitchell fueling his Cayman S.



CDI Bill "Easter Bunny" Tutt announces the prize winners.

(continued on next page)

PORSCHE, EASTER EGGS AND BLUE SKIES GOOD FRIDAY - HPDE AT TWS

(continued from page 23)



Greg Platt with Courtney Thomas.



Reach in and grab an egg -
President Mike Globe holding the prize eggs.



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Schulenburg Show and Shine Car Show

January 25th, 2014



By Edwin Cannon

The Schulenburg Show and Shine Car Show was on January 25, 2014. We had planned for a leisurely drive to Schulenburg on the Texas back roads that Saturday. To start the drive, we met up at the Bruce's in Waller; they have great jerky and fudge. LSR President Mike Globe gave a safety briefing before starting out; even though this was not an LSR event, safety always comes first when we are out enjoying our cars. The rural route took us through Bellville, Industry, Fayetteville, La Grange, and on to Schulenburg for the 1st Annual Show and Shine benefitting the BMW Club Charity CCA.



Nikki Weed, a writer for several car magazines, was the MC and founder of the event. Nikki did a great job of bringing everyone together, and she told us a great story of how she chose Schulenburg, Texas. In 2013, Nikki had driven from California to North Carolina in a donated 1983 BMW with 250,000 plus miles already logged, an E24 6 Series that she aptly named the "Red Shark", and blogged about her experiences along the way. After finishing the drive, Nikki wanted to give something back to the BMW club by creating an event to help fund their charity foundation to provide driver safety training to young drivers. So, Nikki, who calls herself "That Random Blonde Girl with a Million Questions and No Answers", took the US map, shut her eyes and put her finger down right on top of Schulenburg.

Although none of us won an award at the show, we did have a fine time. Mike Globe thought he had won his division with his Red 935 Turbo, until they discovered they had put down the wrong year for his class. Sorry Mike, better luck next year. We were entertained by an afternoon of German Oom-Pah from the Shiner Brewery Band and a bunch of beautiful cars. After the awards presentation, we ate lunch in the historic Sengelmann Hall in downtown Schulenburg with dancing and festivities. We will be sure to be ready for this event again next year, and maybe one of us will bring home a trophy.





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The Fastest Man

IN HOUSTON

By Mike Phifer, Lone Star Editor



Walt Cunningham

Photo courtesy of Walt Cunningham and Motor Trend.

In October 1963, the Lone Star Chapter of the Porsche Club of America was a small band of die-hard 356 owners, a club struggling to survive a year before the birth of the 911 made Porsche an unforgettable name in automotive history. The entire membership could get together at the Telewink Coffee Shop on Saturday morning for cars, coffee and doughnuts, and still leave plenty of room for everyone else in Houston. But that was all about to change with the arrival of a new high-flying LSR member from California, and after getting together, both would reach goals only dreamed of in the past.

Walt Cunningham has always loved a good road trip. After riding a fourteen-story high Saturn rocket into space and orbiting the earth for eleven days at 17,500 miles per hour in the Apollo 7 command module, what car does an Astronaut strap into on the streets of Houston? It hasn't always been a Corvette. For Walt, Marine fighter pilot, Apollo Astronaut, and LSR member, there have been a bunch of Porsches along the way.

People who love cars always find the best, and Walt owned some of the first and most beautiful Porsches before he ever ventured into space. After flying night fighters in the Korean War, and then earning his bachelor's degree from UCLA in physics, Walt bought a 1960 Silver Speedster for \$1500.00 in Los Angeles. How many days a year did Walt have to put up the top on the Speedster in Southern California - maybe two or three. Since he bought that Speedster more than fifty years ago, Walt has never owned a car other than a two-seater with a stick-shift down the middle.

The only thing Walt changed on Ferry Porsche's original Speedster to make it unique - side curtains to power windows with a kit he bought for the magnificent sum of 110 dollars. And yes, hands on and do it yourself, Walt personally cut the slits in the doors and turned the edges under so the windows could power up. He then sold the Speedster for \$200.00 more than he paid, but I bet Walt wishes he still had that car today considering the sky-high prices being paid for vintage Speedsters.

In 1963, the orbit of Walt's life passed through Houston, and he has called the city home ever since. The previous September, President John Kennedy had given one of the



Walt's 1962 Porsche 356B in Clear Lake.

most famous speeches of his presidency at Rice University. In Houston, Kennedy committed America to winning the "space race" with the Russians, and Walt Cunningham heard the words that would not only change his life but lead to one of the most incredible accomplishments in American history.

Like his boyhood hero, Charles Lindberg, Walt couldn't resist the challenge of crossing an unknown, often dangerous frontier. So Walt turned in his application to become one of the third group of Astronauts. As a civilian who hadn't graduated from one of the military academies but who worked his way up from an enlisted man in the Navy, the odds were against him. But Walt Cunningham, who once rolled a four door

Studebaker in the Southern California canyons and walked away without a scratch, has always had some luck on his side

A Porsche 356B Roadster brought Walt from California to Houston to begin training for the great journey of his life. The Johnson Space Flight Center had just opened, the Astrodome was under construction and Clear Lake was mostly undeveloped coastal prairie rolling down to Galveston Bay. When Walt got to town, just about every Astronaut had a Corvette parked in the driveway.

For the next few years, Walt was probably the only Astronaut who had a Porsche parked in the driveway. Walt owned one of the first 911's - a 1966 S that he had picked up from the factory in Germany. Being able to work on the simple flat six engine in his backyard was a break from the rigors of astronaut training, and Walt loved the sweeping, clean lines that made the 911 one of the longest running production cars in history.

Just before Walt was scheduled to go into space, disaster struck the NASA program. On January 21, 1967, during a launch test, fire blazed through the oxygen-filled Apollo 1 command module taking the lives of fellow Astronauts Roger Chaffee, Gus Grissom and Ed White. Walt had been

"But why, some say, the moon? Why choose this as our goal? And they may well ask why climb the highest mountain? Why, 35 years ago, fly the Atlantic? Why does Rice play Texas? We choose to go to the moon. We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard ..."

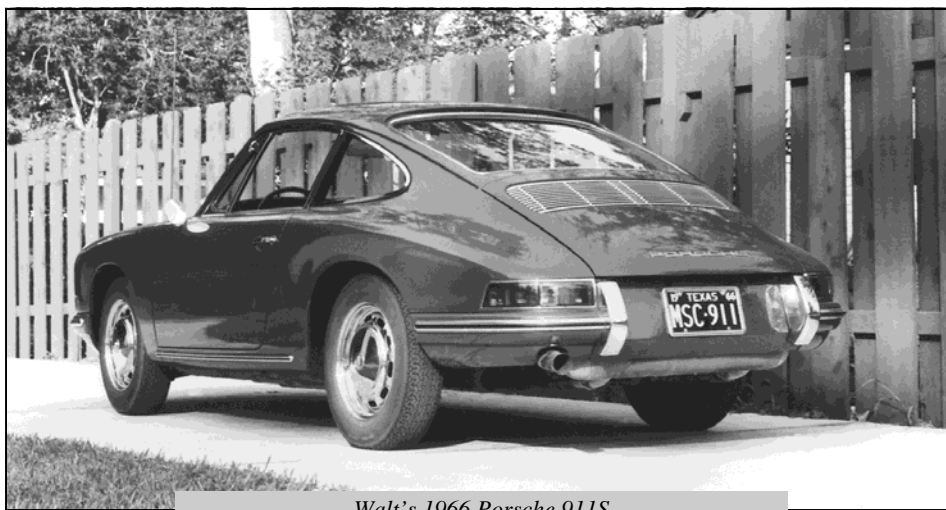
John F. Kennedy
Rice University, September 1962

(continued on next page)

The Fastest Man in Houston, *continued*

the back-up lunar module pilot for that mission. After such a disaster, many people might have had second thoughts about the risk, but for Walt there was no hesitation or doubt; he knew they were going to keep the promise Kennedy had made to the world.

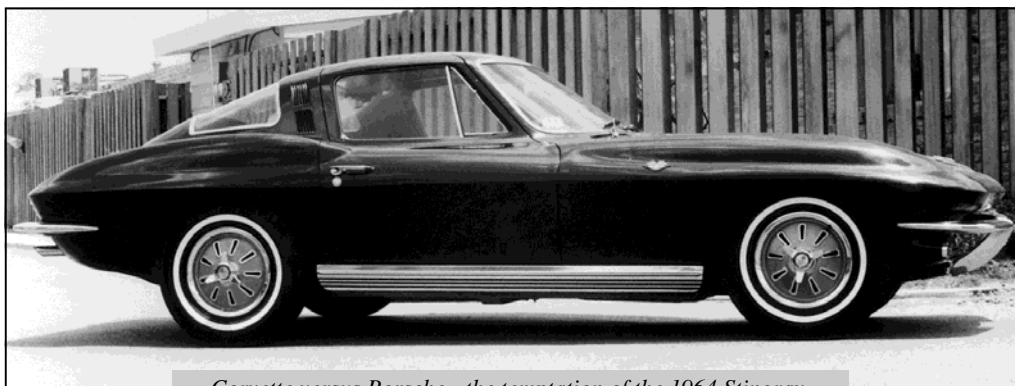
Twenty-one months later, on October 11, 1968, Apollo 7 lifted off into space with Walt Cunningham, Wally Schirra and Donn Eisele on board leading the way for Apollo 11 to land on the moon just seven months later on July 20, 1969. Thanks to Walt, and all the other men and women who worked so hard, “Houston” was the first word spoken on the moon.



Walt's 1966 Porsche 911S

Ernie Roberts, first President of the Lone Star Region, was so proud of what his fellow LSR member had accomplished that Ernie changed the name of the LSR club magazine to “The PorscheNaut” in honor of Walt, a name the magazine carried for forty-five years. Last year, the club final-

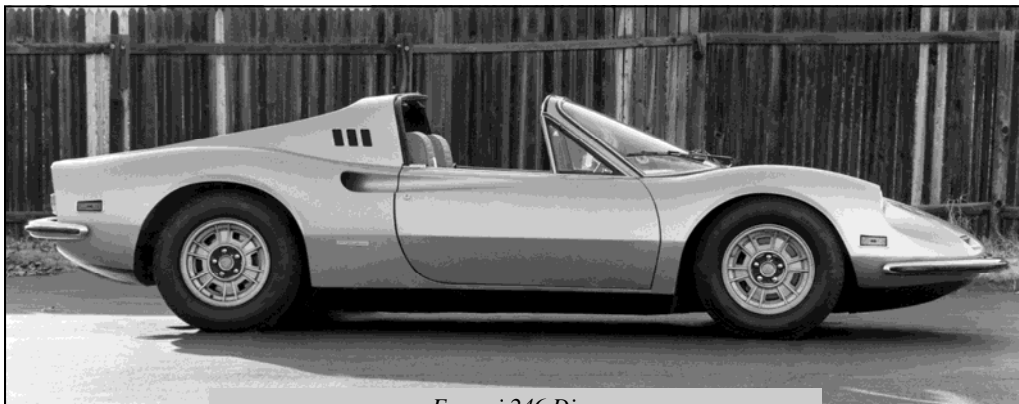
ly gave into the wishes of the corporate powers at Porsche, who zealously protect the name that people like Walt Cunningham and all the early LSR members helped to make famous. At the insistence of Porsche, LSR changed the name from “PorscheNaut” to “The Lone Star” last year.



Corvette versus Porsche - the temptation of the 1964 Stingray.

If you have any doubt that Walt truly loves sports cars, just consider the ones he has owned over the years. In addition to his Speedster and two other 356's, Walt has owned several 911's including two of the rawest, rear-wheel drive, 930's. One was a 1989, and the other was most likely the 1984 beast that covered 0-60 in 4.6 seconds, one of the fastest production cars in the world at the time.

Porsches are wonderful, but life is too short to drive just one brand. And, like most enthusiasts, Walt has usually traded sports cars every two years or so, which should make all of us feel a lot better about our constant battles with automotive lust. While in the Navy in Southern California, Walt had an Austin Healy four-banger and an MG-TD. He's owned an Acura NSX, and possibly the most beautifully simple and exciting car ever built by



Ferrari 246 Dino

Ferrari, the 246 Dino. Parked in Walt's garage today is a 2005 Z51 Vette, another two-seater with a stick shift that he hopes to sell so he can buy the latest and greatest C7 Corvette.

If not for an enterprising Chevy dealer in Melbourne, Florida, Walt would probably still be driving a Porsche today. Porsche proudly boasts that it has never offered sales incentives, but how does anyone turn down a \$100 a year lease on one of the greatest American muscle cars of the 1960's? With the magic of American salesmanship, a Chevy dealer finally put a Corvette in Walt's driveway.

At the age of 82, Walt still loves a good road trip. Last year he drove from Florida to Houston for Motor Trend in a bright Velocity Yellow 2014 Corvette with paddle shifters while retracing some of the paths that the Saturn rockets and Astronauts traveled here on earth in the early days of the space program. Kinda like the old days, the drive ended with a drag race down a runway at Ellington Field between two Corvettes, a 1967 427 and the 2014 C7.

To watch the race on YouTube and see who won, Google "Epic Drives" and "Walt Cunningham." When I asked Walt about his trip, his eyes lit up as he described strapping into the Corvette just like he used to strap into his Marine fighter jet, how the Vette could break the wheels loose running through the paddles and how quickly the new automatics shift. I don't think it will be too long before you see Walt driving around Houston in one of those new Corvettes, and if you do, give a salute to one of the finest and fastest LSR members we were fortunate to call our own.



Walt's first sportscar, MG-TD.



Working on the flat six, 1967

There has been only one sports car Walt truly disliked. Aptly named the "Bulldog", the 1981 Aston Martin mid-engine prototype was possibly the ugliest sports car ever made (Google it – I am not kidding). Claiming a "theoretical" top speed of 237 mph, it was wedge-shaped with gull wing doors and looked like a mad scientist had mated a Martian spaceship with a flying pterodactyl. It was sold to a Middle Eastern Prince, and used as the Pace Car for the 1981 Dubai Grand Prix. Naturally, the Prince wanted a famous Astronaut to drive his Pace Car, so Walt was flown to Dubai. Everything was okay until the electric gull wings refused to open back up and turned the "Bulldog" into a Dubai Desert microwave oven with Walt trapped inside. "Hotter than hell and just a terrible car to boot", says Walt.

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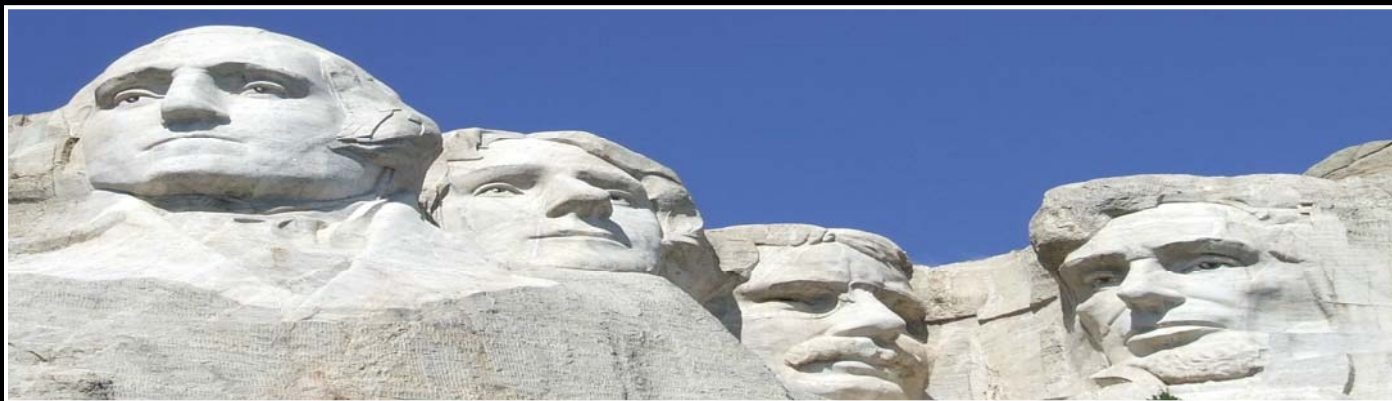
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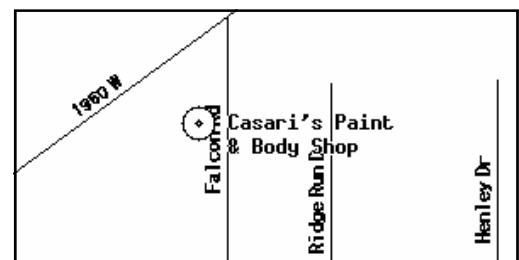
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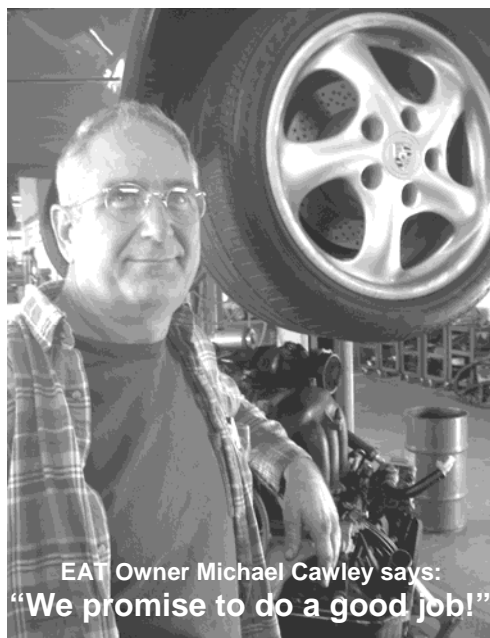
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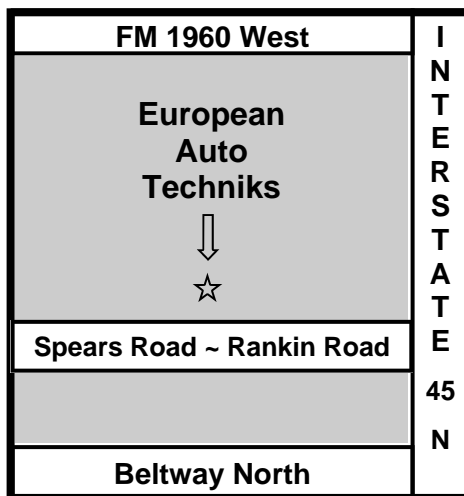


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