

SEPTEMBER - OCTOBER 2016

The *Roundup*

[www.longhornpca.org](http://www.longhornpca.org)

**IN THIS ISSUE**

TOP 10 THINGS TO DO AT LE MANS  
FAVORITES FROM THE POSCHE MUSEUM  
TIRES & AUTOCROSS





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## News & Notes

We had a new activity at the Longhorn Region annual BBQ picnic this year. Since so many beautiful Porsches are lined up along the driveway, we decided to have a People's Choice Award. This activity got everyone up and walking around the cars, and this kid's had a great time choosing also. After all the ballots were counted, Mike Vriesenga's red 1966 912 Porsche won this award as voters overwhelmingly voted for this beautiful classic car.



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### Upcoming Events:

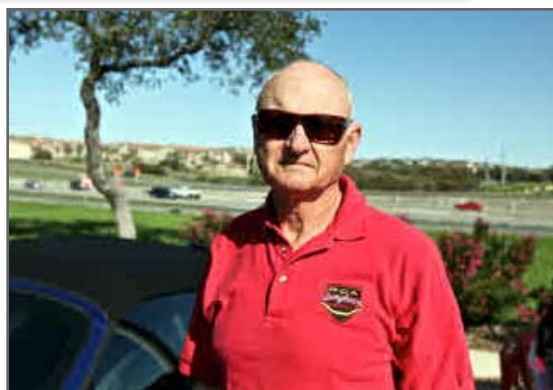
- Nov. 6 - Meals on Wheels drive
- Nov. 19 - Drive to Johnson City
- Dec. 3 - Autocross at Fiesta TX
- Dec. 17 - PCA Holiday party

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## on the cover

Photo from the October picnic at the Merrell's house

PHOTO BY: DAVID SANDERS

# roundup

September - October 2016  
vol. 9 - issue 5

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**News & Notes 3**

**Longhorn Leadership 4**

**Chuck's Corner 6**

Planning for the upcoming year

**Goody Store 7**

**Membership Report 8**

**Motorsports Tidbits 10**

Building confidence in your car and driving skills through autocross

**Boxstoberfest 12**

A fun two-day extravaganza in Fredericksberg, Texas

**Tires & Autocross 13**

Should you get a second set of tires for autocross?

**Porsche Museum Favorites 14-16**

James Lowe returns to Germany and stops by the Porsche Museum in Stuttgart-Zuffenhausen

**Helping Hands 17**

Longhorn Region PCA lends a helping hand

**Pre-"Vous" 18**

A kid in the "eye-candy" store at the Pebble Beach Concours D'Elegance

**Monterrey Magic 20-22**

Jud Walford takes 2nd place at the Werks Reunion

**Things to do at LeMans 23-25**

Visiting COTA for LeMans? Here is a list of the top 10 things to do (other than watch the race)

**Patience 26-27**

Sometimes it takes patience to own a Porsche while living around the world




# CHUCK'S CORNER

[BY: CHUCK BUSH,  
LONGHORN REGION PRESIDENT]

Hope everyone has had a good summer and survived the heat. Cooler weather means better time to get the older (pre-AC) cars out, and for all of us to get out and enjoy the fabulous Texas weather.

We have lots of great activities planned for the last quarter of this year. Something that is relatively new is our support of Meals on Wheels, and their annual "Party in the Pasture". You should see a flyer on this soon, but hope to see you on 6 Nov for this fun and important charity event.

We are working on the schedule for 2017. We are planning many of the same activities. If you have any ideas for different events and different locations, please let me know. We continue to evolve and try and provide activities that our membership enjoys the most. One of the things we did this year was to have some speakers at the monthly dinners. Do you have anything vaguely Porsche related that you would like to share? I know there are a lot of stories and experiences out there that would be interesting to the members. See you out on the road! 

Thanks to everyone who submits articles and photos to our great newsletter! It wouldn't be the same without hearing everyone's wonderful Porsche stories. Keep them coming- The newsletter is great because of our members!

Feel free to contact me with any questions or feedback. Holly Sanders, Longhorn Region Roundup Editor.

Send articles and photos to [holly\\_sanders@mac.com](mailto:holly_sanders@mac.com)



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## Upcoming Events:

- Nov. 6 - Meals on Wheels drive
- Nov. 19 - Drive to Johnson City
- Dec. 3 - Autocross at Fiesta TX
- Dec. 17 - PCA Holiday party

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# Membership Report

## As of Sept 21, 2016

Primary members	406
Affiliate/Family members	<u>202</u>
Total:	608

## *New Members*

Shepard, Michael	1983 911 SC
Alfonso, Cesar	1984 White 944
Dorsey, William	2017 Sapphire Blue 911 Carrera S Cabriolet
Stewart, John	2012 White Boxster Spyder
Deschenes, Mark	2017 Silver 911 Carrera
Miller, Keith	2016 Agate Gray Turbo Macan
Shepard, Michael	1983 911 SC Ruby Red Metallic
Johnson, John	2006 Silver Boxster
Camacho, Noel	2005 Ash 911 Carrera
Steindl, James	2010 Meteor Gray Metallic 911 Carrera S
Howard, Tim	2013 Black Cayenne Turbo
Dombart, George	2008 Black 911 Carrera 4
Thomson, Lisa	2014 Black Boxster
Schulz, Philip	1975 Y8V9 Silber Grundiamant 911 Euro 2.7

*Welcome to the Longhorn Region PCA*

## *PCA Anniversaries*

<b>5 years (2011)</b>	<b>10 years (2006)</b>	<b>15 years (2001)</b>	<b>20 years (1996)</b>
Berchelman, David	Lundin, Robert	Poordad, Fred	Monnett, Chris
Cadena, Robert		Seitel, Al	Quiroz, Alex
Overton, Scott		Basey, Jim	Beltran, Sheryl
Harter, Rich			
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# MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN PAST PRESIDENT]

A great track day was had by 24 Longhorn drivers in September even though it was warm, no HOT. At least there was no rain.

We can now look forward to two Autocross events this fall in cooler weather. The first is at Retama in October and the second at fiesta Texas in December. Two more opportunities to practice and improve your driving skills and that focus behind my course designs.

If you want high pressure competition, then SASCA is probably a better choice for you. I attempt to set up challenging but straightforward courses to provide a laboratory to practice and improve your driving skills and gain confidence in the great handling and safety features of your Porsche. Yes, we time your runs but not so much to measure you against other drivers but so you can see improvement in your driving. We give no prizes or trophies but each driver gains the reward of seeing themselves do better. The courses are not tricky but instead present challenges to safely test your cars handling and your mental and physical driving skills.

I will normally include at least one series of evenly or maybe not evenly spaced line of cones you must weave through to demonstrate how easy it is to get the car out of balance if you over control or attempt to drive too fast. Turns will include constant radius as well as increasing and decreasing radius turns. The gates you must navigate through are nothing more than another way to design turns.

There will be sections where you can maintain some speed followed by a slow turn to slow turn to test how far ahead of the car you are looking. Remember if your front wheels are locked you can't turn the car so any moderate to hard braking must be accomplished ahead of the turn.

The bottom line as stated above is to allow you to gain confidence in your car and your driving skills so as to be a better and safer driver on the highway..... and have a little fun along the way.



Gee, almost a page and not a thing about apexing a turn etc. So I will close with a few suggestions for getting your car ready for our next autocross and fall/ winter driving.

First will be tires and I know we have talked about this before. The minimum tread depth for legal street tires in 2/32 or about the distance on a penny from the top of Lincoln's head to the edge of the coin. That is the minimum. In this part of Texas we have fall and winters where drizzle and light rain is a frequent occurrence and with it wet and slippery roads. Tires with minimum tread do not do well is displacing this water and maintaining a good grip on the road. Likewise as tires age they lose their grip. This is noticeable after about 2 and a half years as they don't seem as "grippy" and get a little noisier. Combine this with the fact temperatures are cooler and thus tires take longer to warm up, especially those normally "grippy" summer tires. This is especially true of the "cup" tires standard on GT cars. So for autocross and for safer fall/ winter driving check your tires and if the tread is getting thin or the tires are over 3 years old you may want to look into a new set of shoes. Lastly, since we are talking tires, when is the last time you checked your tire pressure AND the tightness of the lug nuts on your trusty steed. Cooler temperatures effect both. Looking forward to a large turn out at both autocross events. LH





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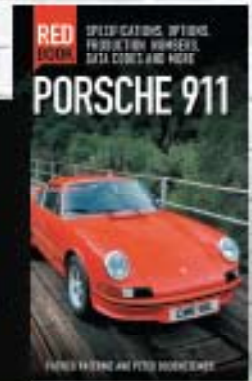
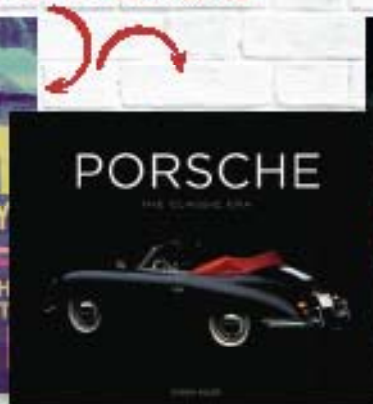
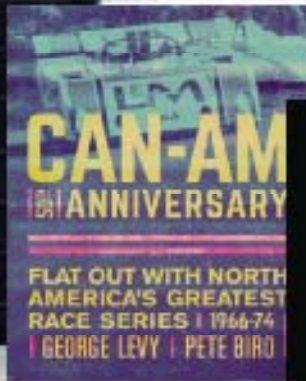


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[BY: CHUCK BUSH,  
LONGHORN REGION PRESIDENT]



On 10 July, Susie and I participated in Boxtoberfest. Sponsored by the Hill Country region, Boxtoberfest is an annual event held in Fredericksburg Texas. It is a two-day extravaganza of Porsches starting on Friday with on your own drives and a winery tour. The host hotel is at the Fredericksburg Airport and called the Hanger Hotel. It has a 1940's Aviation in the Pacific theme which carries throughout the hotel and banquet facilities. Saturday morning we lined up all the cars along the runway, and got to walk around and look at the 125 beautiful and varied cars. Although called Boxtoberfest, all Porsches are represented, not just Boxsters. With 125 cars and 250 people there is a lot to see and lots of people to meet. The Longhorn region was well represented! The driving groups headed out about 9:45. There are four groups that go on the 210 mile route- two going clockwise, and two counterclockwise, all meeting up for lunch at the halfway point in Leaky, TX. This is a really fun and beautiful route going over many of the most beautiful and enjoyable driving roads in the Texas Hill country. After the drive, there is a banquet in the hotel. The weekend ended with a dinner for participants. The Hanger Hotel is a really nice banquet venue and feels just like the South Pacific 75 years ago. With good food, fellowship, and a live band, it is a great event, and one of the many opportunities to enjoy our Porsches in Texas! LH



# Tires & Autocross

**A**t least several members have asked me recently “should we get a second set of wheels and tires for Autocross”. My answer to them is ONLY when your skills are consistently driving the car to its limit with your street tires. Why you ask?


First and foremost any of the performance street summer tires on our Porsches will be good for autocross. None of the “R” compound tires such as Michelin Cups or Toyo 888 will heat up enough to be “grippy” in the short span of an autocross run. So for most, just stick with your street tires.

Staying with your summer performance street tires, the ones that came on your car has several advantages. First tires lose grip as they age so saving a set of tires for autocross is really counter productive as they will spend most of their life in your garage and continue to age, thus becoming less grippy and effective. Autocross on your street tires and every two years or so change them out thus having new tires for autocross and safer street driving.

So, back to the premise that your skills have now improved to a point where you are outriving your street tires. Then and only then should you consider a tire for auto crossing. A tire that will quickly heat up and grip from the beginning in an autocross run. These tires like Hossier A 6 and A 7 have a tread wear rating of 40 and while DOT approved have little or no grooves so are basically worthless in the wet and if driven on the street would last about 1000 miles. So if you get these you now have to transport them to the site and change tires to run and change

again to drive home..... but they will grip and you can only fully exploit them if your driving skills are exceeding the limits of your street tires. Less than very skilled drivers using such autocross specific soft tires will not necessarily improve, they will but hide driving deficiencies. Stick with your street tires until you are outriving them.

Outdriving is different than overdriving. Most new and even intermediate drivers over drive their tires and cars not outlive them. Simply said overdriving maneuvers such as skidding through corners rather than driving through. If you are outriving your tires they will tell you by making screeching noises as you corner. You are still driving the corner but your advanced skills are causing the tires to reach the limit of adhesion and they are warning you as they lose grip which is different than overdriving where the tires are simply sliding because you trying to force your way through the corner.

So the bottom line and basic answer to the initial question is unless you are driving your car and tires to the limit ie outriving the grip of your tires, stick with your good street tires thus saving money on an extra set of wheels and tires and every two years or so upgrade to new sticky street tires. When your skills get to a point that you are constantly outriving your new sticky street tires and you still want to go quicker through the corners consider some autocross specific tires ... but they are expensive and should not be driven on the street ... even the short run to and from the event. Hope this helps. 

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# My Favorites at the Porsche Museum, Stuttgart-Zuffenhausen

[BY: JAMES LOWE]

One nice advantage of military service is the travel. I was fortunate to spend my first Army assignment in West Germany. I waved goodbye to Germany in July 1982 and after many years, returned for a two-week road trip this September. The Porsche Museum in Stuttgart-Zuffenhausen was definitely



on my itinerary. In last year's May-June Roundup, Harry Kaplun wrote a great article about his Porsche factory visit which is just next door. Since he covered the factory tour so well, I decided to focus on the museum. Creating over fifty photographs, I knew that stuffing all of those into one article was a bad idea. So, here are a few of my favorites. You will quickly realize that I'm a fan of the Porsche racing heritage and the Le Mans prototype cars. That began when I attended my first 24 Hours of Le Mans in 1981.

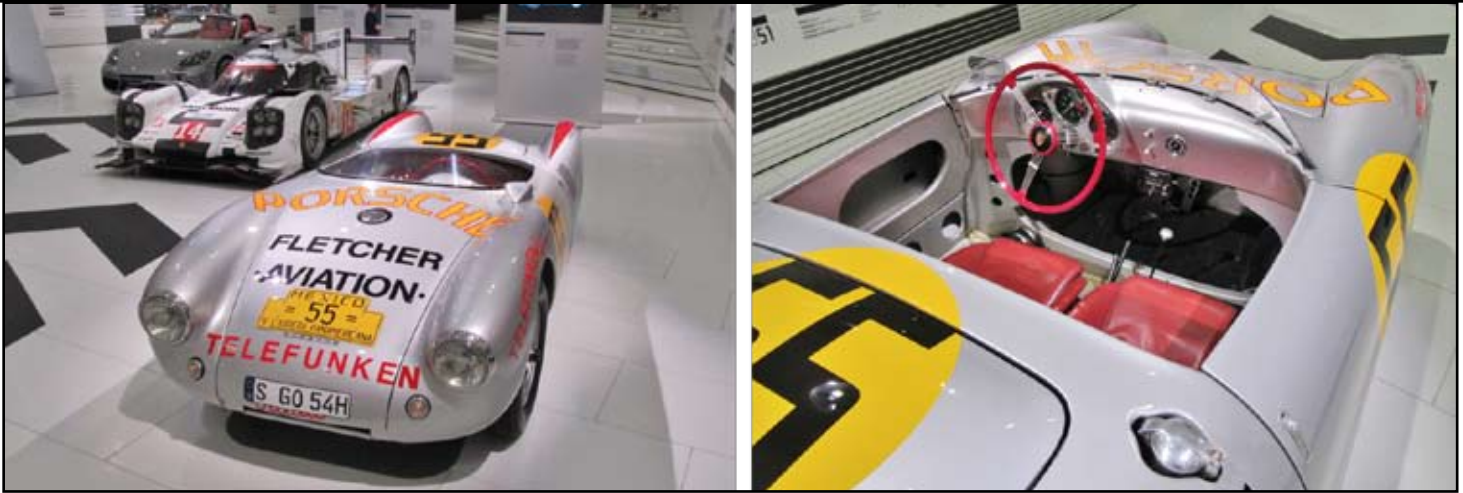


▲ The Porsche 919 Hybrid LMP1 is the current crowd pleaser for all Porsche race fans. This # 14 car debuted in 2014 with its # 20 twin. 2014 was Porsche's return to Le Mans world championship competition with the LMP1 class race car. Although the two cars did not fare well at that year's 24 Hours of Le Mans, the Porsche 919 Hybrids were overall winners at Le Mans in 2015 and 2016. The Porsche Team driving the # 17 Porsche 919 Hybrid won the LMP1 World Endurance Championship in 2015. Both the # 1 and #2 Porsche 919 Hybrids are leading the LMP1 class in 2016.

That great racing heritage began when Ferry Porsche created the Porsche 356. This is the 1948 Porsche 356. It is the very first Porsche 356, which is also the first car to carry the Porsche brand name. That makes this car Porsche No. 1. It has an aluminum body on a tubular steel frame. This car uses the basic 24 horsepower Volkswagen engine of that time, modified to 35 horsepower. Because the engine and gearbox were turned 180 degrees, it is a true mid-engine car and the only mid-engine Porsche 356 manufactured. All other Porsche 356 models were technically rear-engine models. ▼







▲ The 1954 Porsche 550 RS Spyder. This car raced in the 1954 La Carrera Panamericana, winning its class and placing 3rd overall. The Carrera Panamericana was an open road race running 1,910 miles across Mexico and 1954 was the last year that endurance race was held. You guessed it... the Porsche Carrera got its name from this race because La Carrera Panamericana was considered the World's Greatest Race of that time.



▶ The 1964 Porsche 904 Carrera GTS. Although a Porsche factory GT sport car manufactured for FIA international competition, the 904 GTS design and engineering offers the first hint of Porsche's intent to move toward the future of prototype racing. The Porsche 904 Carrera GTS performed well in competition, but this particular Porsche 904 (S-TJ24) did not. Racing in the 1964 and 1965 24 Hours of Le Mans, this car did not finish either race. It was purchased by King Hussein of Jordan in 1966 and acquired by the Porsche Museum in 2009.

The 1968 Porsche 908 LH Coupe. ▶ The Porsche 908 was preceded by the Porsche 906 and 907 models, and carried Porsche racing beyond the Porsche 910 to the Porsche 917 KH and LH prototype cars that debuted in 1969. This # 64 Porsche 908 LH finished 2nd in the 1969 24 hours of Le Mans. The Porsche 908 LH remained a great race competitor into the 1970's, finishing 3rd in the 1972 24 Hours of Le Mans.





◀ The 1970 Porsche 917 KH Coupe. The Porsche 917 became Porsche's Le Mans racer through the 1970's. This #20 Gulf-Porsche Racing car debuted at the 1970 24 Hours of Le Mans but did not finish the race

The 1971 Porsche 917 LH. This #21 Martini Racing Team Porsche 917 finished 33rd in the 1971 24 Hours of Le Mans. The Porsche 917 prototype successors are the Porsche 936 (1976, 1977 and 1981 Le Mans winners), the Porsche 956 (1982, 1983, 1984 and 1985 Le Mans winners) and the Porsche 962 (1986 and 1987 Le Mans winners). Porsche ended its participation in manufacturer's prototype racing with the Porsche 962 until the debut of the Porsche RS Spyder LMP2 in 2005.



◀ 2008 Porsche RS Spyder LMP2. The Porsche RS Spyder debuted in 2005 to compete in the American Le Mans Series (ALMS). The car won the ALMS LMP2 championship in 2006, 2007 and 2008. It also won the LMP2 class in the 24 Hours of Le Mans in 2008 and 2009. This #7 Porsche RS Spyder is the Penske team car that led them to those ALMS championships.

I hope you enjoyed the photos. I know it isn't the same as being there, but I'll let you solve that little problem. Plan your own Germany road trip and stop in for a museum visit. LH



# Helping Hands

[BY: SUSIE BUSH]

Our daughter came to her first Porsche meeting driving her 1975 silver Targa. The car has been a garage queen while undergoing extensive body and interior work for the past 5 years. It drove smoothly and comfortably all the way to Seguin. We had two cars at the event, so I decided to follow my daughter and husband home in my car while they drove the '75. I did ask them to go slow so as not to lose me on the way home. I was a little surprised and thought they were teasing me when they continued to go under 30 miles an hour on the main road. They finally pulled over and opened the engine compartment. I pulled over too to see what was wrong. After my husband checked out the engine, it still would not run properly. Then a BMW pulled over and out jumped a Porsche mechanic! James Bricken, was the perfect person in our time of need. He also checked the engine, using the antique tools from the tool kit and found the problem, points were not making the connection, and got the car running again.



I received a call as we were heading down the road from Jack Merrill, he said that Steve Farnham had called him about our situation. Jack was actually out looking for us!

What a great Porsche family we have! Thank you James for stopping and rendering aid! What a nice introduction to the helpful folks of the Longhorn region for our daughter! 🇺🇸

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# Pre-“Vous”

[BY: MIKE VRISENGA]

## - the Kid in the Eye Candy Store

For year's I told myself, in the words the Jimmy Buffett tune, "Someday I Will" go to the Pebble Beach Concours D'Elegance and the associated events on the Monterey peninsula. This summer it just happened that the annual 912 Registry Rendezvous ("Vous" for short) began on the Thursday following Pebble Beach. Here was a twofer that was too good to pass up. I would tow my Porsche to the 912 Rendezvous and to Monterey for a "Pre-'Vous."

I left in the wee small hours of the thunderstorms that soaked San Antonio in mid-August, so I spent much of Thursday in Watsonville cleaning my Porsche and "Tow Mater." Rick, my brother-in-law, arrived from South Carolina mid-afternoon, and we headed into Monterey for the Barrett-Jackson auction. What a pleasure to wander through the cars staged for the auction - cars I'd only read about. Among the more memorable were a gull wing Mercedes, a perfect cream-on-cream Speedster, Whitney Houston's Bentley, and a Jaguar XJ220. White gloved staffers moved from car to car blowing off ash from the wild fires that burned south of Monterey, evidence of how fragile California's beauty really is.

Well before sunrise Friday we drove the 912 south on Highway 1 to the Werks Reunion. Arriving early got me prime parking in the paddock, ironically right next to another red 1966 912 with a serial number 13 lower than mine. I spent the day with my head on a swivel. The Porsches on the green were stunning, but just wandering the rows of Porsches on the fairway was a treat. I was exhausted. It was good to see we weren't the only ones enjoying car week. Later in Carmel we passed a chauffeur standing by Cary Grant's Mercedes. Some of the locals, in the spirit of the Olympics and no doubt

inspired by generous amounts of the social lubricant of their choice, cheered as we drove past, holding up paddle-signs rating the Porsche 9.4, 9.2, 9.8.... I laughed out loud!

We spent Saturday at the Rolex Monterey Motorsports Reunion at Laguna Seca. I love historic races for the variety of machinery, and for the fact that it's out on the track running at speed. I wish I could say the Porsches were my favorite, but I really favored the beauty of the mid-century Jaguars and Maseratis, and the sheer brute power of the Can-Am and big-block American iron. We sat on top of the hill looking down at the famous corkscrew as a parade of cars, each more interesting than the last, rushed by. Magic!

I was afraid that Pebble Beach would be a disappointment after the Werks Reunion and Laguna Seca. Nothing could be further from the truth. It really is the Super Bowl of car shows. I have never seen so many exquisite cars in such a beautiful setting. The Ford GT40s were featured, but for some reason the American Motors mid-engined AMX/3 coupes and the Lamborghini Miuras stuck out in my mind. It was cool to see the LeMans winning 1949 Porsche 356 SL coupe after watching the 919s win at COTA in 2015. We walked and talked for hours. Fortunately Rick managed passes to the BMW hospitality suite, so we were refreshed with free food, an open bar, and a perfect vantage point for the awards ceremony. Life is sweet, but somedays its sweeter then others. For me the Pebble Beach Concours D'Elegance was about as sweet as it gets.

"Whether it's big or small, if you have a passion at all, just say "Someday I Will." LH





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# Monterey Magic -



[BY: JUD WALFORD]

## Werks Winner

In my previous two articles here, I shared with you my 2015 trip to Car Week in Monterey, California for the Werks Reunion and the subsequent purchase of my 2006 Carrera S Cabriolet.

After winning my class in the Fiesta Challenge last April, I was energized to enter the Concour at the Werks Reunion in Monterey.

My adventure started after the Track Day at Harris Hill and I began to prepare my Porsche for the competition. Since I was gone in June on vacation in Europe, I had to accomplish most of my major prep in July. First was a complete detail inside and out. After several days of scrubbing and cleaning every inch I noticed a few minute dents I would have to have popped out. My friends at Start to Finish were very busy with repairs due to the damage caused by our recent hail storms in San Antonio, but managed to fit me in. A perfect job on the dents led to a Carnauba wax of the car, even the inside of the trunk and engine compartment. I was fortunate to obtain a new set of floor mats at Suncoast on sale to allow for a perfect interior even with the wear prior to the Concour.

After attending a family reunion in Minnesota, I flew home on July 31st, stuffed my luggage, detailing supplies,

golf clubs, fit the Bra on the front of the car, and on the morning of August 1st, started on my drive to the Monterey Peninsula. Stuffing in all my cleaning and detailing supplies, golf clubs and luggage was a challenge, but managed to get it all in and drove off at 7 am on August 1st. The first day is pretty simple...900 miles on IH 10 West. I choose to stop outside of Phoenix this year to leave myself a shorter second day and managed to roll in around 6 pm Phoenix time, about 13 hours. I found a good parking spot under a light and put on my cover, then discovered it was on the wrong side from my room, so had to unwrap and move to the other side.

Good nights sleep at Holiday Inn Express and up early for breakfast and on to the IH 10 again before 7 am. This part of the drive, through the Desert and around Los Angeles is the least enjoyable of the trip. Usually very hot, but I had a bit of good luck with a thunderstorm in the Desert as I drove through and temperatures were in the 80's. Not too much traffic around LA and then the final dive down to the Peninsula driving along the 101 with the smoke from the Soberanes Fire above Big Sur. The fire eventually consumed over 70,000 acres and while there was not too much impact on the Peninsula, the 2800 firemen were housed all over the area and much appreciated by the locals.

Rancho Canada Golf Course, site of the Werks Reunion, was the camp for hundreds of firemen up until a week before the Reunion and there was some fear of delays on many events during Car Week, but luckily the winds blew the fire Northeast and the fire caused little problems with the events.

I pulled in around 5:30 pm on August 2nd to Ocean Pines Condo, where I would spend the next month and unloaded my stuffed 911. I was up early the next morning to clean off the road dirt from the trip...not a detail, but just a step to make the final prep not so daunting.

My Wife arrives via American Airlines (no room for her in the Porsche) on the 2nd and we have a lovely two weeks enjoying the cool weather and the Monterey area we have come to cherish. I manage a few hours of work on the car and get a rent car for a week prior to the Concour, as not to pressure the Porsche too much before the event. One day I discover that the engine compartment won't open. I call the local Porsche Monterey and they say without any notice "come on in, we'll take care of it". We stop by and within 45 minutes the technician has opened the compartment, shown me how to do it in an emergency and fixed the latch that was broken.

They also welcome me to Monterey, wish me luck in the Concour... and "no charge" on the service. If you think this is amazing for a Dealer, there is more. A few days before the event, the Carrera won't start and my struts on the luggage compartment won't hold up the hood. I call Robert Pelletier, the Service Manager at Porsche Monterey and even with the incredible rush that have going on during Car Week, he gets me in and my baby is totally ready. Many kudos to the fabulous crew at Monterey Porsche!

Sunday before Car Week starts, my wife, Mary, has gone back to San Antonio and my 17 year old Granddaughter, Mallory, has flown in to be my aide during Car Week and the Werks Concour.

We do some prep on the car the day after Mallory arrives and takes in the Concours on the Avenue in Carmel by the Sea. On Wednesday before the Werks Reunion we go on a Whale Watching trip from Monterey. We see lots of Whale Tales and Dolphin and a taste of the Ocean here. The next day is spent getting all last minute prep done on the car. Then the ash starts to fall out of the sky and we decide having the car in the open is detriment and we move it into the garage. I try to clean the wheels and other items not finished in the garage, but then decide we will do the rest at Rancho Canada before the judging.

Up at 6 am on Friday the 19th and off to Rancho Canada and Werks Reunion 2016. There is a line even at this early hour and we get our





sign and packet and park in the 996/997 judging area. It has been drizzling since we started out so we first dry off the car and I begin working on the wheels while Mallory does interior and lint on the top. We put in the new floor mats and touch up the trunk and the engine compartment. We are almost ready, but the mist and the ash continue to fall. Then we get notice that ash will not be judged points off. All the while we have folks coming up to the car and offering compliments and inquiring about our drive and our prep for the Concours. This is the most fun of showing your car, getting to talk about it to interested Porsche enthusiasts.

Finally, about 9:30, we see the judges come into our area and it is dusting only until judging is over. We are the 4th car of 12 judged and the 5 man crew is very nice and complimentary about the car. Each judge points out the things he has found and the deductions. We get a point off for a rub mark on the drivers seat we didn't know existed until this morning and another for low coolant in the reservoir, a couple more for dings in the front grill from bugs on the trip( Mallory says "I thought you were doing the front, Grandpa!). No deducts on the trunk, exterior, top or engine, so we think a good judging, but we don't know the extent of the other cars deductions. Its now just 11:30 and awards are not until 3 pm!

Time drags on and all of the cars are finished in our class, so we take the opportunity to tour the exhibits and other Concours Classes. As always, there are dozens of fantastic cars in every class plus the exhibit of the latest

Porsche models and the Club Coupes. We then wander through the Coral and hundreds of other Porsches and wonder why they haven't entered the Concour as they all look great.

Now we are impatient and tired and ready to know the results. About 1:30 pm the judge comes around to get the 1st Place car to drive through the stage...and its not us. Bummer, and our spirits plummet. Honestly, given this is our first national competition, I did not have high hopes for our success. Finally, at 3 pm, our President, Vu Nguyen begins to announce the winners.

Winners of the class drive through and 2nd and 3rd place are announced and come to the stage to accept trophies. Our Class is 6th in line and 3rd is announced and it is not us and then they announce 2nd place as a 2006 Carrera S Cabriolet, and we are the only one in the class...They announce "Jude" Walford, but I don't care about the mispronunciation...We Won 2nd!!

I go up to the stage, Tom Provasi corrects the name and get my trophy...I literally skip back from the stage! I am ecstatic we have placed at our first national competition. We accept the congratulations of our fellow competitors and wrap up our supplies and head out the exit in a very long line of traffic waiting to get out on Carmel Valley Road. In spite of the 45 minute traffic to exit, we are going home winners and happy with the great experience of The Werks Reunion! LH





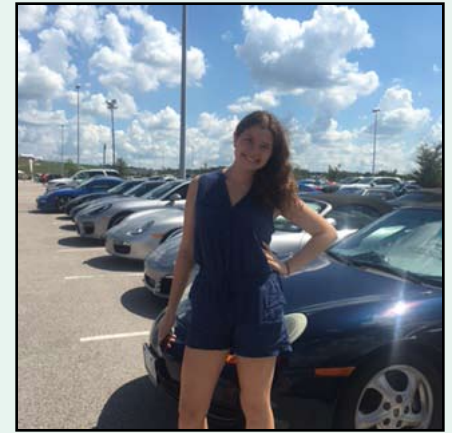
# Top 10 Things To Do at Lone Star LeMans at COTA

(Other than just watching the races, of course!)

[BY: PATRICIA BROYLES]



**1. Say thank you to the tireless volunteers.** There were volunteers helping out from the parking area to the Porscheplatz like Sandy Merrell who was the Porscheplatz gatekeeper and assigner of the coveted Porsche wristband. (Note the attractively draped handkerchief dipped in ice water she is wearing to keep cool). Say thanks to folks like Lynn Friedman who helped coordinate activities like guest speakers from artists to race car drivers in the Porscheplatz.



**2. Park in the Porsche only designated parking.** It was nice being escorted to the front of the line and having less worry about door dings! And it's always fun to see all of the Porsches gathered together. It's like concours of its own with admirers from both inside and outside of PCA and with cars coming and going!



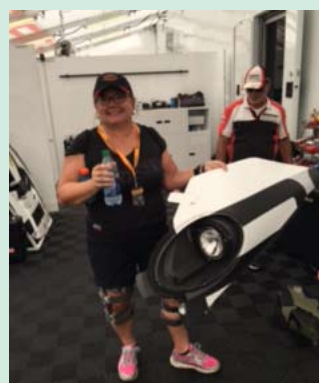
**3. Utilize the complimentary ADA carts to get from car to curb service.** Nice touch provided by the track for those needing a little more assistance. On a funny side note, only funny because we didn't hit anything, one exceptionally exciting ride was almost brought to a halt by a shuttle bus backing up towards our cart while we all were distracted (cart driver included) by the unusually wrapped Porsche Targa but due to some quick maneuvering by our designated driver we survived after screaming then laughing hysterically.



**4. Beat the heat any way you can.** Try taking longer than usual to wash your hands in the air-conditioned restrooms. It was amusing to see a line of folks lined up outside the restrooms just to stand in the cool air. Have a beer or enjoy my favorite, the pina colada! If you have connection with a concessionaire, take a 5 minute break in their walk in beer cooler- it was a life saver!

**5. Take advantage of the Guest Services stands.** They offer several complimentary services. DO get a set of earplugs provided by the racetrack- you'll need them. DO take advantage of the industrial strength sunblock they offer in the giant pump bottle. You'll need that too!

**6. Take the paddock tour.** Way too much fun to detail everything! My favorite thing to do! So many interesting people, cars and stories. Have you ever seen a complete car boxed for a square crate to be readied for overseas shipping? I did! (And wondered what they insured that package for .) This trip I really enjoyed a personal tour of the Porsche North American transporters - plural, yes - they brought three! Two of the transporters were parked so close side by side that they had a door on the side between them to connect them. (Kudos here on the parking job!) Inside the transporter looks like a Snap on Tools fantasy warehouse with drawers and shelves filled with every Porsche part and tool that you can imagine (and lots and lots of springs). My favorite drawer was the one containing rolls and rolls of duct tape. I always knew duct tape could fix anything. There was a team member inside whose sole job was inventory control and he tracked every item taken out by a laptop at the door. In addition to being a parts warehouse on wheels, the transporter also serves as a mobile shop complete with built in workbenches and retractable (into the floor) work stands. The front of the transporter had a racers lounge where there were refreshments and place for the crew to chill. And of course, there was room on the level for transporting two cars plus room below for car bodies on rolling racks that would be stored on their sides for efficient use of space. I asked about the weight of the car body and was given a front quarter panel to hold with one finger- amazingly lightweight!



## 7. Go to the Meet and Greet/Autograph Sessions.

Attend both sessions in the Porscheplatz and in the Paddock. You'll meet some interesting folks and discover new facts about racing. It was great hearing from the Porsche race team in a private meet and greet inside the Porscheplatz tent and learning that with the exception of their newest driver, they all drive Porsches as their daily drivers off the track. (Pic 7a) In the paddock, I met with Dan Rogers driver of the Porsche Cayman #38 car and learned about his race suit chilling system that was a system of tubes that ran thru out his shirt and were filled with ice water from an ice chest placed where the passenger seat would be. (Pic 7b) He also explained the importance he placed on his neck harness and said it was instrumental in his surviving an "into the wall" incident in an earlier race. Dan also talked about their helmets and said that some had chilled air circulated into them but that theirs just blew air and it was hot in Texas!





**8. Get close to the action!** My favorite spot is at Turn 15 where it looks like the cars are headed straight at you (and they are going really fast coming off the straightway before hitting a series of turns). The multi turn pass from COTA allows guests to enjoy seating at various areas around the track. Turn 1 is exhilarating to watch as cars climb the hill, turn sharply, and quickly descend into another turn at the bottom. This year, COTA had tents at Turn 1 with contemporary leather look sofas and a manned bar... great way to relax and enjoy the races! (Pic 8b) I personally found that watching the races from the Grand Plaza was very loud (refer back to Item 5 about earplugs ) There were also several unassigned spots on the lawn where you could throw down a towel and sit on the grass to watch the races.

**9. Get some SCHWAG!** Everyone wanted to give you something for FREE in exchange for the chance to sell you something from tires to a new car. My favorites are the Corvette racing shirts at the Chevrolet tent and the pick your prize at the spinning wheel at the Continental tire booth where they gave out hats or backpack type bags to carry your schwag and the chance to win anything from a key ring tire gauge to a new set of tires.



**10. Relax at the Porscheplatz!**

Enjoy the cold and complimentary refreshments at the Porscheplatz tent versus \$12 beer. Never before appreciated cold water and sodas so much. Did I mention it was really hot? The misting fans were helpful in keeping us cool. Plus who doesn't want relax in a first class setting in a Porsche owners only tent with white linen table cloths decorated with rose filled vases ! 🍷



# Patience

[BY: JIM WACHTER, MSGT, USAF (RET)]

It seems a funny name for an automotive article, but I hope you'll understand it by the time you finish reading this. Our story begins back in the summer of 1985, when my wife Carolyn presented me with her support for buying a 1972 Porsche 911 for my birthday. We were living in northern Italy at the time, as I was assigned to the base at Aviano. Just down the street from our house was a large 2-story building selling all kinds of used European cars, and we had stopped by often to look over the two Porsche 911s for sale there.

Although they were both 1972 911Ts, I ended up choosing the silver one. I named her Maximilliana, or MAX for short, and we drove her throughout southern Europe to such places as the Porsche factory museum and Porsche's first assembly building in Gmund, Austria. I even have a picture of us on the ramp coming down from the second floor; just like Porsche fanatics do today.

One of the great military benefits was being allowed to bring one vehicle back to the USA as a grey market import. So over the next year, I began getting MAX ready for DOT certification by upgrading all the lights. I also changed the speedometer for an MPH unit and found a set of headrests for the seats. The rest of the certification was completed by Autos European, Inc. in N. Carolina, which also came with an EPA waiver. I

drove her from N. Carolina to N. Dakota and Louisiana as assignments changed, and MAX was always a reliable joy to drive!!

However, late in 1990 I pulled both front fenders and the 'S' front bumper for a chemical dip after spotting small paint bubbles. Yet with no rust on any of the inner panels, belly pans or suspension mounting points, it was really a solid chassis!! I never expected that MAX would be down for more than a few weeks, but life always throws you a curve when you least expect it!

The base in Louisiana closed shortly after, and we had to move to San Antonio, Texas. Now I've always enjoyed Texas, as I was stationed at Bergstrom AFB in Austin some years earlier. And beside the fact that military enlisted guys aren't the richest ones on the block, the move, getting into a new place and having to continue paying for our old house in Louisiana for nearly a year before it sold didn't help much. So MAX waited patiently in our garage!!!

Carolyn was an office manager when I met her in Spain, back in 1978, and due to a misunderstanding of Spanish laws, we finally got married on February 29, 1980. She must have figured out I was a car guy, when our first date took us to the Spanish Formula 1 race for a picnic overlooking turn 6 at the Jarama track just north of



Madrid. And by the time we arrived in Texas, she was an experienced Civil Service office manager hired into the Radiology department at Wilford Hall. She worked there for 12 years, while I managed the moving and storing of munitions out on the back side of Lackland AFB.

But by 2002, we were both ready for a change. I had retired from military life in 1994 and been through 7 years of studies at what is now Texas State University to earn a BAAS and a Master's Degree in Applied Geography. Remodeling our 5-Bedroom home had taken up most of my time after that. Carolyn had applied to and been accepted by the Department of State as an Office Manager for U.S. Embassies overseas, so with the sale of our home in May of 2003, we packed up and headed for the island of Madagascar off the east coast of Africa.

MAX got shuffled off to a Publix storage facility and remained there until we returned in 2005. We decided to buy another home to use as a base while we were serving overseas, and after an exhaustive search beginning on the west coast, we finally settled right back here in San Antonio. MAX had remained in fine shape, and I was certainly relieved to have a new garage for her. I knew MAX wanted to be on the road, and she really deserved that, but we had orders for China.

After China came a direct transfer for a year in Rome at the Embassy to the Holy See, and by 2009, we were preparing to return to Africa; West Africa this time to a very small country called Togo. And at the same time, we had both fallen in love with the newest model from Porsche; the Cayman. I spent lots of time on the net searching for a low mileage Cayman S and finally found a red one out in Arizona. We bought it knowing the extra year (3 in total) we planned to do in Togo would more than pay for it, and the dealer sent it right to our driveway in an enclosed trailer. What a moment!!!!!!!!!!!!

So now we had two Porsches that we couldn't take with us. But the friendly folks at Jones Autowerks took our Cayman in and lovingly cared for her (oh, her name is Ruby) for the six remaining years that Carolyn & I spent overseas. Ruby served as our daily driver whenever we returned home on vacation or between assignments, and she still smells new today!!!! Yet for all those years MAX was still my baby, and I dreamed and planned for the day when she would eat up the pavement once again!!! Meanwhile, MAX waited patiently for my return.

Carolyn retired in October of 2015, and the excitement continued to mount as I would finally have the time I needed to finish MAX's restoration!!!! Just one problem!! Our house was built in 1983 and needed a serious cosmetic upgrade before Carolyn could be truly happy there. That meant that we had just over 3 months to do a year's worth of work before our three shipments of goods were due to arrive. Careful planning, active management and committed professionals combined to make it all happen.

First up, we replaced all the windows and patio doors with Andersen units. Next, a brand new kitchen & master bath!!!! Then all new flooring – hardwood, tile and carpet!!!! And while all that was going on we had all the popcorn removed from the ceilings and repainted all the ceilings & walls. The furnace crapped out in the middle of the chaos, so we replaced the whole furnace and A/C system and finished up the big projects just a week before our first shipment arrived. In our travels we had accumulated more stuff than we could ever fit into this home, so we've spent much time choosing what to keep and what could go. And all the while, MAX waited patiently!

So now we're about to head into the Fall of 2016, and I'm finally ready to get back to restoring MAX ..... well almost ready!! I have nearly all the parts needed, as well as some absolutely unique pieces for her, but we have several trips planned; one to the west coast and one back east. Still, I've been able to fit her with new tires, so at least she's a roller project now!!

I'll be documenting the restoration through a series of articles beginning this December. Hopefully, I'll be able to finish her in time for her 45th Birthday and I know MAX will be patiently waiting until then!! Maybe I should have named her PATIENCE!!!!!!!!!!!!!! 🚗



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