



# Roundup

NOVEMBER - DECEMBER 2014

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## News & Notes



**What is it, a new game controller?**

Actually, it's the steering wheel for the new 919!

**Check out this website for info....**

<http://www.carthrottle.com/heres-all-you-need-to-know-about-the-porsche-919s-buttonfestooned-steering-wheel/>

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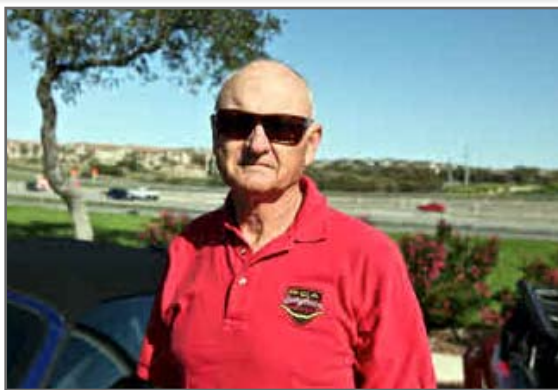


Check Out our Longhorn Region website for more information!

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



# 2014 Longhorn Leadership



**Jack Merrell, President**  
830-303-3640 | [president@longhornpca.org](mailto:president@longhornpca.org)



**Ron McAtee, Past President**  
210-654-6639 | [membership@longhornpca.org](mailto:membership@longhornpca.org)



**John Berry, Vice-President**  
210-262-4993 | [vp@longhornpca.org](mailto:vp@longhornpca.org)



**Marcus Henning, Secretary**  
512-619-1552 | [secretary@longhornpca.org](mailto:secretary@longhornpca.org)



**Jim Hamilton, Treasurer**  
210-326-0049 | [treasurer@longhornpca.org](mailto:treasurer@longhornpca.org)



**RJ Wilmoth, Historian**  
210-241-4382 | [historian@longhornpca.org](mailto:historian@longhornpca.org)



**Steve Greentree, Webmaster**  
210-775-6083 | [webmaster@longhornpca.org](mailto:webmaster@longhornpca.org)



**Holly Sanders, RoundUp Editor**  
210-380-8309 | [editor@longhornpca.org](mailto:editor@longhornpca.org)

## on the cover

Porsches take over Sisterdale during the drive to Johnson City

PHOTO BY: JAMES LOWE



## roundup

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### News & Notes 3

What is that weird new game controller?

### Longhorn Leadership 4

### Jack's Corner 6

Step up into a leadership position with Longhorn PCA.  
We need your energy!

### Membership Report 8

### Meet me by the Laurel Tree 9

August drive to Utopia and The Laurel Tree

### Motorsports Tidbits 10

Many ask "How do I drive faster in autocross?" The real answer is "Drive Smoother!"

### Goody Store 11

### Porsche by Numbers 12, 14, 15

So when is a 911 actually a 964, a 991 or three other numbers? Our Historian breaks it down in Porsche by numbers.

### How I came to the Light and Discovered Porsche 16-17

Tom Orashan's journey to finding Porsche

### Johnson City Redux 18

Longhorn PCA's drive to Pecan Street Brewing  
Brewpub in Johnson City.

### Nostalgia 20-21

Nostalgia and the love of cars, a passion indescribable to the common person.

### October Autocross 23

Results from our last Autocross in October





# Jack's Corner

[BY: JACK MERRELL,  
LONGHORN REGION PRESIDENT]

***2015 is just around the corner and by the time you read this we will have completed our last autocross of the year and be deep into holiday activities.***


There is much to be thankful for as we look back on 2014 but I will say one of my disappointments is that no one stepped forward to volunteer for a board position for next year.

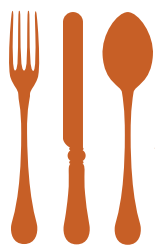
When I agreed to be president of Longhorn Region, my plan was to do it for but one year just to inject new blood into our club. Well, that was over five years ago and next year, my last, will be my sixth year as your President. While I have thoroughly enjoyed being part of making the region grow and expand our activities, it is time for new leadership, for the continued health of the club. We have grown over these last five years from approximately

250 members to a touch over 550 and hopefully will continue in that trend. With this growth we have many talented new members, some of which need to step forward and become part of the leadership of Longhorn Region PCA.

2015 will be my last year as your President, likewise Ron McAtee and Jim Hamilton will also be stepping back as we are all well into our 70's and it is time for younger and more energetic members to step forward. We hopefully will be around to help when needed but for the health and continued growth of the region we need new board members to lead. While it looks like a lot of work, and it is at time, there is also the satisfaction of seeing smiles on members' faces as they participate and enjoy the activities and friendships of PCA. You have a year to shadow members of the current board to learn the ropes. If you are interested in any of these positions for 2016 give me a call and you have a year to get ready.

Now, has everyone sent their Porsche Christmas list to Santa?

Sandy joins me in wishing everyone a very happy and safe holiday season and the hopes for a wonderful New Year. 



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## *seasonal food*

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## *seasonal cocktails*


**COCO BASIL FUSION** (CAL 140)

**X-RATED MOSCATO MARTINI** (CAL 140)

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*We hope to see you soon!*



# Membership Report

## As of November 24, 2014

Primary members	357
Affiliate/Family members	<u>192</u>
Total:	549

### *New Members*

Campbell, Kris	1985 White 911 Carrera Coupe
Cardwell, Sam	2006 White Cayman S
Curcio, Tony	1994 Blue 928 GTS
Dreher, Sean	1961 356 Royal Blue Coupe
Farber, Cade	2011 Black Boxster Spyder
Garcia, Jorge	2012 Basalt Black Metallic Turbo S Cabriolet
Garcia, Luis	2006 Black Cayman S
Halmai, Dennis	2013 Agate Grey Boxster
Mangan, Charlie	2014 White Cayman S
Martin, Paul	1990 White 911 Carrera Coupe
McGinnis, Timothy	2014 Racing Yellow 911 GT3
Morelan, JT	2007 Blue Cayman S
Powell, William	2005 911 Carrera
Robertson, Robert	2007 Red 911 Carrera S

### *Welcome to the Longhorn Region PCA*

### *PCA Anniversaries*

#### **35 years**

Michael Krueger 11/79

#### **15 years**

Jorge Quiroz 11/99

Paul Bell 12/99

Scott Hagler 12/99

#### **10 years**

Albert DeLauro 12/04

Mike Odom 12/04

#### **5 years**

Chuck Reis 11/09

Don Robb 11/09

Joe Rodriguez 11/09

Roger Souchon 12/09

*Ron McAtee, Membership Chairman*





# Meet me by the Laurel Tree

[BY: JOHN & LAUREL BERRY,  
LONGHORN REGION VICE PRESIDENT]

Remember August? I sure do. It was hot. To beat the heat and enjoy ourselves, the Longhorn Region headed out into the Hill Country for a drive to the aptly named town of Utopia. RJ Wilmoth served as our Tour Meister and Ron McAtee handled all the logistics (as usual). We found the few remaining wildflowers in Texas for that time of year, took some great curvy roads, and ended up at a beautiful stone château that was even lovelier inside.

Laurel of The Laurel Tree is the chef and she prides herself in great food, locally sourced, with picture perfect presentation. The place has a very European theme and flavor and was a great match for our cars and dispositions. Perhaps it was the company of great friends that enhanced the flavors, or maybe the prompt, orchestrated service by Laurel's team. In any event, the place is a winner and you owe it to yourself to make it out that way.

Laurel dresses the place up for the holidays and puts together special meals. I recommend that you research your visit by visiting their website - <http://www.utopiagourmet.com/> -

and don't go without making a reservation! They occasionally have room for drop-ins, I suppose, but you don't want to take the chance. Besides, if you call, they can give you some details on the menu and suggest a wine to bring along. That's right, they are self-imposed dry and you are welcome to bring an adult beverage of your choice. They will pop the cork and supply the glasses – no charge. They aren't in it for the money; they are in it for your enjoyment. Do yourself a favor and pay them a visit. I'm betting you won't regret it. LH



*Gus playing on the old rusty tractor at The Laurel Tree*

# MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

*I am frequently asked, "how do I go faster" on the autocrosse course. While the sarcastic answer would be drive faster, the better one would be drive SMOOTHER!*

When driving smooth you don't seem as fast because you are not feeling the abrupt throttle and brake applications. Such abrupt inputs upset the balance of the car and that is actually what you, the driver are feeling and that makes you think you are going fast until you see your time.



An old German years ago told me that one secret of being smooth practiced by many race drivers of the day was to imagine that you had an egg between your foot and the throttle and brake. Smooth application of either control would not crush the egg yet activate the intended control. Smooth application of either brake or throttle will also not unsettle the car thus making it easier to drive it through the challenges we deviously design into each course.

Another hint is to mentally drive farther ahead of your car. First you must know the course from walking it numerous times. Then while sitting in your car and waiting to run drive the course in your mind over and over. Now it is your turn so off you go. Once you have positioned your car on the course to go through an upcoming gate, or turn or around a slalom cone transition your eyes to the next challenge and drive the car to what you are looking at. In a negative sense this theory is proven on the highways. Numerous times drivers that are "rubber necking" as they come upon an accident unconsciously drive their car right into the accident and become part of it.

So, drive smoothly and look ahead. You do not have to watch a challenge all the way until you are past it, once you have positioned your car you can look

ahead to the next obstacle. Try these tips both at the next autocross and in daily driving. What I mean by this is practice looking farther ahead as you drive so you can anticipate the need for throttle, brakes or a reposition of your vehicle ... you will become a better and safer driver. Oh by the way please, while on the road attend to your driving as you would on the autocross course and leave distractions to when you stop.

Briefly, while improving driving techniques and skills is the cheapest way to become quicker, there are things you can do to the car to become quicker. The least expensive thing is to reduce weight, yours and the car. Having a good set of tires, and I don't mean going out and getting race tires. Good quality summer performance street tires will do wonders for car handling and remember tires lose grip as they age. Lighter wheels will reduce unsprung weight and therefore improve handling and turn in. If your car is older or has gathered lots of miles new shocks and springs will improve not only handling but make you and it safer on the street. The list goes on and on.

The bottom line is to first learn to drive your car near its limits and then and only then spend money to improve its performance. See you at the timing lights. **LH**



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## Goody Store Products

There are club logo patches that can be ironed-on or sewn to your specific garment/cap, etc (shown right). Additionally, we have a club logo decal for the inside of your window(s) that peels off and is transferable to any car. These are available immediately.

Name Tags	\$16.00 ea. (Contact Ron to order)
Longhorn Logo patches	\$4.00 ea
Longhorn Logo decals	\$2.50 ea



Caps inventory is almost depleted. Ron is working with our vendor to replenish the inventory.

The Jan-Feb issue should have updated pictures/prices.

Merry Christmas



Contact Ron McAtee at 210-654-6639 or e-mail [rmcatee@satx.rr.com](mailto:rmcatee@satx.rr.com)

## Alpha-Numeric Soup,

## PORSCHÉ BY THE NUMBERS

[BY: RJ WILMOTH, NATIONAL HISTORIAN]

I have been asked to explain all those Porsche model numbers to the new folks in the club. So when is a 911 actually a 964, a 991 or three other numbers that I will talk about later?

### Let's go back to the beginning for a moment.

Ferdinand Porsche (1875-1951) worked from 1898 through 1930 as an engineer and designer for many automotive companies, including ones that would become Mercedes Benz and Auto Union (Audi). On April 25, 1931 he started his own company. "Dr. Ing. h.c. F. Porsche Gesellschaft mit beschränkter Haftung, Konstruktion und Beratung für Motoren- und Fahrzeugbau" (construction and consulting for engine and vehicle construction). Their first successful design was the Type 7 for automaker Wanderer, one of the four rings in the Auto Union/Audi emblem.

Then as now, Porsche designed many things besides cars, and works with a variety of companies. An example would be Harley-Davidson collaborating with Porsche Engineering to developing the engine/drivetrain for their V-Rod motorcycle.

The Porsche design type numbers continued in basically chronological order for many years. Shortly after World War 2 the first car to carry the Porsche name, the Type 356, was built in Gmund Austria. Ferdinand Porsche was imprisoned in France at the time. His son, Ferdinand Anton Ernst Porsche (1909 – 1998), better known as Ferry Porsche was the man behind the 356 project. The Type 356 was in production for seventeen years. There were a number of major changes over the years and these were signified with a letter after 356:

1948 356 Gmund coupe



1965 356 SC

**1948-49** - Referred to as 356 Gmund Coupes or Cabriolets, approximately 60 Aluminum bodied cars built in Gmund Austria.

**1950-55** – 356, Stuttgart built, commonly called "Pre A". Also Split Window, or Bent Window referring to the windshield (depending on year).

**1956-59** - 356A

**1960-63** – 356B, the 60 & 61's had the T5 body, while the 62 & 63 are T6's.

**1964-65** – 356C & SC

"356" never appeared on the car.

That was easy, now for the hard part – the 911.... (continued on pg. 14 & 15)





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# PORSCHE BY THE NUMBERS

...Continued from page 12

In production for fifty years at some point marketing took over from numbering designs in sequence.

## First, a little 911 history.

Porsche started to work on a 356 replacement in 1959 under the name Type 695 and it was to be a true four seater.

As the design progressed it was changed to a 2+2 fastback, and it became the Type 901. What happened to the rest of the numbers?

Porsche type numbers were in the 800 series in the early 60's when they decided to share VW's parts computer system. The only number group available was the 900 series. So the new car was to be the 901.

French automaker Peugeot objected, claiming the rights to three digit numbers with a zero in the middle. Porsche had already built (but not delivered) around eighty 901's. The easy fix was to change 901 to 911.

Porsche's internal code numbers for the seven generations of the 911 are used by automotive publications and enthusiasts to distinguish them from each other. I'll try to stick to US versions.



1962 695-T7 body



## *A lot changed over the years...*

There were turbo versions of the last six generations of 911's. The early (1975-89) Turbo's are referred to as type 930. There are various "special" models among the 911 series. Just a few you may see are; Carrera RS, RS America, GT-2 and GT-3.



6 Generations of Turbos



*Enough numbers for now. Next time "The Rest of the Story"; 912, 914, 924, 944, 951, 928, 959, 968, 986, 987, 981. Did I miss any?*





## 7 Generations of the 911

**Gen 1 - 1964-73.** Letters starting appearing in 67; 911S, in 68 the 911L, then from 69 to 73 the 911T, 911E and 911S. These letters signified different horsepower and/or equipment. E was for Einspritzung (fuel injection). These cars are now referred to as “Long Hoods”.

**Gen 2 – 1974-89.** Commonly referred to as the “G” series, these are the “crash bumper” cars. There are three major differences in this group. 74-77 are referred to as the narrow bodies. 78-83 is the 911SC, a 3 liter engine and wider rear fenders. 84-89 was no longer labeled as a 911, but got the Carrera badge and another engine bump to 3.2 liters.

*Now's when it gets interesting, or complicated....*

**Gen 3 – 1989-1994. The type 964.** Almost all mechanical's and suspension was new, but the body stayed the same except for the bumpers, now more integrated without the rubber bellows on the corners. New 3.6 dual plug engines. Tiptronic transmission available starting in 1991. Two or four wheel drive labeled Carrera 2 or Carrera 4.

**Gen 4 – 1995-98. Type 993.** The last air cooled 911's. Major redesigned rear suspension. Cleaner body design, especially the front. The air cooled purists consider this the last “Real” 911.

**Gen 5 – 1999-04. Type 996,** first water cooled 911. An all new car.

**Gen 6 – 2005-2012. Type 997,** mainly a redesign of the body, looking more like earlier 911's (especially the 993). Frequently broken down as follows; 997/1, 2005- 08 and 997/2, 2009-2012. The 997/2 got a completely new engine and the optional PDK transmission.

PDK stands for Porsche Doppelkupplungsgetriebe, or Porsche “dual-clutch transmission.”

**Gen 7 -2012- current. Type 991.** Everyone knew a new 911 was coming in 2012, and expected it to be called the 998. Porsche fooled everyone with the 991 designation. Again, a new car, with just the basic engine and transmission carried over.

997/2 and 991's were both sold side by side as 2012 models. The 991 revives the use of “911” on the rear of the car.

# How I Came Into the Light & Discovered Porsches

[BY: TOM ORASHAN]

**First a confession: I owned Corvettes for over 30 years.** Two years ago as many as three were in my garage at the same time: a 2005 red coupe, a '67 427 maroon convertible, and a turquoise '59. **There I said it, you're shocked, and we'll move on.** During those dark days our office had a true Porsche enthusiast, Sonny Sieffert. He told me for many years how wonderful Porsches were and mostly how Corvettes were not. Except once ten years ago after he drove the 2005 during the Porsche/Corvette Club drive through the hills he admitted that it was pretty good.

Anyway as time went on I sold the money pit '59 and last year traded the 2005 for a luxury sedan. After owning the '67 for eleven years I was driving it less and less each year (no power steering, no power brakes, no air conditioning, no radio). The first drive of the year this spring I drove on a curvy road and finally admitted to myself and wife Judy that it wasn't fun to drive. It looked cool, looked new, was my favorite color, Marlboro Maroon, the 427 sounded great, it was fairly fast, but it scared me in the curves, was really hot in summer, and always needed something. What to do? Of course for counsel, I turned to both Sonny and to Jack Merrill whom I had met ten years ago. They advised a Porsche- any kind would do!

I decided that I would finally sell the '67 Vette but that could take months, right? Meantime I began researching 911s this spring. As I immediately discovered, Porsches make Corvettes seem inexpensive to say the least. As I looked at many, many, many ads this summer I found a 2003 911, midnight blue with a Tiptronic transmission, 58,000 miles that was within my budget. It was at a Porsche dealer in Dallas. The salesman did a great job describing both the good things and some faults. I negotiated having a few cosmetic flaws fixed and I sent them a deposit. ALRIGHT, my first Porsche was in sight. I flew to Dallas, they picked me up and I embarrassed myself at the airport by asking what kind of car the salesman was driving (a Cayenne). Hey, I'm a novice.

Then I saw my 2003 911 for the first time. It was love at first sight. Those sleek lines, cool looking headlights, metallic dark blue paint and gray interior. WOW! The test drive was good but I wasn't very impressed with the transmission. Then I noticed that it started out in second gear every time. When I manually shifted it into first at a stop light things improved greatly. I began the drive back to San Antonio with 25 minutes of experience as a Porsche driver. The drive was long enough for me to learn how to operate most of the features and controls. I read the owner's manual and I was ready. Judy liked it too. We joined PCA the next day. In a few short months we have met dozens of very nice folks and had good times at several events.

After a few weeks we went for a drive, San Antonio to Bandera to Kerrville via Route 16. As many of you know, Route 16 gets very, very twisty as you get about five miles from Kerrville. By that time I had enough experience (I thought) to keep driving fast into said curves including the hairpin. WOW again, did the 911 STICK to the road- on Hankook tires no less! Man, this thing is more fun than a Vette! But I need more experience at speed.

Hey, track day is coming up. I can't drive at a track on Hankook tires (right?), so I got a set of R spec Yokohamas on Porsche TechnoSport wheels. Three months into Porsche ownership I knew I did not know how well the 911 would handle at the limit. I





still don't but I gave it my best effort at Harris Hill. Hardly good enough. Only after Steve Farnham rode with me and told me what to do did I begin to see how fast the car could go and how well it could handle the corners. Steve had me going through curves far faster than I would ever have thought possible. Thank you Steve for your excellent instruction! It really did stick to the road. And the Tiptronic transmission was very good when you were trying to go fast. So with 125 miles on them I took off the Yokohama track day tires and put the everyday tires back on. Man, what could be better than this?

As you remember, sometime after acquiring the 911 I thought that I should put the '67 Corvette up for sale. It could take months and months, right? Wrong. It took 2 ½ days! A man in California bought it based only on the pictures and description. He wired me the money, sent a semi tractor trailer car transporter for it, and my classic Corvette was gone. But we had money in the bank!

A short time later I thought a Cayman R would be the car to have. So cool. Even drove a 2012 at Porsche San Antonio but it had a manual transmission and after decades of manuals I decided I wanted a PDK. Looked at many, many ads. Called about two Cayman Rs and missed them both by a day or two. Depressing.

Enter Sonny Sieffert to upset the apple cart. One Friday this September he showed up at my house in his new 2014 Boxster S with PDK and Sport Chrono. Beautiful car. We went for a ride, he let me drive, I put in Sport mode, wow. I put it in Sport Plus mode- WOW! I was hooked. Gotta have one with PDK and Sport Chrono. Only in a Cayman. That day I started looking AGAIN at many, many ads. Two days later, here's a Guards Red 2014 Cayman S with 5,000 miles on it at the same Porsche dealer in Dallas where I bought the 911. I called them Monday and made them an offer which they accepted. The next day, September 30th 2014, I was driving the 911 back to Dallas only four months after I got it to pick up the Cayman S. The Cayman looked better and shinier in person. The test drive was everything I hoped for and driving it still is. What a great car, one I plan to keep for a very long time.

Now if I can just sell those 18" tires and wheels I got for the 911. LH



# Johnson City Redux

[BY: JOHN & MEI-LI BERRY]

*She says, "You can't repeat the past." I say, "You can't? What do you mean, you can't? Of course you can." – Summer Days, Bob Dylan*

The Longhorn Region has Wanderlust. We love to drive, especially as a group on a Saturday or Sunday morning, and we don't usually repeat the destination for a while – variety is the spice of life, and all of that. However, some places are so good you just have to go again, and that was the case for the Pecan Street Brewing Brewpub. We visited them for the first time back in May and had a grand time. So, for November's drive, we took a hint from Bob Dylan and repeated the past, paying Patty Elliot and her staff there in Johnson City another visit.

Our Tour Meister was James (Jim) Lowe, a man known for his good taste in beer and know-how in logistics. We were the beneficiaries of his expertise, and he selected a great place that could handle a crowd, provide excellent service, had tasty food, and brewed well-crafted beer. The route was well thought-out and inspired, with several little roads I had not travelled before. Jim's directions were incredibly detailed and pretty-near idiot proof (and I'm proof enough for that!). The route, driver's meeting, and instructions drew praise from

first timers and expert rally teams alike. Many new or not-very-active members came out for their first event and said they really enjoyed themselves. That was music to Jim's ears, I bet, and he seemed to enjoy putting the drive together.


Ron McAtee's usual aplomb with registration, insurance, waivers, name tags, etc., etc. came in handy again as he got everyone off to an efficient and on-time start. He makes it look easy but it takes a fair amount of effort to do it right and we sure appreciate him making it happen. Over 80 people expressed interest in the drive, and we ended up with 69 people in 36 cars along for the ride. I don't know for sure, but I think that's a recent record for Longhorn! It's a testimony to how much our Club has grown and how well we execute drives, in my opinion. Many thanks to those who made it happen and to those who came out to enjoy the day.

A welcomed chill was in the air early that morning. The skies were sunny and the scenery was green. All we were missing was some wildflowers and we could have called it Texas Hill Country Spring! In other words, it was fabulous Porsche driving weather. The young and young-at-heart put down their convertible tops or opened their sunroofs and let the fresh cool air wash over them as we headed up into the

hills to our designated stop along the way, Sisterdale. We lined both sides of the road in Sisterdale, which was a beautiful sight, and reminded me of the old-timey, run-to-your-car, Le Mans starts. And it looked that way when we headed back out, too!

The recent rain resulted in some mud and gravel on the roads (which Jim had warned us about) and the inevitable happened, at least to the Berrys. SNAP! Big rock landed smack on the windshield, right in front of the driver. Thank goodness (again) for ClearPlex (see article in last issue). We brushed it off without a mark on the glass and enjoyed ourselves. Beats a cracked windshield any day.

We filled the square around the courthouse in Johnson City and the restaurant's big room in the back, with some stragglers spilling over into the Biergarten. Great cars, better friends, and a good meal. That's a recipe for an awesome Saturday morning.

You might not be able to go home again, as Thomas Wolfe opined, or repeat the past, as that girl in Dylan's song says. I wouldn't know about all of that. However, I assure you that you can revisit the Pecan Street Brewing Brewpub in Johnson City and have a great time. Again. In fact, I highly recommend it! 



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# NOSTALGIA

[BY: PAUL MARTIN]

*Nostalgia is a powerful thing; it transforms memories into fantastic emotions. It comforts us by bringing the warmth of familiarity to the forefront, especially when all else just does not seem right.*

Cars, on the other hand, are merely utilitarian objects for some. However, for those with gasoline running through their veins, we create a love affair with our cars – the ones that tend to embody our personalities and stir our emotions. For those that do not get this passion, they buy cars to transport themselves from point A to point B, usually with zero emotion or loyalty. Meanwhile, we gearheads truly embrace the god-like gift of moving about with such accessibility, ease, and searing speed.

Now blend the two – nostalgia and the love of cars – and you will get a passion indescribable to the common person. These are two very powerful emotions that have nostalgic car lovers yearning for vehicles that have long left the automotive landscape many years prior. It is **the** perfect symbol of automotive excellence so this car lover rearranges their lives to somehow fill this hole. After generations of consumers have used these special cars, these focused fanatics come in for the



rescue. They become hypnotized to find that perfect car; not necessarily “museum-perfect,” rather perfect in their eyes. Beauty is truly in the eye of the beholder. Do these urges sound familiar?

For me, there were two cars: the Datsun 240z and the Porsche 911. When I started looking for that perfect car I searched for that ideal 240z. I wanted for this car for many years as it was part of my childhood. My parents had a beautiful blue “Z” when I was a tot and burned into my memories was the shape that was long, elegant, and flowing. And to boot, the cost of ownership for a 240z was reasonable. To me, it felt right.

Now do not get me wrong. I had fantasized about the 911 for many years but I always felt that this German idol was too rich for my blood and overall out of reach for me. When I was a kid, 911s were supercars that no one I knew could afford. As a result, I relegated it – like the Lamborghini Countach – to a wish list for that Genie lamp I would eventually happen upon. Until then, it was dismissed from my heart and mind.


So, I dug through many classified ads for that special 240z. Very few existed that were in reasonable condition; the remaining inventory was worse than a decayed deer carcass or turned into concourse show queens. In either case, my investment would be huge and most importantly, it did not feel right.

Then my wife asked me that special question; the one that all nostalgic 911-lovers dream to hear. “Why don’t you buy a Porsche 911?” What? Did I hear correctly? My wife was willing to open the purse strings for me to buy a 911? Reluctantly, I told her that 911s were going to be too expensive. Unconvinced by my answer, she lashed back and stated “which would you rather have, an old Datsun or a Porsche 911?” Well, when she put it that way, she made up my mind. And of course, this has left me sleepless for many nights. The deep-seeded and dormant

nostalgia I had for the out-of-reach 911 was awoken! Memories filled my brain, while the warmth from a nostalgic love affair filled my soul. Yes, the pearly gates of Porsche had opened for me.

As all of you know, you do not just open the classifieds and find the perfect 911. Good examples are rare, so it took time. It was agonizing but what kept me going, until I found that perfect Porsche, was a memory from when I was 15. Four houses from my buddy’s home was an exquisite Guards Red 930 (911 Turbo). As I rode my bike past this tantalizing tease, I would abruptly slam on the brakes to gawk at. The car was always parked nose in so the voluptuous rear of that beauty was out there for me to fantasize over. The massive red and black whale tail barely covered the sexual curves of the two huge fenders that perfectly swept into the 930’s dramatic rear rake. Oh my gosh! And in comparison to the gaggle of boxy vehicles from the 70s and 80s, the 930 was angelic – in a very naughty way!

Today, I can still vividly experience that moment. It was impressive enough for me to remember 25 years later and has fed my lust for the same silhouette in my garage. Although all air-cooled 911 Turbos have been out of my reach during my enduring searches, I have found that perfect car. Today, I own a 1990 964 Carrera 4 draped in Grand Prix White. It does not have the dramatic curves of the 930; however, I believe that it has the perfect mix of what I want in a 911. It has the right balance of power, elegance, safety (AWD induced understeer – a bit too much for my taste), and comfort. Previously, I had a 1977 911S Targa and learned a lot about the quirks and stark nature of earlier 911s. However, with the 964, some of those classic quirks exist but are complemented by the aforementioned qualities. I love this car!

Now, if there is anyone willing to sell a good, clean 930 to me for \$40K or less, I am willing to sacrifice the rest of the garbage in my garage to fit two perfect cars. I am a man with priorities! 



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## Run Group 1

Driver Name	Car #	Type	Run # 1	Cone	Run # 2	Cone	Run # 3	Cone	Run # 4	Cone	Run # 5	Cone	Run # 6	Cone	Run # 7	Cone
Fisher, Peter	15	05 997	27.967		28.869		28.454		28.44		28.222		28.228		27.611	
Sanders, Holly	690	Boxster	34		31.826		32.277		31.015		30.716		29.983		29.632	
Matthews, Mikel	32 SSM	914-6	27.437		27.473		27.511		36.788	1	31.016		28.276	2	27.151	1
Guajardo, Tom	777	911	29.289		31.165	1	28.613		28.078		28.518		27.78		27.445	
Fisher, David	4	964	31.985		31.564		31.256		30.705		30.906		30.299		30.671	2
DePeralta, Alex	111	11 Targa	31.211		31.34		30.82		31.549		31.586		31.763		30.488	1
Howell, Ted	3	GT3	30.177		dnf		29.735		29.154	1	dnf		30.014		29.769	
Orashan, Tom	59	14 Cayman	30.844		30.943		30.546		36.692	1	53.935	2	32.848		32.307	1
Hughbanks, Matt	11	06 911	33.163		31.534		31.989		31.341		30.683		30.225		36.775	2
Farnham, Sherry	117A	Cayman	30.62		31.201		32.892		30.818		31.018		29.564		30.218	
Widing, Drew	20	82 SC	33.195		33.162		33.016		33.441		34.043	1	33.488		32.577	
Bush, Suzie	7	Boxster	34		32.786		32.097		30.851		31.811		dnf		32.613	
Max Imber	29	356	36.530		35.241		34.396		33.718		33.556		33.643		33.652	
Hamilton, Sam	44A	10 Cay	35.345		32.793		31.626		31.374		31.060		30.649		30.403	



## Run Group 2

Driver Name	Car #	Type	Run # 1	Cone	Run # 2	Cone	Run # 3	Cone	Run # 4	Cone	Run # 5	Cone	Run # 6	Cone	Run # 7	Cone
Crevoisier, Ralph	6	997	33.208		31.52		30.925		30.626		31.952		30.567		30.384	
Parkinson, Dan	42	07 987	dnf		32.748		30.777		31.17		31.464	1	31.366		31.112	
Sanders, David	69	Boxster	34.195		34.143		32.765		32.938		32.319		32.113		32.433	
Day, Phil	24	05 911	32.662		31.451		30.759		31.031		30.448		30.454		30.171	
Hamilton, Jim	44	10 Cay	35.684		36.271		33.592		33.676		33.289		29.044		29.483	
Holder, Karl	10	Boxster	31.826		31.071		30.990		31.274		31.207		31.247		30.974	
Zettner, Brian	33	73 914	34.207	1	32.852		32.584		32.466		32.721		32.196		32.011	
Collins, Terry	5	08 Boxster	30.684		30.633		30.558		31.605	2	30.93		31.420		31.156	
Farnham, Steve	117	Cayman	29.242		29.014		28.743		28.617		28.111		33.336	1	32.945	
Bricken, James	1	Boxster	28.540		28.217		28.572		28.459		28.068		28.347		28.038	
Parkoff, Jon	31	75 914	28.492		33.31	2	27.67		28.107		27.649		27.468		27.975	
Witten, Will	333	997 CS	30		29.506	1	29.806		29.815	1	29.904		29.145		29.054	1
Bush, Chuck	7A	Boxster	29.618		29.199		29.258		29.347		29.117		29.002		28.513	
Milne, John	74	911 SC	29.362		28.909	2	28.898		28.838		28.789		27.918		27.019	
Monnett, Chris	73	73 914	30.14		30.076		29.655		29.181		28.964		29.308		29.116	
Robinson, Scott	18	944	33.065		32.649		32.314		32.234		31.916		32.092		31.431	

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