



Roundup

JANUARY - FEBRUARY 2014

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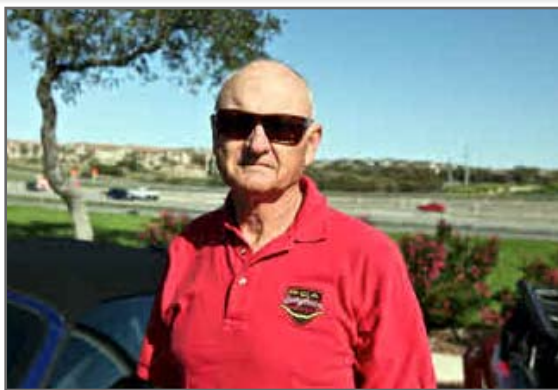
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[ON THE COVER]

Lineup of Porsche's at the January Hill Country Drive

Photo by Gary Perser



roundup

january - february 2014
vol. 7 - issue 1

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Advertising Rates for 2014

Full page	\$750/yr
½ page	\$400/yr
¼ page	\$200/yr
Back cover	\$750/yr

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Roundup is published six times per year by the Longhorn Region of the Porsche Club of America. Submission deadline is the 15th of the month prior to the issue month. Opinions expressed herein are strictly those of the authors and are not endorsed by the Longhorn Region or Porsche Club of America. PCA regions may reproduce articles from Roundup with proper credit. Longhorn Region board approval is required for any other use of materials. Porsche®, the Porsche crest®, CARRERA® and TARGA® are trademarks of Porsche AG.

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Jack's Corner

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

Another successful year for Longhorn PCA is in the books. 2013 saw our region grow, we had numerous enjoyable events that brought energetic new members in to the club and now we are head-first into 2014.

It was most heartwarming to see the overwhelming interest in our first drive of the year. We have never had so many members wanting to participate in an event. Our first autocross is also less than a month away. Fiesta Challenge is the first weekend in April and so it goes.

A heads up, to all that plan on going to Parade this year..... and who would not want to go to a Parade centered on the coast of Monterey California. Registration will open on 11 March and it will fill up fast. The Parade website is

coming together and more and more specific information is being posted every day.

Closer to home, there is lots to do and the weather is going to only get better, he says hopefully. Our next evening meeting will be on the first Thursday of February at Chester's hamburgers on loop 410. The date is 6 February and it is always nice to see a long line of Dr. Porsche's cars lined up in their lot.

I thanked them at the Christmas party, but it is never too often to express my sincere appreciation for the members of your board and committee chairs that make Longhorn PCA a great region to be in. Most of this small group has worked hard for many years making our club better and providing great events for everyone's enjoyment. It is time for our new members to get their feet wet so to speak and get involved. If more people share the load, the load is not so heavy for the few that have done it for years. Join in you will enjoy the experience.

Lastly, I would ask every member to support our sponsors and advertiser's. Their support allows us to do so many things at minimum cost to our membership. Thanks go out to each of them.

Now lets press the pedal and dive into another fun filled year in PCA and Longhorn region. Drive safe and get involved.



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SCREAMED OUT**

**“OH MY
GOUDA!”**

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News & Notes

Check Out our
Longhorn Region
website for dates and
information
longhornpca.org

Save the Date!

2014 Fiesta
Challenge
April 5-6



A funny little contribution from
Colonel James D. Vinci MSC (Ret)

Top Tier Detergent Gasoline

TOP TIER Detergent Gasoline is the premier standard for gasoline performance. Seven of the world's top automakers, BMW, General Motors, Honda, Toyota, Volkswagen, Mercedes-Benz and Audi recognize that the current EPA minimum detergent requirements do not go far enough to ensure optimal engine performance.

Since the minimum additive performance standards were first established by EPA in 1995, most gasoline marketers have actually reduced the concentration level of detergent additive in their gasoline by up to 50%. As a result, the ability of a vehicle to maintain stringent Tier 2 emission standards have been hampered, leading to engine deposits which can have a big impact on in-use emissions and driver satisfaction.

These automakers have raised the bar. TOP TIER Detergent Gasoline help drivers avoid lower quality gasoline which can leave deposits on critical engine parts, which reduces engine performance. That's something both drivers and automakers want to avoid.

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Conoco

CountryMark

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Exxon

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Quik Trip

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A Porsche Family

[BY: HOLLY SANDERS, ROUNDUP EDITOR]

As I have mentioned before, I think that I have a pretty cool family. My aunt and uncle have been members of the Maverick Region of PCA since before I was born and have been auto-crossing just as long. My mom auto-crossed on occasion with my aunt when she was visiting. And when my cousins learned to drive, their natural progression was to autocross as well. Racing has had a big role in our family.

Unfortunately for me, when I turned 16 I didn't have an awesome brand new, shiny Porsche in my driveway with a big red bow on it (bummer, right?). But what I did have was an (awful) 1993 Mitsubishi Mirage. Get ready for the gory details... It had no power steering, no power windows, no air conditioning and it was the ugliest shade of periwinkle blue ever. Now if you've met me, you know that I can sometimes be a bit of a princess. I really think this was a mean joke that my parents played on me to teach me some meaningless lesson, but the one thing that I did gain from this experience was learning how to drive standard.

So I guess I am (grudgingly) thankful for that little car because after driving that thing, I can pretty much drive anything. Fast forward to 10 ten years later- I bought my

first Porsche and, of course, got a standard. Like every member in PCA, I love to drive my car. I am really glad that I got to join my family in PCA and I am glad that I now have another thing in common with my aunt.

If you've been to Parade or up to Dallas, chances are you've ran across Fran Ussery. My Aunt Fran is definitely my Porsche role model.



She was the reason I fell in love with Porsches. She is so fun and still has the love and passion for the cars that I hope to have after so long. I definitely love visiting Dallas because our family always gets together over a glass (or three) of wine. We use her wine glasses that she has collected from different years of Parade. We can always tell whose wine is who's because you know your cup is "San Antonio '97" or "Great Lakes '89."

Christmas was a fun occasion because we got to put all of our Porsche's together and take a couple of family pictures. It was freezing and we were in a rush to get to the mall the day after Christmas (a family tradition of shopaholics). But we lined up our cars and took some snapshots before we set off.

Love for Porsches is definitely contagious because a year after I had bought my first Porsche and joined PCA my Dad did the same. My dad has been my best friend since before I could walk. We have always found hobbies and interests that we do together. It started off with wrestling and baseball when I was younger and has evolved into Fantasy Football, photography and racing in the later years. So when he got his Boxster, it was just another thing that we had in common. There is always Porsche talk over our weekly dinner dates. Now we are working on convincing my little sister to get one too!

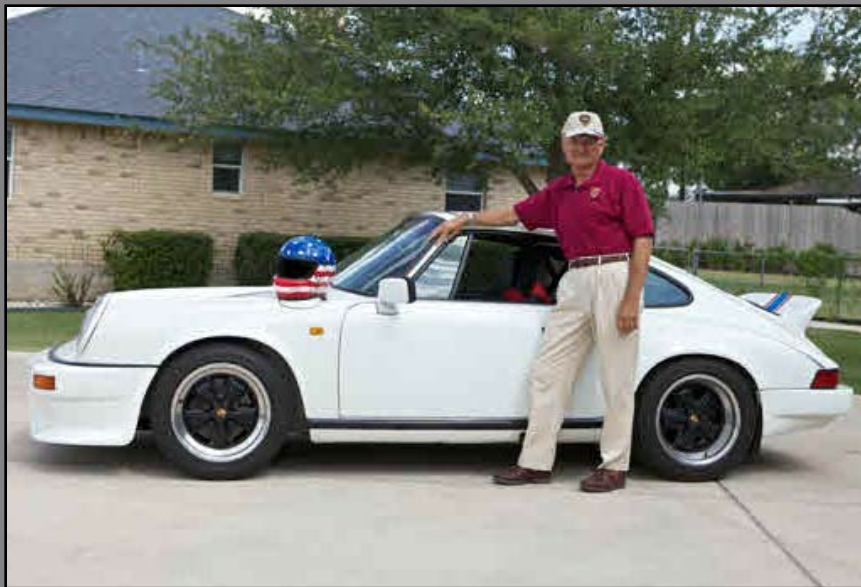
We officially have 7 members of the family and 5 cars in PCA, can anyone beat that?

[PICTURED ABOVE: Left: The ladies in my family who have autocrossed, Me, my Mom, Aunt Fran and my cousin Erin. Right: My Dad and I. Middle: Aunt Fran & I]

MOTORSPORTS Tidbits

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

Wow another year. Christmas is barely behind us and we are hot into the New Year. A drive through the hill country in January and our first autocross on 8 February just to get the year started.



For those that participated in the November autocross, you may just see a very similar course next month.

Now is the time to get your car ready for those events and generally for safer driving on the roads. Several things that should be done for safety would include, changing out your tires if any cord is showing or they are more than five years old. You can check their age by looking on the sidewall and right after the DOT marking you should see four numbers. The first two are the week the tires were made and the second two are the year. While you are doing this also check for cracks in the sidewall and the tread area. If you see any REPLACE THE TIRES!

Next, if you have not had your brakes flushed in the past two years (a Porsche service recommendation), more often if you track your car, get that done and while doing a brake flush check your brake pads. Always nice to start the year with at least fifty percent of the brake pads remaining on each wheel. Additionally look at the rotors. First to see if there are cracks from one cross drilled hole to

another or that a crack or cracks extend from a cross drilled hole to the outer edge of the rotor. In either case new rotors should be on your maintenance list. Secondly exam the general condition of the rotors for excessive wear and the brake lines for signs of leaks or bulging. Either of these issues can be dangerous as the effectiveness of the brakes is reduced Maybe too much if you have to make a firm application to avoid something. Brake service is cheap and important insurance for your safety. You don't want to meet new people "by accident". Yes, a weak joke.

Oil changes should be done at least once a year. I prefer every 6 months or five thousand miles. Oils are better than they use to be but dirt and dust is still evil and is bad for the engine. Likewise if the majority of your driving is short trips to the store your engine never gets up to operating temps for very long, if at all and moisture in the oil caused by condensation does not burn off. Oil changes equate to cheap insurance. Because of the dust in our part of Texas checking the air filter for dirt and dust is

just as important. If your air filter is clogged the engine is not getting the proper amount of air and will run poorly.

Lastly a good alignment really improves handling and tire wear. If you have not had one in several years or say 10,000 miles now is the time to get it done. Improved handling by the car being aligned properly makes for a safer car.

Now some food for thought, the two biggest errors I saw last year were one, trying to go into a corner too fast and having to apply braking in the corner thus resulting in a slow exit or being unable to effectively turn the car and negotiate the corner. Coming off a straight section and approaching a corner, do the majority of your braking while going straight so the car has slowed enough to allow you to turn the wheel without skidding and smoothly negotiate the corner. If you do this as you approach the apex of the turn, your car is still balanced and you can apply throttle to exit quicker. Old Chinese rule of thumb; “enter corner slower and exit faster” and that old Chinese driver was rather good.

The second error was too much time during the run with the right foot neither on the throttle or the brake, thus just coasting. When coasting you are not driving and the car has a mind of its own. Work hard, even while driving on the street to either be braking or accelerating with the right foot. That does not mean that either of these peddles has to be full down, just be in control and have activity on either the front or rear wheels.

I think that is enough to digest. It's January and time to get ready for a great and enjoyable year with your Porsche and PCA. Drive safe and see everyone in February!

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Membership Report

As of Feb 2, 2014

Primary members	338
Affiliate/Family members	<u>208</u>
Total:	546

New Members

Allen, Bill	2012 Black Cayman S
Allen, James	2011 Black Carrera
Barr, Gary	1998 993
Cassin, Ted & Jennifer	1999 Silver Boxster
Dean, John & Jamey	2006 Gray Carrera
Debonopaula, Luis & Lisa	2014 Red 911 Turbo
Farris, Alan	2001 Silver 996 Twin Turbo
Lenard, John & Carol	1966 912 Coupe
Lopez, Ralph	1999 Blue 911
Mangat, Mandeep	2012 Black Cayman R
Pena, Anthony (Quest Program)	Looking for a Porsche
Reid, Mark	1975 White 911
Richards, Janel	2014 White Cayenne

Transfers

Faerber, Don (Sacramento Valley)	2003 996 Twin Turbo
Leland, Mitch (Hill Country Region)	1984 911 Turbo Look; 2003 911 C2S
Napolitano, Pat (Lone Star Region)	2004 Silver 911 C4S
Norris, Kevin & Lori Salfi (Redwood Region)	2006 Blue Cayman S

PCA Anniversaries

35 years

Jim/Joan Vinci 2/79
James Walker 2/79

25 years

Wady Williams 2/84

15 years

Jack Merrell 1/99
Stephen Scarlett 2/99

10 years

Joe Tegtmeyer 1/04
Catherine Harris 2/04
Dennis Johnson 2/04

5 years

Pepe Hurtado 1/09
Marcus Henning 2/09
Bill & Peggy Huber 2/09

Welcome to the Longhorn Region PCA

Ron McAtee, Membership Chairman



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Attention Longhorn Members!

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If five members join together they can split the initiation fee five ways and then each just pay monthly dues.

This gives you full membership at a reduced price and you can enjoy all the fun of a great track and fellow “car nuts” Contact Harris Hill directly to exercise this opportunity

News & Notes

The November Car & Driver irked me to the point where I wrote a letter to the editor. Well, to my surprise, it got published in the latest issue.

By: Scott Overton (2011 Cayman)

The November issue (Car & Driver) features a huge multi-section celebration of the Porsche 911. Well done, thank you. Then, possibly to give the resentful opposition a voice, it includes a trumped up comparo with a Corvette winning over an over-optioned 911S, peppered with ridicule and snarky, cynical, hostile remarks. Yes, Porsche “options” are way over priced, but the basic package is quite complete. Please note that for the same \$148,245 of the as-tested (base \$99,850) 911S, almost to the dollar, you could have a 911 Turbo. Comparo that! Also note that the 19 point hit for price that put the Corvette over the top works out to \$4,200 per point. If the 911S had been optioned with just PDK and sport/chrono at about \$105,000, the difference would be equal to a 9 point penalty, not 19, and the Porsche would have won by 5 points.

A 1955 Odyssey through Western Europe in a New Porsche

[BY: EUGENE FARRELL,
LONGHORN REGION MEMBER]

In 1953 the Navy loaned me, then a Lieutenant Commander, to the State Department (DOS) for assignment to the U.S. Diplomatic Mission to Madrid, the purpose of which was to negotiate rights for Navy and Strategic Air Force (SAC) Bases in Spain. That was a head-spinning assignment for a young officer, especially when DOS issued my wife, Ruth, and me Diplomatic Passports and designated me to be one of two interpreters and recorders for the American Negotiating Team.

Two years later, following bilateral approval of the base agreement, DOS released me, then a Commander, to my parent Service which promptly issued the best change of duty orders I received in my 38 years of Navy service: 30 days of leave with the option of spending any or all of it in Europe before embarking in the SS INDEPENDENCE for NYC; thence to Newport, RI, to assume my first sea command, a Fleet Destroyer.

Ruth and I, avid admirers of European art and culture, opted to spend all of my leave in Europe. She immersed herself in planning a daily itinerary for every Western European country, except Portugal, which we had already toured. In the meantime I busied myself with selling our Oldsmobile to a car-hungry Spaniard

and shopping for a European replacement. A Spanish friend with expert knowledge in motor vehicles advised me to buy a Porsche, a make about which I knew nothing.

I took the plunge, sight unseen, and ended up with a Porsche Continental Coupe, forerunner to the Model 356. On August 4, 1955, we departed Madrid on what turned out to be an exciting adventure of 7,500 km. Ruth kept a daily journal in far more detail than my abridged summary that follows.

August 4th - Madrid to Paris, thence to Le Touquet and the ferry to England where the Porsche was a head-turner. One Brit. called it a "Super Volkswagen". Canterbury, Stratford-on-Avon, Buckingham Palace (Changing of the Guard) and Evensong at Westminster Abby were a smattering of attractions that beckoned us. All the pews were full at the ABBY, but when I told a greeting priest that we were American Anglicans (read Episcopalians), he seated us with the Choir!

August 11, 1955, we embarked on the overnight ferry to Bergen, Norway, thence a thrilling road trip past fjords, mountain lakes, and scores of happy blond, waving children to Oslo. The most memorable attraction for me, a sailor, was the Viking Museum and its perfectly restored 10th century sailing ship like the one commanded by Eric the Red on his historic voyage to America centuries before Columbus.

Aug. 15th found us in Stockholm the capital of Sweden. Far more bicycles than automobiles. Lovers and couples riding expertly abreast in the traffic, holding hands. Swedes, like all Scandinavians, are highly civilized people.

By day 14 of our odyssey we were in Copenhagen browsing the museums with artifacts and paintings of the Danes' historic raids on England. At a department store, Ruth spied a baby seal coat for \$405 U.S. currency and bought it on the spot over my penurious objection. It was time to move on to Germany to preserve my diminishing cash. No credit cards in those days.

My most memorable attraction in Copenhagen was The Little Mermaid sitting on a buoy, gazing longingly to seaward as if awaiting longingly for the return of her sailor lover.

Next: Western Germany. The autobahn from Luneburg to Wiesbaden, where Ruth had a cousin in



the American Consulate, offered the first opportunity to open up the now-well-broken-in Porsche. I pressed the accelerator to the floor and enjoyed the unforgettable song of a Porsche in top gear with the tachometer at 3:00 o'clock. The Porsche ran so smoothly that Ruth didn't seem to notice the speed. She reminded me that we were expected for dinner with her cousin, and that the distance to Wiesbaden was 450 km. (280 mi.). I invited her attention to the speedometer, whose needle was dancing between 100 and 105 mph. She remained silent until we were in Wiesbaden three hours later.

I shall mention only one of the many attractions of what was then free, Western Germany. Rothenburg is a walled city with beautiful gates unchanged since the days of Roman occupation. It is situated on the Tauber River isolated from the major metropolises and invasion routes of invading armies. Legend holds that a Roman conqueror spared the city on a wager with the incumbent mayor who drank in one draught a two-liter beaker of beer. Today the central plaza clock tower strikes twelve at noon every day immediately after which the tower doors open and the head and shoulders of a manikin holding a beaker emerges to simulate the incredible legendary event.

By rare historical coincidence, we entered Austria and drove along the south bank of the beautiful blue Danube from Linz to Vienna on August 25, 1955, the day after the Red Army had, at U.S. insistence, evacuated Austria. No traffic, no people, doors of every house shut tight. My theory was that the residents, not knowing that the Soviets had left, feared that the sound of an approaching Porsche heralded the arrival of dreaded, unwelcome occupiers. It turned out to be true when we paused at an apparently deserted village. Carrying a small American flag she had brought from Spain, Ruth walked to a house that appeared to be inhabited. An elderly man opened the door and asked her if we were Americans. She told him our identity and assured him the Soviets were gone. He shouted for joy and called out his whole family to greet us. He invited us to stay and celebrate with them, but we declined because we wanted to get to Vienna before sunset.

The remainder of our drive to Vienna was parallel to what had been, but no longer was, a railroad. The departing Soviets had taken away the rails, crossties, and even the gravel bed. Vienna showed the scars of war, a shell of its former self. A few



damaged, deserted Soviet battle tanks were scattered across the city square, and the railroad depot was a flattened rubble. But the citizens were celebrating until midnight.

After dinner we mingled with the crowd who somehow learned that we were Americans and expressed their gratitude for our nation's firm stand against the Soviet occupation of their country. One elderly lady hugged and kissed us both and said in English, "Thank God for America!" I acknowledged her gratitude and asked her a question.

"Now that you have your country and Vienna back, what is the first thing you want to do?"

"Rebuild the opera house, of course!", a very typical Viennese response.

From Austria, we traversed the Alps through beautiful Switzerland to Tuscany and Florence; the home of the Medici and the heart of the Renaissance. There, in the rotunda of the Academy of Fine Arts, stands one of Michelangelo's greatest masterpieces, the huge, impressive marble statue of David, so detailed and painstakingly sculpted that the veins of the arm that held the sling stand out in clear relief, and the muscles appear to flex. First time viewers, such as I a decade earlier, are stunned by this incomparable masterpiece. Despite my preliminary description of its magnificence to Ruth, she too was rendered breathless on first sight.

The rest of our month-long journey was anticlimactic. We proceeded, to Genoa where we boarded the SS INDEPENDENCE for the voyage to NYC and our beloved America, taking with us a lifetime appreciation and respect for the history, the peoples and culture of the Old World.

FIESTA CHALLENGE 5-6 APRIL, 2014

To Benefit WOUNDED WARRIOR and FAMILY SUPPORT CENTER

Sponsored by PORSCHE of SAN ANTONIO

Located at 9455 I-10 West, San Antonio, TX 78230

This is a Porsche only PCA Event Open to all Regions

This years Concours d'Elegance to benefit the Wounded Warrior and Support Center will be held on 5 April at the Porsche of San Antonio dealership located at 9455 I-10 West. Take westbound exit 561 Medical/Wurzbach or eastbound exit 562 Medical/Callaghan. Your participation will support this worthwhile project. This is a top only event, no undercarriages or engine compartments, only interiors, exteriors, and trunk areas. Come join in on the fun and compete against other Porsche enthusiasts. This is the opportunity to give your Porsche(s) the good, thorough cleaning it deserves and join us for the day!

We are hoping to get 50 or more cars registered for the concours. You don't have to have a show car to enter. Many entrants drive their cars daily. Just clean it up and come show it off.

For newer members, this is an opportunity for all of us see your Porsche. Competing with fellow "Porsche Pushers" and the thrill of possibly winning an award for having a nicely prepared Porsche is well worth the effort and the bragging rights that go with it.

Concours classes will be based upon the number and model of entries. Classes may be combined for competitive purposes. Examples of possible classes are:

4 cylinders (356, 914, and 912's)
Early 911, 1965-1973
924's, 928's, 968's (water pumpers)
911's and SC's 1974-1983
1984-1989 Carrera's
Boxster's
Cayman's (Boxster's & Cayman's' may be combined due to number of entries)
993's, 993 Turbos, 996's, 996 Turbos, 997's, 991's
Cayenne's, Panamera's
Race /Modified

There will also be an area for display cars not entered in the concours. These will not compete for awards and will be "display only." Just let the registrar know on the registration form that you want to "display only".

Porsche Club members tend to be very competitive. Register and let us see your Porsche and provide the competitive spirit that I know is in all of you.

There will be a catered luncheon served for those who would like to buy a lunch. The registration form will have all the info on this event. There will also be a Rally following the Concours. The Rally will terminate at a restaurant in the surrounding area. To round out the weekend, we will having an autocross on 6 April at Retama Lot #4. All the events/costs are mentioned in the registration form.

Ron McAtee, Concours Chairman

**2014 LONGHORN REGION
FIESTA CHALLENGE REGISTRATION FORM**

**Title sponsor: Porsche of San Antonio
To benefit The Wounded Warrior and Family Support Center**

Name: _____ E-mail: _____

Make: _____ Model: _____ Year: _____ Phone #: _____

This is a multi-event weekend with three events for this year's Challenge.

The Concours and Rally will be held on Saturday 5 April and the Autocross on Sunday 6 April 2014. The **Concours** will be held at the Porsche of San Antonio dealership located at 9455 I-10 West, San Antonio, TX 78230. They are located on the westbound frontage road just after the Callaghan exit (Westbound exit 561 Medical/Wurzbach or Eastbound exit 562 Medical/Callaghan). A catered lunch will be served to those who have pre-paid for their meal(s). **You can order a meal even if you are a spectator and do not enter the event.** You do not have to have a show car to enter. Many of the entries are daily drivers. Just clean up your baby and come show it off. It will help us achieve our concours goal plus you'll meet other club members and have a really wonderful time. The **Rally** will depart from the parking lot in front of the dealership and end at a restaurant somewhere in the San Antonio area. The **Autocross** will be at the Retama Race Track parking lot #4 which we were able to acquire for this event. A late fee of \$10 will be assessed for late entries.

Please fill in the matrix below for the events you would like to enter. Make your check **PAYABLE TO: LONGHORN REGION, PCA**. Mail to: Ron McAtee, 4702 Bohill, San Antonio TX 78217. Ron needs your check in hand by close of business Thursday, 27 March, 2014 so meal orders and awards procurement can be finalized. Contact Ron with any questions at rmcatee@satx.rr.com or call him at 210-654-6639.

EVENT

COST

QTY TOTAL

Concours, Saturday 5 April 2014 at Porsche of San Antonio. Judging interiors, exteriors, and trunks only. No engines or undercarriages 7:30-9:00 am Registration 7:30-9:45 am Concours preparation & cleaning 10:00 am Judging begins All Porsches (concours entrants & display cars) will park in separate designated areas Enter at the north end of the dealership and someone will direct you where to park your car.	\$25/car		
No charge for "Display Only" category.	\$0		
Lunch on Saturday 5 April at 12 Noon: Must be ordered and prepaid by Thursday 27 March 2014. Concours awards presented during lunch	\$21/person		
Rally, Saturday 5 April following lunch. Starts from the dealership parking lot on a predetermined route set-up by the Rally Master. First car out at 1:30 pm.	\$10/car		
Autocross, Sunday 6 April 2014. 7:00 AM Set-up and course layout 8:15-9:45 AM Mandatory Tech Inspection of vehicles, registration, and sign insurance waiver 9:45-10:45 AM Drivers Meeting & walk through, cone marking 11:00 Start runs 5:00 pm Shutdown	\$25/driver		
Late registration fee assessed after 27 March.	\$10/car		
TOTAL			

There'll be an overall award for best showing in all events combined. Enter all of them to be in the running

Potomac Region PCA 1959 Autumn Color Rally

[BY: EUGENE FARRELL, LONGHORN REGION MEMBER]

Bill Sholar was the Daddy of the PCA. In the mid-1950s, he, Ray Pitts, Tommy Thompson and several other Porsche owners in the Washington, DC, area met at the Sholar residence in Alexandria, VA, to found and organize the PCA. With commendable foresight, the founding group, consisting primarily of military officers who, from recent service in Germany, predicted that civilian American sports car aficionados countrywide would soon snap up the few Porsches then being imported to the U.S. The founders visualized nationwide geographic regions; named theirs the Potomac Region; appointed a treasurer and enlisted the services of a volunteer secretary who would keep the membership roster updated and publish a PCA news pamphlet, which morphed into the Panorama.

Such was the PCA in 1957 when I returned from sea duty, retrieved my 1955 Porsche Continental from storage and joined the Mother Region. Rallies were their specialty and the queen of all rallies was the annual Autumn Color Rally in mid-October. The Rally Master regularly charted the event through the most scenic rural routes of northern Virginia and Maryland. Ruth, my wife, had now mastered the driving skills unique to the Porsche while I concentrated on navigation for the rallies.

By 1959 we thought we were competitive enough to challenge the more experienced rallyists of the Potomac Club. The first rule of a rally is to stay the course and not get lost. The second rule is to maintain the speed precisely for each leg. Since a speedometer is inadequate for navigation purposes I designed a lapboard with two odometers & two stopwatches for alternate legs and a circular slide rule with which IK could keep the driver "on speed."

We entered the 1959 Autumn Color Rally, noting the identity of the Porsches immediately ahead of and behind us. Assuming we got lost, and they didn't that would ONE aid in getting "back on track." After zeroing the first two check points, our spirits soared. Then we drew a penalty of ten points for being 5 seconds early at the 3rd check point. (Early arrivals earned a double penalty to discourage lead footers.) As we pulled away from the check point I gave Ruth the next clue, "Turn right immediately after red barn", then concentrated on my navigation. The duty odometer clicked 25 times. 2.5 mi. No red barn.

"You missed it, Honey. Make a U-turn and go like hell."

Soon a red barn hove in sight on the star board hand.

"Turn left, Sweetheart. How come you missed the barn?"

"You told me to turn right after a red barn, so I was looking to right for it."

"Goddamit, Honey, you should have been watching both sides of the road. We are now 5 minutes late, so do your best to catch up." And she did, three minutes before the next check point. But my calculations were slightly off. We got penalized 3 points for being 3 seconds late. For the remainder of the rally we hit the last seven check point within an average of 5 seconds each, netting us less than 60 points. Only Tommy Thompson beat us. He, a brilliant engineer, had designed the "Tommy Box", a device with two side-by-side 60 second clock dials with rotating hands. One dial rotated according to vehicle speed; the other from the speed prescribed by the rally instructions. The navigator plugs in every speed change and the driver has only to "match pointers" so that the hands of both clocks turn in step with each other.

The rally terminated at a Restaurant in Gaithersburg, MD. During dinner, the Rally Master collected the check point slips and tallied the scores on a blackboard, confirming Car No. 19 (ours) was second after Mr. Thompson's Porsche. Then he called for the navigators of the first five cars to come forward in reverse order to accept their trophies. My turn was next to last. As I started to accept the silver, to my surprise, Ruth spoke up.

"Sir, I move that this contestant be disqualified."

"For what reason, Mam."

"Unsportsmanlike conduct, sir."

"Mam, can you be more specific? What did he do?"

"Yes, sir. He swore at the driver!"

At that, the audience laughed heartily, especially the drivers. Only then did I realize that my wife was having fun at my expense, and that if a couple wished to test their marriage, they should enter a rally together.

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A Little R&R in The Land of Enchantment

“Ricolla!” Our location may not have been the Swiss Alps but the view out the window certainly supported the idea as John and I swished through the snow to the top of Sandia Peak in Albuquerque, New Mexico. Recent storms had dumped over a foot of snow on the Sandia mountains and, despite trepidations on my part, John wanted nothing more than to test his Porsche 997 and its new tires (summer ultra-high performance ones, of course) on this snow-packed and steep two-lane mountain road.

There weren’t many other takers, which was both good and discouraging. We were unlikely to tangle with another car, but being one of the few to try it seemed unnecessarily dangerous. Parts of the pavement were clear, but the shadowy forested areas (most of the road) were snow-packed and seemed to glimmer with slickness. Not to be deterred, John took it easy until I calmed down and began to enjoy the scenery, then he asked permission, bless him, to let the back end spin around some. I told him that as long as I wasn’t looking down a cliff at the time he could have some freedom to play, so play he did. And I must say, the car handled beautifully. For a man who hasn’t driven in snow in ten years, he was remarkably competent, a man and his machine at one on a winter mountain road.

Our trip to New Mexico was a lovingly planned reward for John’s 6-month deployment for the military. Leaving the kids with a family friend, it was just the two of us for a week in December, albeit an unusually cold one for New Mexico. We started in the southern part of the state (let’s just skip right over that loooong stretch of I-10 in West Texas) with a stop at Faywood Hot Springs. We arrived just as the sun was setting, the plains and mesas glowing in that buttery light that is peculiar to that magic hour that photographers like so much. We stayed in a tiny little cabin with a heater that could barely keep up, just steps away from the hot springs. This was not our first time here, but it is the first time I have ever seen swim suits freeze solid.

The next morning we bee-lined for the nearest coffee shop, which happened to be in Silver City. At first I thought it was the place homeless people hang out at on cold mornings, but then I realized that’s just the vibe of the locals around these parts. They were a mix of old miners and college students, grunge every one of them, and as nice as could be. And the coffee and chia seed muffins were good, too.

Back in the car and on our way to Glenwood, eyes peeled for a rock shop because I had promised our daughter, Mei-Li, that I would buy her a crystal necklace while we were away. We found a couple of rock shops but they were closed for the season. This part of the state is home to the Gila Wilderness Area and is huge, sparsely populated, and beautiful. We stopped at every ranger station looking for wolf posters and drinking the icy cold water pumped up from the ground, pure New Mexico minerality. The two-lane roads through the area are well-kept and were a blast to drive. If you have never had a snowball fight at the Continental Divide, you are missing out! It took much of the day but we finally arrived at the Very Large Array (VLA), which is a geek’s paradise. John was happy. If you’ve ever seen the movie *Contact* you know of which I speak. Twenty-eight huge satellite dishes are arrayed in a Y formation and is the biggest radio astronomy field in the world. With a herd of antelope to our left running to keep up with our little blue Porsche and a

[BY: LAUREL BERRY, LONGHORN REGION MEMBER]

25 meter (diameter) satellite dish on our right, it made for an interesting drive.

Wanting to reach Albuquerque before it got dark, we finally joined up with I-25 and followed it into town, again just as the sun was setting, turning the mountains a rich reddish pink, watermelon color for sure, the Sandias. As a fan of the television series *Breaking Bad* there was one stop I just had to make before we could do anything else. We pulled up to the restaurant that was the location of *Los Pollos Hermanos*, parking in the same spot where Walter White’s Pontiac once sat. It was creepy and wonderful all rolled into one. While we were in Albuquerque we enjoyed Old Town lit up for Christmas and covered in snow, breakfast and lunch at our favorite restaurants, a visit with an old friend, and finally found a rock shop that was open. And they were having a sale. John was glad we were driving the Targa, which was already pretty full just with our food and luggage, because if we had been driving the Cayenne we would have come home with an enormous amethyst geode that stood about three-and-a-half feet tall.

Before we could head up to Santa Fe, John wanted to breathe the brisk mountain air at 10,000 feet, thus the drive up Sandia Peak. People who have lived in Texas a little too long, and those who spent six months in the blazing desert devoid of vegetation, can fully appreciate what a treat it was to see Ponderosa pines heavily laden with snow and the Targa handled it all with such aplomb, just as the German engineers planned, all the way to the top where we finally met our match. The parking lot had not been plowed, and although some trucks had left a path we were unable to find the traction needed to make it the last 50 feet or so. And sliding around was preferable to getting stuck so John put it in reverse and backed down to the plowed road. We were on our way to Santa Fe.

The Turquoise Trail is John’s favorite stretch of highway, which takes turns curving through old mining town and heading straight towards the Jemez Mountains. We could stop and sight-see along the way, but as this was an oft-travelled section of New Mexico for us and it was cold, we headed straight for the Japanese baths we would call home for the remainder of our trip.

10,000 Waves is one of those places you might read about in *Travel and Leisure*. It’s just outside of Santa Fe on the road leading up to the ski area. Again, we’ve been here many times (I have this thing for hot water) but this is the first time we have tried it in the winter. Wandering up and down snowy, wooden steps in a heavy kimono is something everyone should experience. It’s a brisk walk to the tubs and a leisurely stroll back, a nod to our suitably elevated body temperatures. A new restaurant onsite serves gourmet Japanese lunches and dinners, adventurous eating that doesn’t require a trip into town. We did spend one afternoon on the plaza to enjoy the snow, Christmas lights, and chili ristras. It’s



an environment you just can't get anywhere else.

All good things must end, I suppose, so on our last morning in New Mexico we dusted the snow off our car, turned in our kimonos, and took the high road across the dessert back to Texas, with one final stop in Clovis where I was hoping to catch a glimpse of the C130 gunships which are based out of the area and John was hoping to visit the Buddy Holly recording studio where many great early rock 'n roll songs were made. The studio had just been closed for the day, but the curator saw us pull up and likes Porsches so he opened back up and gave us a fascinating tour of the recording studio and house where Holly stayed when he was in town, still set up like the 1950s (the kitchen housed the oldest microwave oven I have ever seen and that, alone, was worth the stop for me). There's also a museum, located downtown in the basement of the tourism office and is not to be missed. Who

would have thought something so well-done would be tucked away in a basement. At 3:00 in the afternoon we were the first visitors of the day and they had to turn the lights and heat on for us. A mock diner and a movie theater that takes 10 minutes to touch on Buddy Holly's life and music were my favorite parts of the museum, but the exhibits were worth looking at, as well.

As the daylight was ending we finally crossed the border back into Texas where the air temperature warmed a good 10 degrees and I was reminded of why I like it here so much. Experiencing the Land of Enchantment from the leather seats of a Porsche was as exotic as it gets, I think, for America, and it was a fitting return for my airman husband, a just reward for a man who likes his Porsches and chilies in equal measure.



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.

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Longhorn Region Christmas Party 2013

This year's party was again held at The Petroleum Club in northeast San Antonio. We were very fortunate to have our sponsor, Mr. Martin, in attendance to help us celebrate our 51st year as a chartered region. Achieving that goal was not easy. Over the years, we have had a lot of transient members come and go due to assignments in the military. In many cases, some of these folks have decided to make San Antonio their home. I came here twenty years ago on a two year assignment and liked it so much that my wife and I made it our home. When I transferred my membership from War Bonnet Region in Oklahoma, there were just fewer than 200 total members (primary and affiliate) in Longhorn Region. Our membership has steadily grown and we are recognized as one of the most active regions within The Porsche Club of America (PCA). We have been fortunate to have members step up and volunteer over the years which has kept "new blood" as I call it, bringing new ideas and different perspectives that has allowed the club to grow and prosper. We now have over 550 members and are beginning to see participation in events grow. In past years, when the Christmas Party was advertised, I would be canvassing members all the way up to the day of the event. This year I was quite surprised when I sent the notification out and had 60 signed up within six hours. We had 85 members and guests seated for dinner and from the feedback I received, they were satisfied with the entire event.

Jack and Sandy Merrell did a wonderful job of getting centerpieces and decorations as well as door prizes for the event. They have also been a major contributor of time and effort for the past four years and have been contributors to our steady increase in membership. In any organization, there have to be contributors and volunteers. One of our major contributors is Porsche of San Antonio. Their support of the club has helped us put on events for several years. We were fortunate to have Mr. Don Faerber and his wife in attendance. Don is the new General Manager at Porsche of San Antonio and will be supporting the region as much as he can. Also in attendance were Doug Cox and his wife, also from the Porsche Center. The involvement of these gentlemen is indicative of their desire to maintain a good relationship with our members. Don is also a PCA member and has a lot of experience with driving events.

This year we presented two Enthusiasts of the Year awards. The first was presented to Linda Bosko for her continued support of the region and supporting me during our autocrosses. Up until August of 2013, we manually tracked run times and kept a separate "white board" with all the times on it. We procured a new timing system in August

[BY: RON MCATEE, LONGHORN REGION PAST-PRESIDENT]

which improved our capability to record run times more efficiently and correctly. The second award went to Jon Parkoff who works at Porsche of San Antonio. He has been on the technical inspection team for our autocrosses and track days for quite a while. He also promotes the region by talking to owners who didn't know there is a Porsche Club in San Antonio.

For the past several years, we have supported the U.S. Marine Corps Toy's for Tot's program as our Christmas charity. I believe this is our fifth year supporting them. They contact me each year now wanting to participate in our event because we treat them very well. These young men and women put it all on the line every day just like many of us in Longhorn Region have done over the years. We left a legacy for them and they are doing the same for those who will follow in their footsteps.



John Berry presented the club with a flag that had been flown (literally) over Afghanistan for the Longhorn Region. Very few members have seen the certificate that accompanied the flag.

The plane is the actual B-1 bomber (tail #86-0125) that carried the flag on July 4th 2013.

[PHOTOS CONTRIBUTED BY: RJ WILMOTH]

Porsche 911: 50 Years

A Review

[BY: STEVE FARNHAM]



The fine folks at Motorbooks Publishing provided Roundup with an advance copy of Randy Leffingwell's new book commemorating the fiftieth anniversary of Porsche's iconic 911 models. This is a must have book for all Porsche fanatics, particularly those who have (or want to own) a 911. If you know a Porsche fanatic, Randy's book would be a great gift for any occasion. You can place your order for this special book or any of Randy's other editions at motorbooks.com.

Now, that we've got the formalities out of the way; let's see what's inside the book. I confess that I like the pictures. The book is filled with some really great pictures starting in the first section devoted to the developments that led to the introduction of the first model, the 901. Literally hundreds of photos from the Porsche Archives fill the book, starting with the black and white photographs from the 1950s and early 1960s. For historians, or perhaps trivia or technical

quiz buffs, this section is an absolute gold mine detailing the developments and decisions behind the first 911 production model. As we all know, thanks to the friends at Peugeot, who laid claim to the 901 designation; Porsche's model became the 911.

Section two covers the air-cooled models with all of the many different variations. Can you name them all? The E, the T, S, SC, Targa, Turbo, RS, 912, 930 Turbo, cabriolets, and on, concluding with what some argue is the best 911 variant, the 993 model.

Section three follows the move to water-cooled motors. Porsche purists will probably want to avoid this chapter! The chapter details the decisions behind the water-cooled engines and the new 996 design, sharing the 996 "nose" with a new model, the Boxster. The chapter covers the most recent 997 models and finishes with the current 991 versions. Like the previous sections, there are some really great pictures to assist with model identifications.

Finally, section four details Porsche's racing history. I found this last section the most interesting, again because of all of the photographs. There are so many historic Porsche racing liveries that it's nice to see so many of them documented in one place, like the classic Martini Racing colors or Brumos Porsche red and blue on white color scheme.

If you want to learn about 50 years of Porsche history, especially everything having to with the 911 model and all of its many versions, I'd recommend you get a copy of this book. This is definitely a coffee table keeper or a must-have for your Porsche library. Looking for a birthday gift for your favorite Porsche friend, you can't go wrong picking any of Randy Leffingwell's books at motorbooks.com.



Drive to Harper & Fredericksburg 1.25.14

[BY: PETE HARRELL & RON MCATEE]

The drive to Harper & Fredericksburg was one of the biggest events in Longhorn Region history. There were 48 cars on the combined drive to the museum and 100 folks toured the Atwell museum in Kerrville. There were some very unique old automobiles and the one I especially liked was the Tangerine Cord. We had some additional participants from the Mercedes Benz Club meet us at the museum which helped to boost the attendance. The feedback I received from everyone is that they are looking forward to another drive soon. We haven't had one in several months which is probably the reason for the excellent turnout. Initially, I received 120 inquiries, but later found out that we were limited to 60 spaces for lunch at L'et art l'automobile in Harper. However, because of the amount of enthusiastic members who signed up, Pete Harrell volunteered to lead a second group through the Fredericksburg Hill Country to The Peach Tree restaurant for lunch. There were several new members and it appears our efforts the past few months to get more participation has paid off.

Because we finished at the museum early, Pete canvassed his group and all agreed to add on another 20 mile leg to the drive that he had previously scouted. After their twisty and winding drive, they arrived at the Peach Tree 30 minutes early. The restaurant was accommodating and within 10 minutes everyone was seated. Several lingered after the meal and everyone stopped by to say what an awesome time they had and couldn't wait to do it again.

[PHOTOGRAPHS PROVIDED BY:
LLOYD & HEATHER NORRIS,
TOM RATZA, GARY PERSER, AND
MIKEL MATTHEWS]

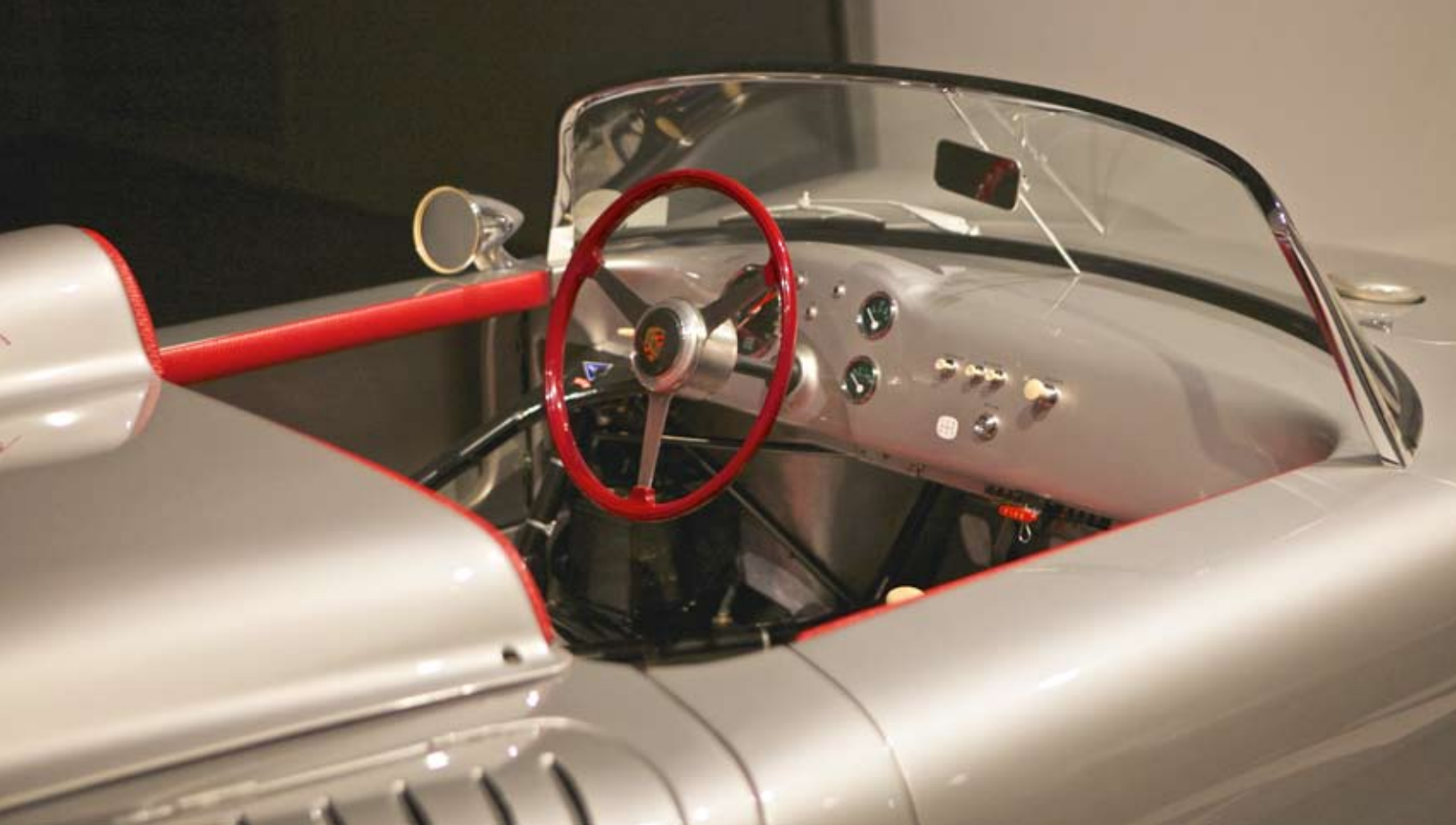
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Photos taken by Jack Merrill

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