



# Roundup

JULY - AUGUST 2015

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## News & Notes

Check out this 2014 Porsche Boxster S from Porsche San Antonio. Black Convertible Roof and Black Leather Interior. 3.4L Flat Six producing 315 Horsepower, 7-Speed Dual Clutch PDK Transmission.

Call Porsche San Antonio for a test drive!



Check Out our Longhorn Region website for more information!

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

Join our Facebook group and share photos, videos and articles with Longhorn PCA members!



[www.facebook.com/groups/longhorn.region/](http://www.facebook.com/groups/longhorn.region/)

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## on the cover

Fiesta Challenge Concours at the Pirsche Center of San Antonio.

PHOTO BY: STEVE FARNHAM

# roundup

July - August 2015  
vol. 8 - issue 4

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# Jack's Corner

[BY: JACK MERRELL,  
LONGHORN REGION PRESIDENT]

As you read this, Parade and the fourth of July are behind us and so is half of summer. That means we are closing on fall and our numerous fall activities. We have three autocross events scheduled as well as two track days, our annual pot luck, at least one drive and of course our Christmas party. Please frequently check the website for exact dates and when to sign up. There will also email reminders. Additionally we will have elections for next years' officers.

There is also a "Porsche Platz" planned for the Tudor World Sport Car Challenge at COTA in September.

I'm getting ahead of myself, Longhorn was well represented at Parade and from the feedback everyone had a great time and safe travels. Next year the journey is longer to Jay's Peak Vermont and the following year to Spokane Wash. Two great areas with abundant roads filled with great scenery.

I want to highlight the fantastic museum display that our own RJ Wilmoth and his wife Linda Bosco assembled. It was an absolutely wonderful and professionally choreographed history of the 60 years of PCA. Additionally there was a 60 for 60 display

of cars to represent each model year of PCA. Longhorn had three cars in the show. Remember there are 141 regions in PCA. Chuck and Susie Bush had the 1996 993 C4S, Bill and Lucy Rasco had their 2009 Boxster and Sandy and I were lucky enough to have our 2012 Boxster Spyder represent that year.

Bill and Lucy also won their class in the concours and RJ Wilmoth took second in his class in the tech quiz AND was awarded the trophy for having the highest score of anyone that took the tech quiz. Congratulations to all these Longhorn members that represented our region so well.

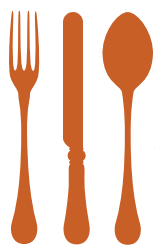
Ted Howell and Susie Bush also placed well in the very quick autocross but each met some stiff competition from more experienced drivers that motivated them to do better.

All in all a great Parade and the first opportunity for us to see a Cayman GT4 up close. What a great addition to the Porsche GT stable.

I trust everyone is enjoying the rain that has kept our part of Texas green instead of the normal summer brown. Enjoy the change with family, friends and your Porsche. Drive safe and look forward to a busy Porsche activity filled fall. 🚗

Check Out our Longhorn  
Region website for more  
information!

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



# GOING BACK TO *low* *cali-cali*

Enjoy craveable lighter fare items from our Specials menu — each under 590 calories — available for a limited time only.

## *seasonal food*

**LEMON & HERB GRILLED CHICKEN** (CAL 550)

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**KEY LIME MOUSSE** (CAL 420)

**CHOCOLATE MOUSSE** (CAL 410)

## *seasonal cocktails*

**COCO BASIL FUSION** (CAL 140)


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

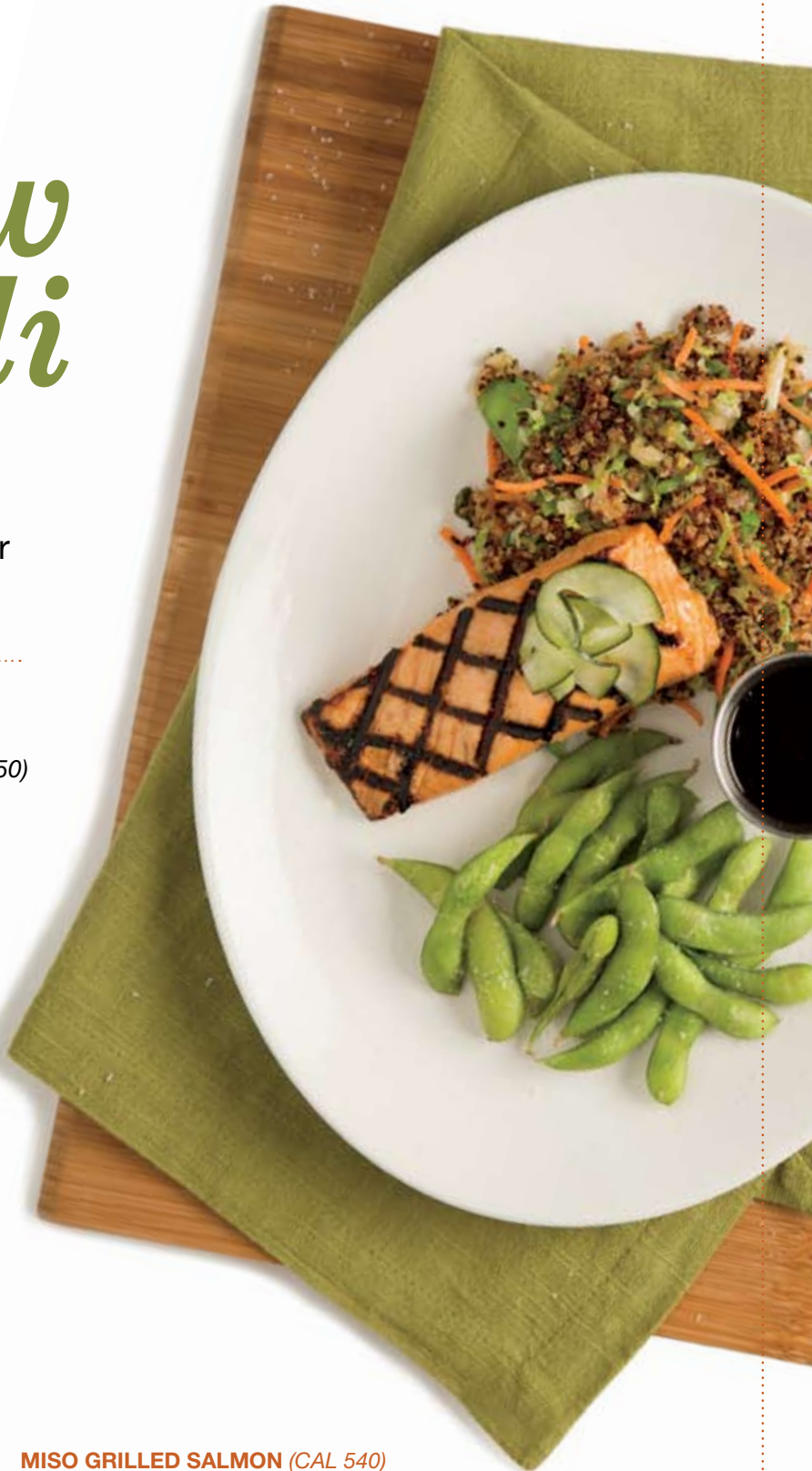
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*We hope to see you soon!*





# Membership Report

## As of July 24, 2015

Primary members	372
Affiliate/Family members	<u>205</u>
Total:	577

## *New Members*

Suarez, Eduardo Romero	2015 Black 911 4S Cabriolet
Hladek, Joseph	1986 Zermatt silver 944
Mehler, Daniel	2001 Silver 911 Carrera Cabriolet
Pitlock, Benjamin	2015 Black Macan S
Prior, Ross	2006 Silver 911 Carrera S
Clark, Matthew	1998 Ocean Jade Metallic Boxster
Zehr, Samuel	2004 Black 911 Carrera Cabriolet
Hohmann, Harald	1999 Silver 911 Carrera
Patrick, Regan	2009 Arctic Silver Metallic 911 Carrera
Jackson, Dwight	2009 White 911 Carrera Cabriolet
Maldonado, Francisco	2014 Dark Gray 911-50
Adams, Frank	2010 Black 911 Turbo
Spencer, Mark	2008 Black Boxster S
Morgan, Chris	2013 Silver Cayenne Turbo
Broussard, Shannon	2014 Black Boxster
Crabtree, Geoffrey	2015 White Metallic Carrera 4 Cabriolet
Brumbalow, Jeffrey	2003 Arctic Silver Metallic Carrera
Auger, Kevin	2002 Arctic Silver 911 Turbo

*Welcome to the Longhorn Region PCA*

## *PCA Anniversaries*

**45 years**  
**(1970)**  
David Wood

**10 years**  
**(2005)**  
Gregg Muenster

**5 years**  
**(2010)**  
Alex DePeralta  
Bob Holbrook  
Jon Parkoff  
Hawk Yamaoka  
Mike Vrsienga

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# MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

Not much to write about this month, as we do not schedule any motorsport events for the hot days of summer. We will start back in September with a track day and then have autocross events in October, November and December. If there is enough interest we will have a second track day in October.

That said, on the Porsche worldwide front it was great to see the Porsche factory 919 cars take overall first and second in the twenty-four hours of LeMans. A 919 also took fifth. Congratulations on a great showing that gave Porsche their 17th over all LeMans victory. In the GT class the private team of Patrick Dempsey and Patrick Long took second in a 991 GT3 variant.



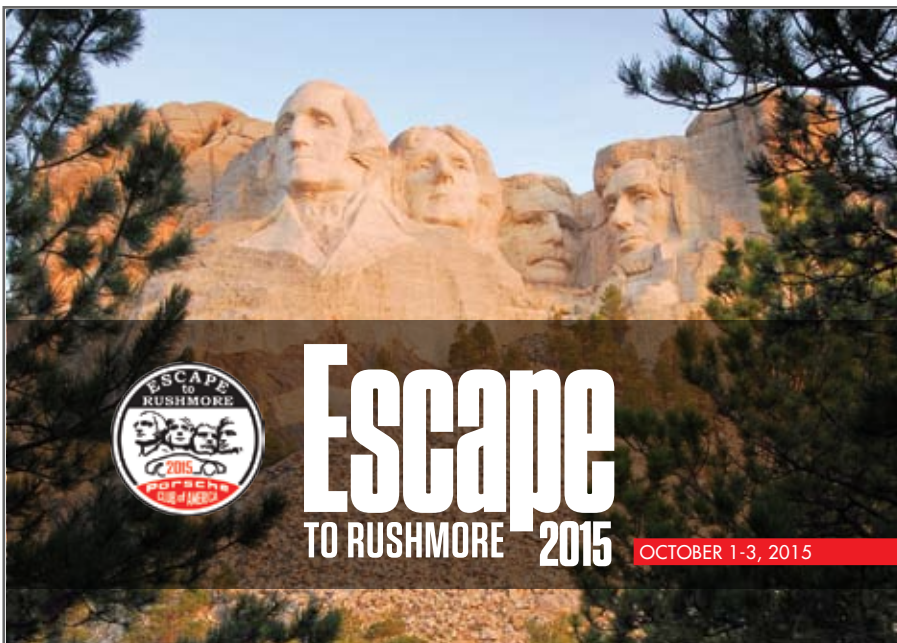
I would remind everyone that if you want to see these winning cars they will, be at The Circuit of the Americas COTA in September for the Tudor World Endurance Championship. There will be a Porsche Platz as last year in turn one.

So, Why not take some time these warm lazy days of summer to review old motorsport tidbits from past “Round

up” newsletters and get yourself and your car ready for the fall season.

For those that want to autocross during the summer SASCA (San Antonio Sports Car Association) has monthly autocross events and you can get up to date information on their website.

Have a great summer and drive safe! LH



Experience the exhilaration of driving your Porsche through history. Roam the hills with free-ranging buffalo, mine for gold at an old miner's camp, explore some of the world's largest caves, dine where Calamity Jane and Wild Bill Hickok once called home, tour monuments like Mount Rushmore and Crazy Horse. *Escape to Rushmore 2015* is a casual, non-competitive event that you will not want to miss.

South Dakota offers a bounty of beautiful scenery, and wonderful roads to experience. You'll see some of Rapid City, the headquarters. After that you'll catch a glimpse of expansive variety to the south, and then head north.

At Escape 2015, you'll enjoy awesome variety and appealing activities in all directions. There will be many organized tours and drives to choose from or you can follow maps independently. You and your Porsche will love the variety and choices available for you to make for this luxurious, relaxing weekend in South Dakota.

Check out [escape2015.pca.org](http://escape2015.pca.org) for updates and registration.





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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:

Red with White trim	\$7.25 ea
Black with Red trim	\$7.25 ea
Black with White trim	\$7.25 ea
Black with Yellow trim	\$7.25 ea
Texas Caps: Texas Flag on the bill	\$11.00 ea

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

# PARADE... In a Nutshell

[BY: JACK MERRELL]

You take a beautiful resort, or in this years' case, two beautiful resorts, throw in approximately 1000 interesting and unique PORSCHEs, add some great roads to drive and mix in about 2000 PORSCHE nuts and you have the 60th Porsche Parade in French Lick, Indiana.

I failed to mention numerous competitive and social events, great evening banquets, members of the Porsche family and more great roads to drive.

Throughout the week many dignitaries form the sponsors, Porsche Cars North America and Porsche AG are dropping in. Hans Peter Porsche is a regular but unfortunately could not come this year because of business obligations, however his brother Dr. Wolfgang Porsche and Wolfgang's son Felix did attend. Felix did very well on the autocross course but, if your name and the name on the car are the same. it is to be expected. Dr. Porsche was not far behind his son.

The 60th Porsche Parade was held the last week of June this year in French Lick Indiana and we utilized both the French Lick Resort and the West Baden resort. Of note, the West Baden was built in 1908 and until the Astrodome was built in Houston had the largest suspended dome in the world. That dome is above a very large climate controlled court in which bot the concours and victory banquets were held each one attended by well over 1000 people. The staffs of both facilities went the "extra mile" and it showed. The food was excellent and the accommodations outstanding.

While formal check in and the welcome banquet were on Sunday 21 June many of the concours competitors arrived days before to clean their cars. The concours itself was on Monday and rains required it to be moved inside. The French Lick resort staff did a great job of clearing and cleaning the open air yet covered garage to accommodate the concours cars. Two groups of



Bill and Lucy Rasco first in class in street class with their 2009 Boxster at the 2015 Porsche parade

cars were also displayed in the air-conditioned tennis facility. These were the historic group and a special sixty car display to represent the sixty years of PCA. The Longhorn region fortunately had three cars in this display. Chuck and Susie Bush had their 1996 C4S. Bill and Lucy Rasco had their beautiful 2009 Boxster which by the way won its concours class. Jack and Sandy Merrell displayed their 2012 Boxster Spyder to represent that year.

Tuesday was another busy day with the TSD rally, the RC model car event, the ice cream social and the evening concours banquet. If you were not interested in any of these there were also some of the many driving and bus tours to interesting places in the region.

For those that do handicrafts, photography etc. there is an art show that goes on throughout the week. Both Susie Bush and Sandy Merrell were recognized for their entries.

Wednesday and Thursday saw a continuation of the tours and the Parade autocross, which was held on the local airport runway. It was a challenging course that all drivers enjoyed. Thanks again to the many volunteers that spent hours in the sun to "make it happen" and they saw some great driving and safe competition.





Above Left: Concours winners, Bill and Lucy. Bottom Center: RJ Wilmoth in part of his historical display.



Above Right: Intro of the new GT4, In the ballroom of the west Baden. Photos by Jack Merrell

While all this was going on I would be remiss not to mention the special museum that was developed by RJ Wilmoth and his wife Linda Bosco. Their hard work all year culminated in a fantastic display of cars, artifacts and pictures that presented a clear and interesting history of the sixty years of PCA. RJ is the National PCA Historian and a member of the Longhorn region.

As the week wound down events to participate in did not. Drives were still on going, the gimmick rally was on Thursday and there were cooking demonstrations to attend as well as tech sessions and the ever famous tech quiz. By the way our own RJ Wilmoth attained the highest score on the tech quiz and was awarded a trophy for his achievement.

Before I conclude, I should mention the Parade for Kids program. For families with children the parade staff has a comprehensive week long series of activities for the young ones to include their own evening banquets. In fact in many instances the kids have so much fun, they are the ones that insist that their parents register for parade the following year.

Before you know it the week has flown by and it is

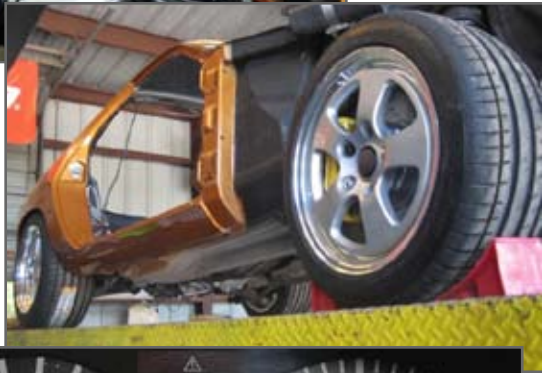
Saturday. The 5 k run walk is Saturday morning. Saturday is also the volunteer lunch, which is a way to thank the many volunteers that staff all the activities and insure things run smoothly. I should mention that volunteering to do something at Parade is a great way to make new friends as well as help out. The entire parade is run by volunteers and it could not happen without them.

Well, before you know it Saturday night has arrived and the Victory and final banquet. Some final awards are given out and then it is time to say “good by” to friends new and old and prepare to go home. For first timers and veterans alike it is a sad time but yet a time to start planning for next year, which by the way will be in Jays Peak Vermont. Quite a ways from Texas but never to far to get back in the company of friends and a fantastic week of Porsche activities.

Well there you have it, Parade in a nutshell. There is much I left out so why not plan next year to be part of the party and join us in Jay Peak. It will be a time to remember and the friends you will make will be part of the rest of your life. Registration opens in March and the dates will be on the PCA website. See you all in Jays Peak. LH

# Just Peachy


[BY: TONY CURCIO]



Older gent had a small collection of cars stored in a climate-controlled garage in Mass. One of them was a low mile (11,xxx mile) 1979 928 with Mocha Brown paint with tan & black pascha interior in pristine condition. Man passed away and left the collection to his wife. Young gent purchased this Porsche and unfortunately crashed the car soon after. Mocha Brown came up at an insurance auction and was sold. I purchased the car mainly for the pristine interior and many other salvageable parts. Shipped the OB to TX and the fun began.

A few body shops had a look and determined it would be best to find a "roller", because the unibody was beyond a cost effective repair. The hunt was on for a good non-sunroof OB (old bugged) in good shape. Found a 1980 with a blown motor in McKinney, TX that would that would work and trailered her home. Being that this was going to be two pieced together 928's, and not an original, decided to sell the low mileage drive train, and build a "sleeper". Stripped the roller and sent her out to be painted in Porsche "Nordic Gold". After Just Peachy (new name) came back from paint, decided to swap in a new GM Performance LS3/525hp crate motor, along with a used C5/Z-06 6spd trans/diff/torque tube sourced from ebay.

With the additional 306hp over stock, many upgrades were done to handle this newfound power. Weltmeister springs, Koni reds, Wilwood 4 piston calipers with f/330mm & r/300mm rotors and a beefier upper engine brace. Carefully rolled the rear fenders before paint to accept 17" Fikse Classic rims mounted on f/235 & r/285 Conti Extreme DW tires for added grip. Alignment and corner balancing now done, total weight on this GT came in at only 3,083 lbs (all fluids & 3/4 fuel) and now handles great. Onto the interior, one of the front seat cushions needed repair and this particular colored pascha is NLA.

Decided on a rear seat delete to patch the front seat, then proceeded to build a cabinet from a mid 90's Mazda RX7 for additional storage. Mounted a 3 way amplifier and 10" subwoofer in the new rear cabinet and a nice hide-away bay to keep car cleaning supplies, tire repair kit, etc. iPod friendly head unit up front along with 2 way Focal separates in the doors. Also installed a modern digital GPS driven speedo/ ODO that has 0-60, 1/4 mile and top speed functions. Just Peachy is an absolute blast to drive and will be coming your way soon ! T 

Rennlist link:

<http://rennlist.com/forums/928-forum/663881-just-peachy-ob-project.html>





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67529



# My Porsche Sports Car Experience

[BY: DOROTHY J HALLMARK]

The first time I drove the Porsche Boxster, I knew that it was the ultimate sports car for me. Handling, design, responsiveness, looks; it had it all. My test drive with my salesman, Dale Haines, was one expletive after another with the added exhilaration – “I’ve got to have this car, I love this car.” I did not want to get out. It was so much FUN! I literally felt like I had died and gone to Heaven. The smile on Dale’s face said it all! It’s the exact smile I get when I take my friends for a drive and their reaction is identical to the one that I had experienced. It’s a blast being able to relive that moment over and over again through another’s eyes. That exact same experience you get with observing a child going through your already trailed life’s adventures.

After having my Boxster S for a little over a year, I decided I might want to upgrade. Sounds unreasonable, but totally predictive of my more “mature” years --- underlying thought, “You only live once.”

I don’t recall if it was an ad on television or while on a search on the internet; either way, it was a visual. I saw the new Porsche Boxster Spyder. Wow! I loved the design, sound, and the power. Armed with blind ambition, I headed to Porsche of San Antonio. Dale met me at the door. I explained my intentions of upgrading and mentioned a 911 or possibly the new Spyder. OMG! There was that smile again. Little did I know, but Dale had just returned from a trip to Germany. He had seen the Spyder in person. He proceeded to share his thoughts and experiences on this magnificent vehicle with much animation and excitement. It heightened my interest even more.

Flashback to a year ago, I knew what I wanted to do; I knew what I was going to do – special order a new, remarkable, majestic play toy. The deal was made!

Mission accomplished – another piece of Heaven within my grips. I ordered a Spyder.


It will be the first Spyder to be received in San Antonio. I am beyond excited. Added even more to the excitement, is the added burden of anticipation and patience. Now, I get that feeling of a child waiting for Christmas and/or a special holiday gift. It seems like it will never get here and once it does, you never want it to end.

The new Spyder only comes equipped with a 6 speed manual transmission. What’s not to love?

A major part of the thrill of driving a sports car is to have that power in the palm of your hands. Gliding the gears ever so slowly or quickly as you decide on the pressure you apply to the gas pedal.

Then there is the sound – the sound of the engine as it thrusts from one gear to another. It’s music to my ears. The melodic sound of the engine that you begin to memorize in your thoughts; imprint in your brain. Often times, it’s played over in your sleep. It’s you becoming one with your “ride”. I love that feeling; I relish that feeling.

All of this adds to my transport back into time. The time I first learned to drive a stick. Once mastered, what a feeling of accomplishment. It brings to mind some lyrics from a Beach Boy’s tune...“First gear, it’s all right...Second gear, I’ll lean right...Third gear, hang on tight...Faster, it’s all right.” Yes, the title is “Little Honda”, but it describes the exhilaration I feel as I shift through the gears.

Now I wait. Wait for my next slice of Heaven to arrive. I know that all of my expectations will not only be met, but truly exceeded. I am excited!! 



# PaceMaker *vs.* PORSCHE

[BY: TOM RYAN]

*Who ever thought that magnetism might disrupt our owning a Porsche?*

After owning our Boxster just 2 months, my cardiologist said I needed an ICD (implantable cardioverter defibrillator). Not a hard decision. The operation was quick and easy. And, painless until I was handed the (Boston Scientific) owner's manual. It warned that some electronic equipment might interfere with my ICD. No MRIs. No closer to cell phones and ear phones than 6 inches; 12 inches for chain saws and power tools; and, 24" for MOTORS: The warning read: "Avoid leaning over running motors and alternators of a running vehicle. Alternators create large magnetic fields that can alter your device. However, the distance required to ride or drive in a vehicle is safe."

**So, Volvo good. Boxster maybe BAD.**

As soon as I got home from the hospital, I grabbed my tape measure and sure enough, from the front of the access panel behind the passenger seat to the center of the driver seat = 24 inches. Not good. How could I even sit in the Boxster again, much less drive it? There must be another way; so, off to the internet where I found that magnetism is measured in GAUSS. I know bauds, bits, bytes, amps, volts, cycles, decibels, but "gauss." On the website <http://www.kjmagnetics.com/blog.asp?p=pacemaker-safety>, it noted that Boston Scientific had, in fact, specified 10 gauss as the maximum range before a magnetic field could affect a pacemaker. I called Boston Scientific and their engineer verified that gauss was a more accurate measurement than distance and 10 gauss was a maximum. Okay, how can I measure gauss?

Then I called Porsche of San Antonio and talked to Marco in the Service Department. I explained my problem and he mentioned having flown before and that magnetism was something that had to be checked periodically on planes. He suggested that I contact one of the aircraft maintenance shops at San Antonio International Airport to measure the magnetic field from the Boxster's alternator.

Well, the Boxster doesn't have wings (although

it can "fly") and I didn't want to feel foolish going to the airport, so back to the internet and I now own a TriField Model 100XE. As soon as it arrived, I ran into the garage and started up the Boxster.

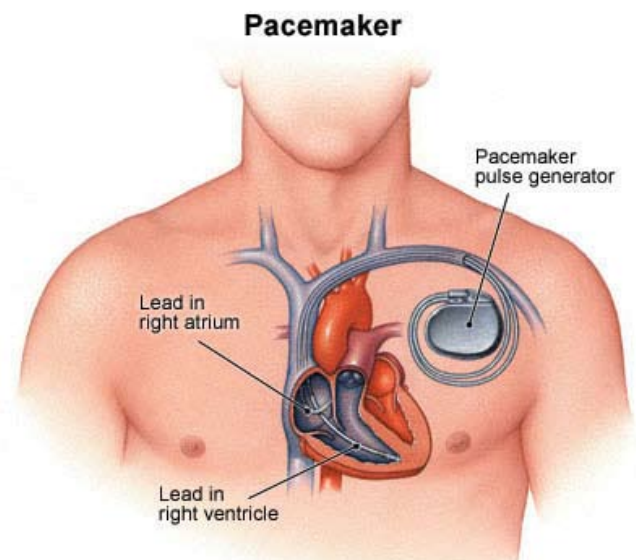
I set the meter to 0 to 3 range and the needle went off the scale. Could my Boxster days be over? In front of the driver's seat, right where my pacemaker would be, was 17! I reset the meter to the 0 to 100 range and sure enough, the passenger seat read just over 30.

I admit I'm the type of guy who doesn't normally read instruction books, but I was desperate now and finally resorted to reading the small print on the front of my meter.

"TOP SCALE: magnetic field (0-100 milligauss). CENTER: magnetic field (0-3 milligauss)."

Damn metrics. That little "milli" in front of gauss meant I was only looking at 30/100 of a gauss, not 30; and the driver's seat was 17/100, not 17. Nowhere near that 10 and more proof that Porsche is a safe car to drive.

So thank you Marco at Porsche of San Antonio for the hint, the engineer at Boston Scientific for the facts, the TRIFIELD meter company for the proof, and PORSCHE for making a safe car for pacemaker owners. **LH**





# Porsche 911 Red Book

[BY: STEVE FARNHAM]

If you're looking to buy a 911, you need to get this book. If you already own a 911, you'll want to own this book. If you want to "ace" the next tech quiz, you'll need to get this book.

Motorbooks sent me an advance copy of the 3rd Edition and if you don't want to pay for a copy, then show up at the next Longhorn PCA monthly dinner meeting. (Rumor has it President Jack Merrell will give one away during the evening prize raffle)

Potential buyers, collectors, historians and armchair enthusiasts crave all the details that, in sum, make up the 911's DNA. Porsche 911 Red Book provides all of the critical information enthusiasts need and offers it in a convenient, portable package that can be carried to concours, auctions, club events, or anywhere that quick reference to accurate data is required.

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It was a Saturday morning about two decades ago. My wife wanted to browse an antique store in Manassas, and – as a guy – I conjured up an excuse to avoid spending hours trailing behind my spouse as she admired ancient furniture. As we entered the parking lot I spotted a hole-in-the-wall used car dealer at the side of the lot and told my wife that I really wanted to look at the selection of cars while she looked at antiques. A good deal for both of us. The car lot was also a version of old used items, with dozens of cars so closely packed together that it was impossible to even move between them. But there in the fourth row, partially covered with cardboard boxes and bird droppings, I saw it. A dark blue 1988 Porsche 944. It was wearing a black car bra over its nose and had crème colored interior. I had never considered buying a Porsche, but by the time my wife emerged from the antique market with her purchases, I was the proud owner of German engineering. Soap, water, polish, and wax transformed my ugly blue duckling into a sparkling majestic swan. I also was transformed by this machine. Even though it had a three-speed automatic and many miles of use, it brought a smile to my face each time I drove it. Handling and braking were superb. The seats were sculptured to my body. It was a treat each time I drove it.

Jump ahead another decade. My blue 944 has found a new home. We retired and moved to Texas. A sense of *deja vu* - I drive past a small car lot and see a red 2000 Boxster S. It calls to me, and spends that night – and every night since - in my garage. Nearly every time that I drive this mid-engine marvel my face hurts. At first I was concerned, but realized the slight pain was caused by having a large, continuous smile on my face. As I shift through the six gears, feel and hear the symphony of the engine, appreciate the superb braking,



# Salvation

[BY: BOB HOLBROOK]

and admire the precise handling – I become one with the machine. A magical sensation.

On the Sunday before Christmas 2014 I was preparing morning coffee for my wife and myself. I had a slight tingle in my right arm, then in my right leg. I sat down and almost instantly my right side was numb. A stroke. I recognized what had happened and called my wife to help. Immediate administration of aspirin, 911 call, quick EMS response, and excellent medical treatment and therapy – all thanks to the actions of my wonderful wife – saved my life. I have regained much of the use of my arm and leg, returned to work with the aid of a cane or walker, and am trying to perform as many of the “normal life” functions as possible. At this time – nearly five months after the stroke – I have not been able to operate the clutch/gas for the 6-speed Boxster. But the red “S” is serving as my inspiration. Each day I push myself to the limit and can feel small progress in the return of nerve control and muscle strength. I go to the garage, sit in the driver’s seat, fire the ignition, and thrill to the purr of the engine. With love I have gently rubbed polish over the surface and buffed the paint to a brilliant shine. Salvation. The dream lives, and this piece of machinery becomes real and its spirit blends with mine and its strength is infused. Does a Porsche truly have a soul? Never doubt it. My wife, my Boxster, and I hope to see you at a club event before the end of the year. 🚗





Top photos: Parking our Porsches at the Bandera County Courthouse for a short stop on the way to Singing Water Vineyards. Second Row, Right: Welcome to Singing Water Vineyards. Third Row: The Porsche lineup at Singing Water. Bottom Row: Enjoying a little vino and good friends and relaxing with some fine wine by the creek.

[Photos By: Jim Lowe]



# The TEXAS Grid Team

## *A Growing Parade Tradition*

[BY: JACK MERRELL]

A little over five years ago Prescott Kelly, Former National PCA President, asked me to take over and run the grid for autocross at Porsche Parades. Its not a one person job and requires a cohesive team that is willing to work long hours and is familiar with motorsports grids and noisy environments filled with moving cars and helmeted drivers. So I formed what I think is a great team and we have been together since.


For those that have not been to a parade autocross it encompasses two days and will cycle through from 200 to over four hundred cars. You need to grid them, move them to the start, recover them, have provisions for re-runs and multi driver cars and provide an impound area after a group has run. While this is going on you are also clearing a group out of impound and staging the next sessions grid. A busy place, to say the least Takes some team work and the Texas Grid Team is up to the task and has efficiently and safely done the task for some years and we have had fun doing it. By the way one of our team members Caren Cooper, current PCA National President named the team. Now its time to meet them:



Sandy and Jack Merrell  
Longhorn Region

West Dillard    Caren Cooper  
Hill Country Region

Lynn Friedman  
Lonestar Region

As you can see we have several Texas PCA regions represented and are always interested in more Texas participation. We did get two new recruits this year as Chuck and Susie Bush from Longhorn Region got involved. We could still use a few more willing volunteers as the days are long and its been quite warm at the last several parades. 



# Effects of Tires, Brakes, and Rain on Your Vehicles

[BY: RON MCATEE]

We plan autocrosses and track days a few months in advance. Recently, we've had two occasions where the events were almost rained out, but through careful observance of safety rules, we were able to successfully complete both events. Our crystal ball doesn't let us know when rain will be present during the planning process, so we have to work around the weather and storms when they arise.

I read an article in the San Antonio Express on 18 May 2015 that addresses what Jack Merrell and I have been saying for a few years about tires, wet and dry handling, and how conditions affect how you drive your Porsche. The salient points that were brought up are:


- The average person does not know how much wet roads can affect the handling of their vehicles (Porsche or otherwise).
- The stopping distance for vehicles increases several fold due to possible hydroplaning and maybe brake fade.

The right tire is also critical in most scenarios involving water. Speed is also a contributor in many accidents. I've heard for many years that proper tire operation also involves monitoring tire pressures on a monthly basis or sooner, depending on weather (heat and cold). Most new cars come equipped with a tire monitoring system, but they are not fool proof. Use of a soft compound tire (80-120) is excellent for track and auto crossing, but not recommended for daily driving. Average tire compounds for normal roads should be above the 180 compound.

The biggest reason we have autocrosses and track days is to allow members to learn what happens when their Porsche is put in a situation on a closed course,

so they'll know what may happen on the open road. I know many of us have had an experience that helped us based on the skills we obtained from either of these events.

I am very cautious when it rains because I know several factors will affect how much stopping distance I'll need to avoid an accident. Tire adhesion is greatly affected in the wet. Even on dry pavement, you can't relax. Do not over drive the Porsche just because it can be done. We try to make you aware of these points on the courses to hopefully provide a scenario that you recognize on the road to prevent a serious encounter or worse.

Every Porsche is different. The handling characteristics of one car can be significantly different from another. I had a 1987 Carrera that I thought was very drivable until I drove my 1988 Carrera. There was a significant difference and therefore, that's why I bought and own the 1988 Carrera. My Carrera does not have ABS brakes. Many newer cars do and the driver needs to be aware of what slippery brakes or brakes that lock up are indicating. There may be tire slippage (breaking loose) that engages the ABS. 



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