

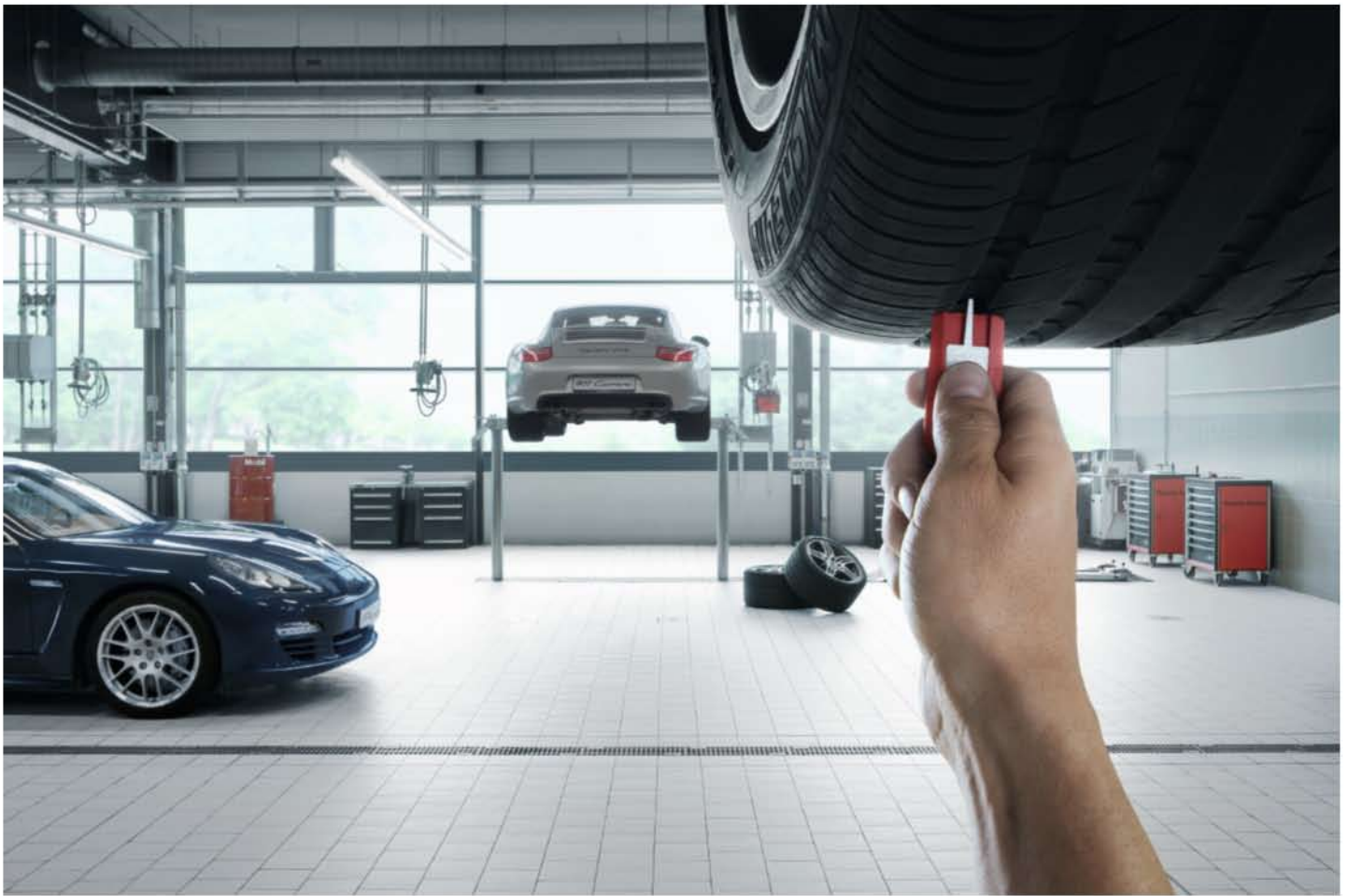


Roundup

SEPTEMBER - OCTOBER 2015

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News & Notes

The 7th annual Longhorn Region Pot luck was again a success as attendees filled the driveway with Porsches. While the turnout was slightly below previous years, it appears everyone had a great time. Sandy and I especially want to thank everyone that stayed to help clean up, it made that job so much easier

We truly appreciate the help and as such the 8th annual pot luck will be next year at our house on the first Saturday in October."

-Jack & Sandy



Caren Cooper, PCA President,
driving Jack's Spyder!

Check Out our Longhorn Region website for more information!

longhornpca.org

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



www.facebook.com/groups/longhorn.region/

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on the cover

Photos from the Rennsport
Reunion V at Laguna Seca
Raceway

PHOTO BY: STEVE FARNHAM

roundup

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vol. 8 - issue 5

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Jack's Corner

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

We made it through another hot Texas summer and cooler, well slightly cooler, air is with us. Along with fall, comes lots of enjoyable region events. By the time you read this our September track day will be history and we will have all had our fill of good food and good company at the annual potluck picnic.

For those that attended the Tudor World Challenge races at The Circuit of the Americas you saw some great racing, big wins by PORSCHE and the largest Porsche Platz of the year at any race. Some of our members continued the party by immediately leaving for Rennsport Reunion at Laguna Seca and then on to the black hills of South Dakota for PCA Escape ..Sandy and I stayed here, something about region events. Hopefully those that did go to these two national PCA events will provide feedback in the next newsletter, HINT!

Besides all our fall activities, your nominating committee is preparing a slate of officers to steer our region in 2016. More on that will be forthcoming through e-mails.

If you look at the calendar on our website you will notice that we have three autocross events this fall, the first on 17 October and a drive through the hill country. It is also not too early to mark your calendar for the region Christmas

party, which again will be at the Petroleum Club, but we have secured the larger room so we can seat more members this year.

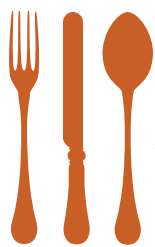
As I have said before, if anyone has ideas for an event we don't currently do, bring your idea to a board member and if there is club interest we will do it, BUT you need to be ready to help run the event.

Holly Sanders is doing a great job with our newsletter "The Round-Up" but she always needs help in the form of articles and pictures. As an incentive, if you write an article you will get a hard copy of the "Round-Up" in which your article appears. Likewise, Steve Greentree is always looking for pictures to post on the website. Bottom line, is this is a plea to get more members involved and it does not stop with the newsletter and website. There is a small group of members that are handling multiple jobs, which could easily be shared if more members would step forward. I promise you, that if you get more involved you will have more fun and enjoyment in the club. Try it.

So, fall is here and the calendar is filling up with region events so I look forward to seeing lots of shiny PORSCHEs driven by happy Longhorn members enjoying our activities. I might add that we post major activities of nearby regions on our website and those regions will always welcome our participation. It's a great opportunity to meet new people and visit new places. Drive safe and enjoy the Texas fall. LH

Check Out our Longhorn
Region website for more
information!

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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)

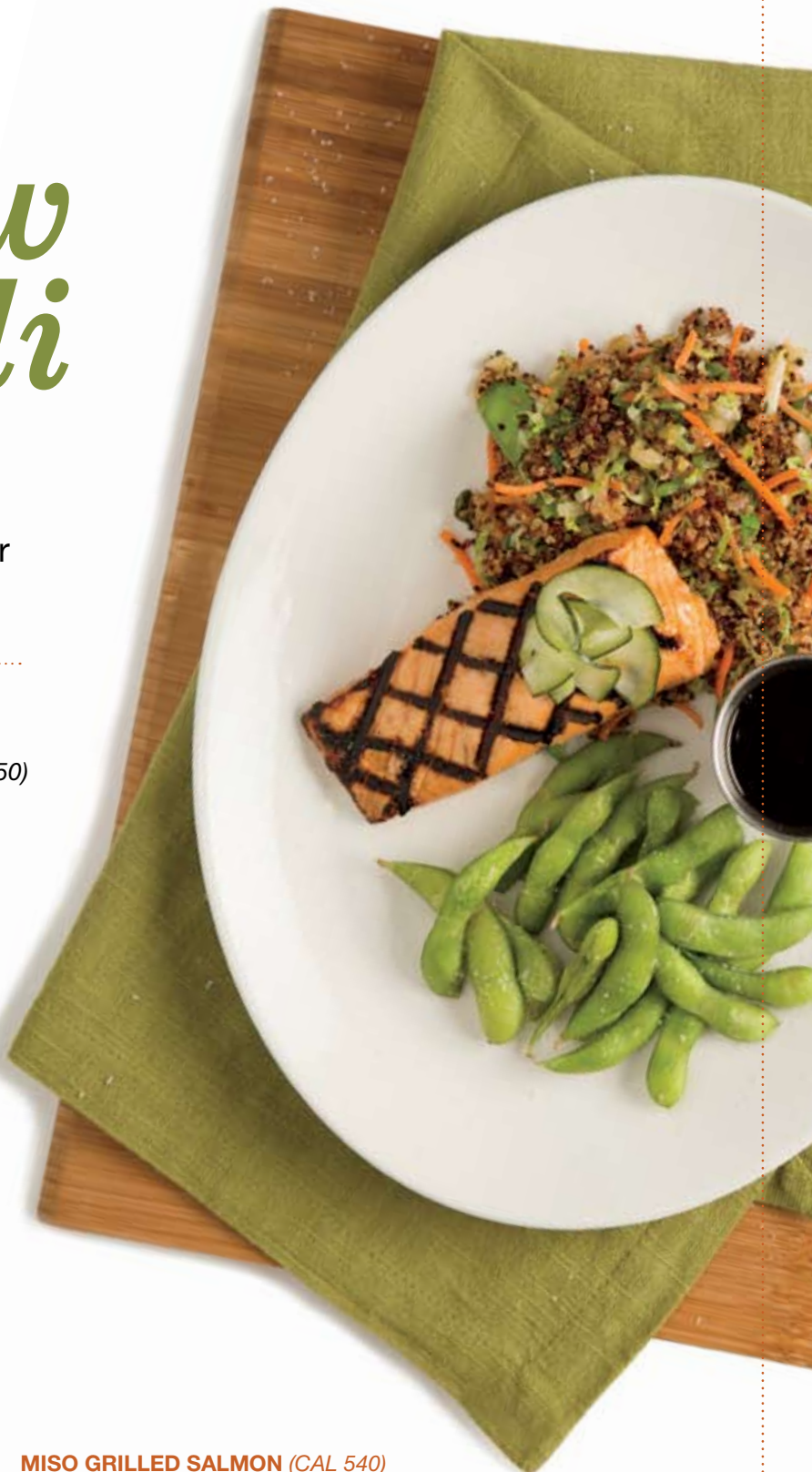
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MISO GRILLED SALMON (CAL 540)

miso-marinated salmon over stir-fried quinoa with steamed edamame

We hope to see you soon!



Membership Report

As of October 1, 2015

Primary members	390
Affiliate/Family members	<u>205</u>
Total:	595

New Members

McCartney, Angelo	2001 Black 911 Carrera
Sisk, Gene	1988 944
Knockenbauer Jr., Bodo	2002 Silver 911 Carrera Cabriolet
Sprang, Walter	2016 Guards Red 911 Turbo S
Helm, Duane	2015 911 Carrera
Foley, Scott	2015 Red Boxster S
Fox-Baker, Adrian	2004 911 Carrera 4 S
Lankford, Paul	1999 Boxster
Maddox, Scott	2008 White 911 Carrera
Resnick, Matthew	2013 911 Carrera S
Carrillo, Carlos	2002 Silver 911 Carrera 4S
Lazaga, Edward	2007 Silver Cayman S
Salas, Carl	1999 Black 911 Carrera Cabriolet
Eshleman, Robert	2003 Lapis Blue Metallic Carrera 4S
Middelplaats, Martinus	2013 Blue 911 Carrera S Cabriolet
Henry, Michael	2014 White Boxster S
Bullard, Nick	1985 Silver 911 Carrera Targa
Jeff, Jef	1987 Black 911 Carrera Cabriolet
Sanchez, Roberto	2015 White GT3
Hrabak, Derek	2010 Black 911 Carrera Coupe
Cavbeats, Arts	1971 911S Targa
Martinez, Juan	2012 Black 911 Carrera S Cabriolet
Wasner, Jeremy	2010 Guards Red 911 Carrera

Welcome to the Longhorn Region PCA

PCA Anniversaries

25 years (1990)	20 years (1995)	15 years (2000)	10 years (2005)	5 years (2010)
Robert Niemiec	Morris Williams	Joe Tegtmeyer	Bob Caran Don Faerber Jim Conrad Chi Shen	Lorenzo Cruz Tilden Smith James Benoit Max Imber Obinna Isiguzo Steve O'brien

Ron McAtee, Membership Chairman

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MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

Let's talk about safety and our cars. If you attend any of our motorsport events be it autocross or out track days you will hear me talk about safety and rightly so. This subject was brought to me even clearer over the last several weeks with the news of a fatality at a driver education event at Road Atlanta; it was not a PCA event. A Mustang driver lost control at the bottom of a hill, trying to negotiate a left hand turn. He unfortunately died as a result of the crash. For those familiar with Road Atlanta it was turn 10.

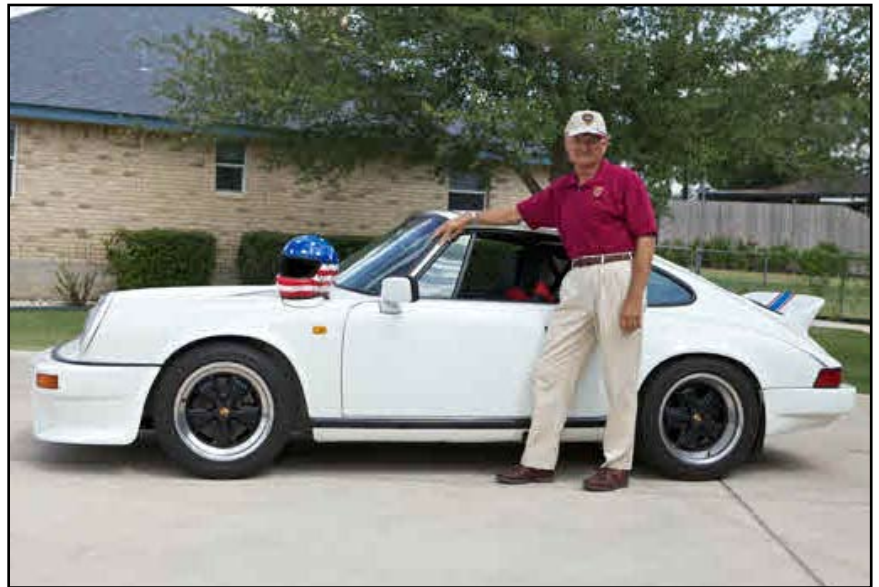
Our cars are getting faster, in fact we can attain near racing speeds on many of the tracks we drive. That is the good side.

The bad is our cars are not equipped with the safety devices required in all race cars, such as roll cages, fire suppression devices and race seats with five point harnesses. We do wear helmets but do not also protect our bodies with fire suits and fire retardant gloves. Likewise few if any wear a HANS device to protect our necks. By not having these safety devices installed in our cars or worn on our bodies we are not as protected from the dangers in a mishap. So what do we do?

Well first we recognize the potential dangers of spirited driving and we take proper precautions, such as slowing down and controlling our egos and throttle foot. I'm not suggesting that we crawl around the track, but instead we honestly understand the limits of our skills and those of our car and don't get near that limit. The same is true on the highways.

Our autocrosses and track orientation days are designed with safety in mind and as learning laboratories in which we can safely hone our driving skills in a controlled environment and have fun doing it.

For our track days we place drivers in the run group that we feel is the best for their skill level so they are not placed in a potentially dangerous situation



surrounded by faster cars and drivers. Drivers are moved up and down in the run groups as their driving skills dictate. Just because you are a faster driver does not automatically advance you. You may be quicker than the others in your group but if you are not driving the proper line on the track you will not advance for your own safety. Not driving the appropriate line through corners when driving well below the limit is safe but creates bad habits that will bite you as speed increases and centrifugal forces push you to the outside and potentially off the track. That is why we stress that you drive the proper driving line even during parade laps at slower speeds; it is a habit-forming exercise that will save you later. Back to the incident I opened with. While the details are not fully known it is safe to say the Mustang driver was going too fast, applied brakes too late, remember when going down hill it takes more distance to slow down, and could not therefore negotiate the turn. Because of this he ran out of track surface, tried to make a large "save me" correction and lost control. Without the safety devices required in a racecar he was lost in the resulting crash into the wall. Bottom line, situational awareness and common sense must control ego. Do not allow yourself to exceed your skill level or the capability of your car. 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:	
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

FUN at the Lone Star Le Mans *- From a Female Perspective!*

[BY: PATRICIA BROYLES]

My 15-year-old daughter Rebekka and I took off to the Lone Star Le Mans for a “Girls Weekend” away. It was an easy commute up to COTA (Circuit of the Americas – but doesn’t the acronym alone just sounds like fun, like a little bear...ah, it’s so cute, it’s a “coda”). Anyhow, back to the commute, love the toll road and love being able to use 6th gear! Sailed right up to the race track entrance and followed the signs to the designated PorschePlatz parking at Lot T. Talk about being privileged....parking in the “Platz” parking alongside hundreds of other Porsches at the front of the parking lot in the best lot at the track...i.e. shortest walking distance...was a true privilege...excuse me, Corvette drivers, I need to pass by and park a little closer....driving a Porsche does have its privileges.

Speaking of the privileged life, let’s talk about the Porsche tent at Turn 1. Thank you PorschePlatz sponsors! The Porsche tent had linen table cloths, rose and calla lilly centerpieces, chandeliers, front row Turn 1 seating, iced cold beverages, brand new Porsches on display and lots of fellow Porsche enthusiasts inside. From the friendly greeting of the Porsche volunteers like Sandy Merrell at the front reception area to the smiles of the Porsche Danmark members in attendance (sorry, I don’t speak a word of Danish – but car talk and smiles were the international language), it was fun hanging out with fellow Porsche fans. Enjoyed catching up with the Longhorn Region PCA members like Tom, John and his son Gus, Linda and RJ, Ted and Karen, Mike and Sharon, Jack and Sandy, Ralph and Sylvia, Tildon and more.... Even more fun getting to meet our PCA President Caren, and of course, seeing Lynn our Regional Director. Knowing this crowd from other events, my daughter felt perfectly at home there and said, “See ya mom – I’ll be at the PorschePlatz” while I made a quick stop at the thankfully close and clean restroom facilities. (Yes, the Corvette crew had their

own tent but I noticed it was not as well attended nor did they seem to be having the fun we were. And come closing time at the end of the Endurance Race, I noticed their tent was empty albeit maybe one table and our tent was still alive with all the action!)

Some of the action seen at the PorschePlatz tent was a meet and greet session with Mark Webber whose credentials are as tall and good looking as he is. Meeting the Porsche team drivers and hearing them all answer interview questions in perfect English. Finding out that the youngest driver on the team is only 17 years old! (Rebekka thought he was cute with that blond hair). We loved watching the qualifying races and the 6 hour Endurance Race from the “back porch” of the PorschePlatz. The highlight – watching Porsche take a win then reveling with the Porsche driver who came up to Turn 1 and “burned donuts” – a track “no-no”. He had us all on our feet cheering for him! (No problem though, Joe, I didn’t mention any names...oops). Enjoyed later chatting with the same driver about his home in upstate New York and getting his autograph, as well as that of IMSA driver Mark Llano who shared with us his fundraising efforts for our veterans in crisis called Serket Racing. Walking away with a Free Porsche Poster and a goodie-bag filled with wonderful things – my favorite – the Lone Star LeMans expandable visor – a very useful dash protector!

Rebekka and I took advantage of the very efficient shuttle system and explored the Race Track. First stop, the Ferris Wheel. Fun to see to the track from up high! Thanks to fellow Longhorn member Tom (and former Corvette club member), we learned a lot about Corvette engines and even walked away with a FREE Tshirt! Next it was over to the Continental tire booth where we registered to win a FREE set of tires and took our pictures in front of the green screen of our choice



depicting us next to a race car or in front of all of them! Stopped by the Porsche Display and marveled at the Porsche cut down the middle with half made in great detail out of Legos. We ventured over to Turn 15 to view the racing action up close – it was loud!

The next day, we toured the paddock area and noted the expertise it must have taken to park that many eighteen wheelers within such close proximity to each other. The paddock was highly energized with the camaraderie of the race teams and supporting vendors. How did they get those electric blue Spandex dresses painted on those Continental girls? (I should have taken a photo for my husband to appreciate.) During a break in races, we were able to do a Grid Walk and tour the pits as cars were being readied for the Endurance Race. We enjoyed the Fan Autograph session and got autographs from the Audi team – Loic Duval, Oliver Jarvis, and Lucas di Grassi, the Porsche team – Michael Christensen, Richard Lietz, Frederick Makowiecki, and Patrick Pilet, the Dempsey Proton team – Christian Ried, Patrick Long and Patrick Dempsey, yes, that one! We were first in line!

A true high point of our trip was meeting actor turned race car driver Patrick Dempsey! Folks, he's even better looking in person. But what makes him more attractive is his relaxed, polite manner. He was very gracious about granting photos and generously doled out autographs to a mile long line of fans. My daughter is an aspiring actress and appreciated that Mr. Dempsey started his

acting career also at age 15. It was fun for she and I to meet him and have a professional photographer with a foot long lens take our photo with him. (Yes, thank you to Graham Washbourne of Bourne Images – one of the members of the media we hung out with while waiting for the drivers autograph session.... check out his photo galleries on Bourne Images.com - he and his wife specialize in motorsport and travel photography - there ya' go Graham....a plug in the Porsche newsletter!)

After a few hot and exhausting hours at the track, we headed back to our hotel in Round Rock for a quick shower and dinner then returned to the track at night to watch the Endurance Race. We buddied up with fellow Longhorn members John and his son Gus for a trek over to Turn 15 to see the action. John explained the digital numbering system on the cars showing what place the drivers were in and pointed out the glow of the brakes as cars rounded the corner. Watching a race at night is a lot different than watching one during the day! Then it was back to the PorschePlatz for cold drinks and a fireworks show!

Rebekka and I had a great time. It was our first real racing experience and we can't wait to do it again! Thanks again to the PorschePlatz sponsors for their generosity and making Porsche owners feel appreciated and truly privileged! Thanks too to the numerous Porsche volunteers who made sure the Platz was well run! LH



Jake's ride in the Porsche Parade at Lone Star Le Mans

[BY: ROSS PRIOR]

I was anticipating taking my 6-year-old son Jake to the Lone Star Le Mans at Circuit of the Americas for several weeks, since he had never experienced a real close up actual car race in his life. Little did I think we would both be able to experience the thrill of driving around the track.

I had already been there on Friday so was able to sign up for the Porsche Parade, not knowing anything much about what it would be. I enjoyed watching the practices and one race but the highlight of the day for me was listening to the race driver talk in the Porscheplatz tent. Another high point of the day was that I took the new toll road back to San Antonio with the 85mph speed limit. Of course I closely observed the speed limit all the way (or at least closely observed the speed limit signs as they flashed by). There's no doubt that Porsches are built to run at sustained high speeds. It's just unfortunate that those opportunities don't come as often as one would like.

I woke Jake up at 6am on the Saturday so we would have plenty of time to arrive at the Porscheplatz tent for the driver safety orientation at 8:30am. There was very little traffic so we made it in plenty of time. Once we had our instructions we made our way to the parking lot and joined all the other cars patiently waiting to get on to the track. Any of you that have any experience with 6 year old will know what patiently waiting means when you are just sitting in a car and not moving for long periods of time endlessly answering the same question over and over "When are we going to get there?"

Finally it was track time. Jake was the cameraman so we got a few pictures of the dash, his knees, clouds in the sky and even a couple of photos of the track! He even shot some video of the same scenes, but probably the best part of the video is the soundtrack when we got to punch it in second a bit. I have an after market exhaust that sounds just fine in second at high revs. We were originally told that the speed would be limited to 35mph, but I was happy to hear, along with I am sure most of our other drivers at the safety orientation, which the pace car would be doing about 55mph. Even though we were limited to a relatively low speed, it was still exciting, only rarely getting into 3rd gear and keeping the revs up. I kept an eye on the gauges and noticed that the oil temperature got up over 225 degrees, due both to the heat on the track and running at high rpm. The second time around turn 1, I punched the accelerator in 2nd and we accelerated off down the hill toward turn 2. Jake yelled "Whoa Dad I didn't know your car can do that!" Maybe that was a mistake anticipating another 10 years out when he is going to try to get the keys!

We spent the afternoon on the grass bank by the Porscheplatz tent watching and listening to the races. Finally we headed out back toward home. About 30 minutes before we arrived home a small voice said "Was I asleep?" Only young children have mastered time travel! What s great day we had together. LH





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PORSCHE WINS (LONE STAR) LE MANS!

Somewhere in the Bible it says that you should bring you kids up in the way you want them to go. Well, I'm doing that, and the direction is... PORSCHE Motorsport! I managed to cobble together two whole days of leave and spent them, like any good PORSCHE Nut, at the racetrack, this time with my son, Gus. I think he's catching on and liking the responsible, sporty use of cars, and I want to encourage that sort of behavior.

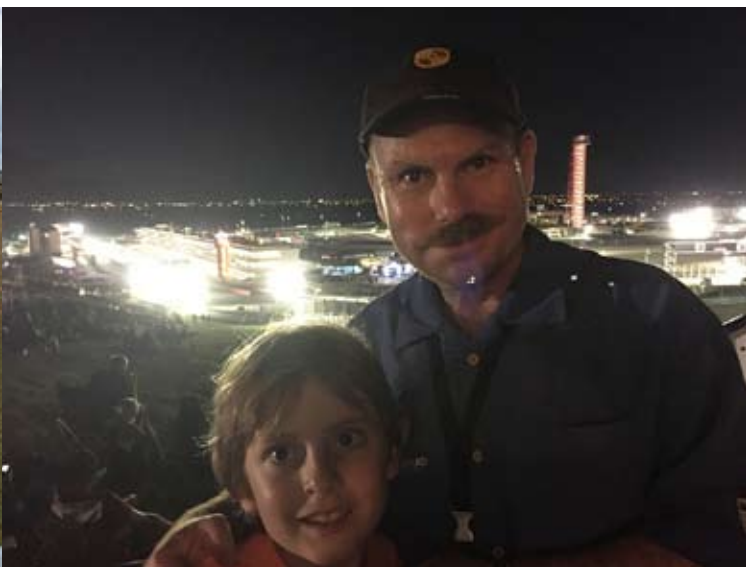
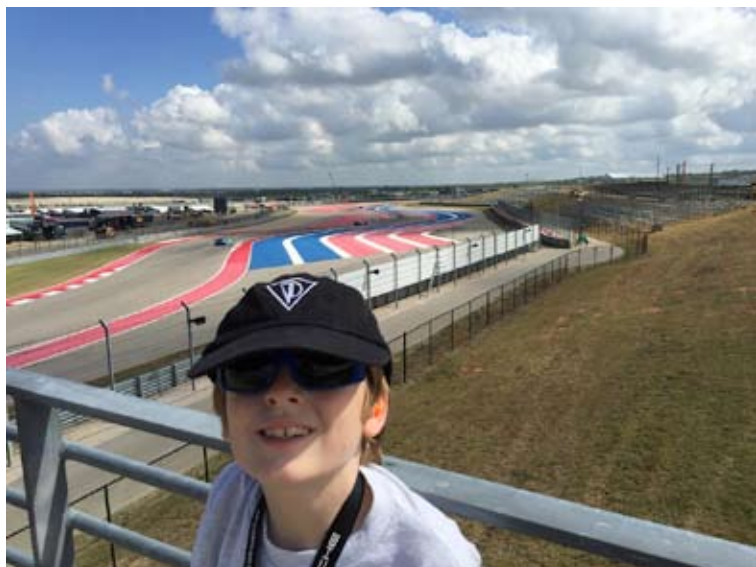
[BY: JOHN BERRY]

Gus and I secured a spot in the Dry Camping lot at Circuit of the Americas (COTA), just southeast of Austin proper. What is the Dry Camping Lot? Basically it's a big open field with some Porta-Potties. And that's about it. There was a mix of people camping in this part of the track, ranging from very fancy motorhomes, to little 19-foot Airstreams, to tents. And then there was us. Unique, as usual. The Berry Family is blessed to be the caretakers of Pete'sBus (all one word!), a 2001 Volkswagen Eurovan Weekender. Think "Modern Incarnation of the Classic VW Microbus" and you'll be about right. Front engined, water-cooled, with heat and AC, with a pop-top for upstairs sleeping, a cool box for beverages, and a table. He's Tornado Red and was easy to spot from the Porscheplatz in Turn 1. He's also Laurel's (my wife) pride and joy. I only get to drive Pete when he needs gas, the oil changed, or when she lets me take him camping. Pete has LOTS of stickers on the windows but my favorite is the one that says "PORSCHE Support Vehicle" at the very top of the back window.

Gus and I were true Track Rats, hanging around the pits and paddock, eating the occasional Track Dog and Nachos, and watching lots of different warm-ups, practice, qualifying, and racing! Gus and I were hanging around the paddock when the drivers for the #17 Porsche 919 came around a corner. They

were nice enough to stop and talk with Gus, give us an autograph, and get their picture made with him. Brendon Hartley, the guy who eventually ended up bringing home the overall victory for Porsche, must have felt some kinship with Gus when he ruffled my son's hair as he left to continue his walk down the paddock. Patience around the paddock is a virtue, as the next day we came across Allan McNish (aka, MacNish, if you have seen the movie, Truth in 24). Mr McNish autographed Gus' ticket and talked with us a moment, telling Gus to enjoy himself in that great Scottish brogue. McNish is a great racer, and aside from his unfortunate attachment to the four-ringed competitors from Ingolstadt, he seems like a nice guy.

If you haven't been to COTA, see if you can find a way out to the track sometime – it's awesome! You can get down very close to the track and the course is long enough that you can view the race from many different corners and get very different perspectives. Gus' favorite perspective was from the top of the Ferris wheel, a nod to the great French race tradition of a carnival. There was also great fun to be had at the bouncy house and other family friendly events, like a fireworks show towards the end of the race. We found the simulator at the PORSCHE store and took a few laps around Laguna Seca in an RSR. Great




fun, and it turns out it's harder than it looks. But best of all, kids under 15 got in free! Reminded me of the scenes with the kids, the karts, and the Ferris wheel in the Steve McQueen movie, Le Mans.

But the very best thing about the track isn't the cars, or the sounds, or the smell of fuel and tires. The best thing about the track is... the people. Specifically, the Porsche People. The Porscheplatz, a cozy tent located at the top of the hill at Turn 1, was the place to be, with visits from high-ranking Porsche executives (read: Matthias Mueller, CEO of Porsche AG (and now VW)), the race management team, and yes, even the drivers!

However, the greatest folks of all to meet there are your fellow PCA members. Another PCA parent we meet at the track was Patricia Broyles and her daughter, Rebekka, who were enjoying the 'back

porch' of the Porscheplatz. We gathered up Gus and went around to Turn 15 of the track, a great place to see the cars as they come down from the high-speed back straight into a set of challenging curves. We visited in the last hour of the race, a perfect time to see the track positions change up and the brake rotors glow red-hot.

We high-tailed it back to the Porscheplatz to watch the end of the race with a crowd of the faithful. It was heartbreaking to see the #18 get wheeled back in the garage with only about 30 minutes left in the race, but thrilling to watch the #17 come across the line to win. The only thing better than watching Porsche win our home-grown, Texas-sized version of Le Mans, was watching that win with my son, spending quantity (and quality) time with him camping, and seeing a spark of PORSCHE Motorsport happiness in the little fella. It's not just the cars- it's the people. Including the kids! 



Of Icebergs & Automobiles

[BY: MIKE VRISENGA]

Relax... this is not another global warming screed. Like an iceberg, the ten percent of beauty you appreciate when you see a Porsche doesn't really reflect the ninety percent of sweat and effort underneath it. My summer project illustrates the point.

After years of waiting, I re-chromed the horn grills and over-riders on my 912. Having the front bumper and rear center valance off the car provided the "opportunity" for other work. I brought the front bumper to Chuck Bush who welded shut the holes the previous owner drilled for a license plate. I carried it to Alamo Soda Blasting where it was soda blasted and primed. Even a reputable painter seems to take more than one try to get a painting job done right. Sort of like the reputable chrome shop. The bumper trim was scratched and gouged, and the rubber trim was dry and faded, so I mounted a new one.

Removing the bumper revealed 50 years of dirt, wear and overspray from the previous owner's paint job. I removed the horns and hardware, stripped and repainted them as necessary. The horns were

particularly challenging. After cleaning as much as I could with steel wool and turpentine, I taped off each of the rivets and the silver center before priming and painting. You will probably never see them, but they look like new. Repainting the inner body also involved cleaning overspray from the wiring harness and the plastic anchors for the horn relay. Every fastener got the complete spa treatment – wash, wire brush, lacquer and chasing the threads with tap and die. Rubber pieces too were washed and "polished" to remove overspray, rust stains or old adhesive.

Closer examination of the rear valance revealed that it had been beat up and puttied over at some point. Painting a replacement was cheaper than repairing the old panel. That does not reveal the hours of frustration trying to fit the new panel. Sometimes the things that seem the easiest aren't easy at all.

So the next time you see your reflection in a shiny Porsche, remember you're only seeing the tip of the iceberg. LH

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For the past several years I have been in the Monterey Peninsula during Car Week and enjoyed the many activities surrounding that iconic happening. Having been a Porsche owner since 1998, I have always wanted to have my car with me for the many shows and to cruise 17 mile Drive with the top down. Last year, while at the Porsche Werks Reunion, I was particularly bummed that I did not have my car to park along the rows of Porsches of every era.

This year I had not even planned to be there when my wife informed me she was planning a girl's week during car week. I immediately searched for a place to stay and found a flat in Pacific Grove on the beach and then began to contemplate the 3500 mile round trip. My '99 C-Cab had just gotten new tires and a check-up at Jones Auto so I felt it was mechanically ready, but the car was in dire need of a good compound and wax and a few dings popped out. I accomplished this just in time to head off early Sunday, August 8 to California loaded with my golf clubs, cleaning and detailing supplies, luggage and cooler...I was packed in on all sides.

My 911 performed well in the August heat, purring along at 80 and 180 degrees, and to my surprise, getting almost 27 miles per gallon! First stop was Tuscon, AZ and I made more than half of the 1700 mile leg just before dark. The friendly security guard at the Hampton Inn watched over my car all night and found me a spot under a light where I could see my car from the room. Up early Monday morning and off to Monterey through the Desert and 114 degree temperatures that didn't bother my 996 in the least.

I arrived around 6 pm in Pacific Grove and unpacked and cleaned up the Porsche from the road dirt. I had used my 40th Anniversary Bra so no dings in the hood or chips, but major dirt in the wheel wells and engine. Tuesday morning was the "Concours on the Avenue" in Pebble Beach so I drove my Guards Red baby downtown early to show it off. Even that early it was hard to find parking, but lucked out to be a block from the Avenue around the corner from Tiffanys and the row of 356's. Lots of fine Porsche's, particularly Speedsters and air cooled among the amazing 300 or so classics of every make. After several hours of walking the 16 blocks with my envy in full bloom, I moved on to the Pebble Beach Farmers Market to get some supplies.



Long Drive to Car Week

[BY: JUD WALFORD]

Wednesday was a good time to preview the Auctions, so I went to Pebble Beach to the Gooding & Co. tent and some fine Mercedes, 2 Speedsters (both went over \$300,000) and Ferraris. The finest was the '53 Bentley or the '60 Porsche RS60. It was worth the \$40 admission for preview and auction. Later drove to Lighthouse Avenue to the "Little Car Show" which was a kick as I saw two examples of the 3 door Isetta I used to own. (should have kept it, as now worth \$60k, but the rubber universal joints were too much trouble)

On Thursday many of the cars entered in the Concours d'Elegance parade part of 17 mile drive and end up on Ocean Avenue in Carmel by the Sea in the Tour d'Elegance. This event is a great chance to see many of the Concours d'Elegance cars for free. Later in the day I showed my car at the Motorsports Magazine show at the Winery in Carmel Valley, then played golf at Monterey Pines, a great little venue in Monterey by the Naval Base.

Friday is the big day for me and what I had been looking forward to being in the Werks Reunion at Rancho Canada Golf Course. I arrived early (7:30 am) as I wanted to experience the line up and display of the competition cars and found I wasn't the only early bird as some 200 cars were already there. I was only the second in my class of 996's and joined the others in sprucing up my car with last minute



cleaning and polishing even though not entered in the competition. By 10 am some 700 to 800 Porsches were in attendance and the judging began. There was a great display of all the new Porsches and the 918 Spyder as well as the Porsche Tractor and all the new models. There were plenty of good food and drink and the PCA tent with lots of goodies. Many of the vendors had booths with complimentary shirts, polishing cloths and other freebies. It was a fabulous day for any Porsche enthusiast and justified my long drive to be there with my car to participate. Looking down the long rows of all models of Porsches and seeing my car among them was a rare and treasured experience.

Saturday gave me more time to preview the Mecum, Sotheby's and Russo & Steele auctions and get in another round of golf...at the same Rancho Canada Golf Course that just a few hours ago had hosted the Werks Reunion.

Sunday was the big day for the Concours d'Elegance. Like many others, I questioned the \$300 General Admission, but didn't want to miss this event. It was well worth it, even with the \$8 beers and \$15 hamburgers. I arrived early and made three major errors. It was a warm day and in the spirit of

Elegance, I wore a sport coat. Second, I carried my big multi-lens camera and bag. Third, I picked up the giant Official Program upon entering the event and had to carry it around all day. Word to the wise; check the weather and dress casually; don't carry anything you don't need (phone cameras are just fine) and pick up your program on the way out. I did do one thing right. I took an Uber to and from Pebble Beach and it was easy in and out. This was much easier and faster than the shuttle.

The event itself was overwhelming. Starting with the new and concept car display around the putting green, the Ferrari display and then the amazing number of stunning cars in the competition, all with fabulous Pebble Beach and the golf course as the setting, it is a rare treat. I did not stay until the end, but see Jay Leno before I left and watched the awards on a live stream as I was packing to leave the next day.

My return trip to San Antonio was uneventful, and while a long and somewhat tedious drive, my Porsche performed beautifully and gave me great pride in the fine automobile I own. If there are any other PCA Longhorn members looking to drive next year, let me know and lets get a caravan. 🚗



Rennsport Reunion V


[BY: STEVE FARNHAM]

If you've never been to a Rennsport Reunion, you absolutely must go to the next one. Sherry and I attended Rennsport Reunion V with my brother, who happens to live about 90 minutes from Laguna Seca Raceway. We drove the trusty Cayman and joined 1400 other Porsche owners in the Porsche corral. Upon arrival at the raceway around noon on Friday, we climbed a hill and then saw an overwhelming number of Porsches already parked in the Corral. Suddenly, there was a sea of Porsches everywhere, historic Porsches, racing Porsches, everyday Porsches, new Porsches (991.2); well, it's really hard to put it all into words. We spent the rest of the afternoon walking the Paddock.

Saturday morning we awoke to early morning fog. Although we were parked right next to the racetrack, you couldn't see the other side. Not to worry, practice started on time about 8 am. According to the locals, early morning fog usually burns off by 10 am. Having driven 2,000 miles to

get to Laguna Seca, I wasn't going home without at least getting to experience the corkscrew from inside a Porsche. With some expert assistance from PCA President Caren Cooper, I got a ticket to the Saturday Parade Laps. What a hoot! There were so many cars on the Parade Lap that we had to wait for cars still coming out of the pits when we got back to the starting area. Definitely worth the wait, thanks Caren!

There were beautiful displays of Porsches, mainly 356s, 550s, 904s and a few 911s and 914s. Several cars from the Porsche Museum had been flown over from Germany for this event. Races were held on Saturday and Sunday.

After three days of famous, historic and racing Porsches, it was time to head home. I'm sure there's plenty we missed but Rennsport is like Parade; it's impossible to do and see everything. You will definitely want to be at Rennsport Reunion VI! 



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