

MARCH - APRIL 2017

# *The* Roundup

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



AMELIA ISLAND WERKS  
TREFFEN IN THE HILL COUNTRY  
GOING FAST- FROM DAYTONA TO SAN ANTONIO

INSIDE



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## EDITOR'S NEWS & NOTES

**HOLLY SANDERS**

Spring in Texas is my favorite time of the year! The weather is perfect, the flowers are blooming, and nothing is better than a drive with the top down. I hope you all have the opportunity to get out and drive before the temperatures skyrocket!

I just wanted to extend a sincere thank you to all the members who contribute articles. Your stories and experiences are

what makes this magazine great. Keep them coming!

It is also necessary to extend a big thank you to Ron McAtee for all his efforts in keeping our group in the know! You are always sending us emails with the upcoming events and sign ups. You are truly an asset to our club and the MVP!

I hope ya'll enjoy the new magazine layout and design- I was feeling a bit creative this month!

Now it's even easier for you to keep in the loop and stay up to date with all we have going on in the Longhorn Region. Our new app allows us to communicate with you better than ever before, you can even receive notifications from us for all the latest happenings! Download it today!

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# 2017 LONGHORN LEADERSHIP



**Chuck Bush**  
President  
703-577-0562  
[president@longhornpca.org](mailto:president@longhornpca.org)



**Mikel Matthews**  
Vice-President  
217-419-6110  
[vp@longhornpca.org](mailto:vp@longhornpca.org)



**Jack Merrell**  
Past President  
830-303-3640  
[past\\_president@longhornpca.org](mailto:past_president@longhornpca.org)



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



**Susie Bush**  
Secretary  
703-577-0563  
[secretary@longhornpca.org](mailto:secretary@longhornpca.org)



**Ron McAtee**  
Membership  
210-654-6639  
[membership@longhornpca.org](mailto:membership@longhornpca.org)

## ON THE COVER



*Steve and Sherry Farnham drive their Cayman on a 'hot lap' at the track at The Circuit of the Americas.*  
PHOTO COURTESY OF COTA

## LONGHORN MEDIA



**David Sanders**  
Webmaster  
210-422-9700  
[webmaster@longhornpca.org](mailto:webmaster@longhornpca.org)



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



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

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

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[editor@longhornpca.org](mailto:editor@longhornpca.org)



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## FEATURES

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The Bush's enjoy a relaxing and fun weekend in Texas the Hill Country at the spring Treffen event at the Lost Pines Resort, near Austin, TX.

### 14-16 GOING FAST- DAYTONA TO SAN ANTONIO

Steve and Sherry Farnham journey from Dayton, FL to San Antonio, and everywhere in between for some amazing racing experiences.

### 17-24 AMELIA ISLAND WERKS- A NEW REUNION

Jud Walford chronicles his 1,100 mile journey to Amelia Island for another councours at the Amelia Island Werks Reunion.

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# CHUCK'S CORNER

LONGHORN REGION PRESIDENT



**Thanks to all the folks** who helped make Fiesta Challenge a big success for the Longhorn region. The event ran great due to our many volunteers who pitched in to ensure a good time was had by all. Particular thanks to Ron McAtee for running the Concours, Susie Bush for organizing the Gimmick Rallye, Jack Merrell for running the autocross, and a huge thanks to the Porsche Center for hosting our event! Thanks to all the participants, and write-in donations our club is able provide \$9000 to the Warrior and Family support center on Fort Sam Houston, a 60% increase over last year. Congratulations to the winner's of this year's Concours, Rallye, and Autocross, and in particular to the overall winner- Ashley Bush in her 1975 911S!

It has been a busy few months for the Longhorn region but we have lots more planned. Make sure you check out our mobile apps, Website, or Facebook page for up to date events, and event results. We can always use more participants at our Autocrosses, and the last one for a few months will be 4 June. This event will focus on teaching the basics of autocross, so if you have never tried one- this is a great opportunity to have a lot a fun, while learning a little bit about the great cars we drive.

- Chuck

## UPCOMING EVENTS

### MAY:

- 4 - Dinner Meeting @ Barn Door Restaurant
- 5-7 PorschePlatz at COTA
- 13 - Hill Country Drive with lunch in Utopia

### JUNE:

- 1 - Dinner Meeting @ La Hacienda DeLos Barrios
- 4 - Autocross at Retama (Driver's School)
- 10 - Drive to the Hill Country

### JULY:

- 6 - Dinner Meeting @ Pompeii Italian Grill
- 9 -15 Porsche Parade in Spokane WA

### AUGUST:

- 3 - Dinner Meeting @ Chester's Hamburgers
- 12 - Tech Day
- 26 - Drive TBD

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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)

# MEMBERSHIP REPORT

AS OF APRIL 17, 2017

Primary members: 411  
Affiliate/Family members: 200  
**Total: 611**



*Ron McAtee, Membership Chairman*

## NEW MEMBERS

Roetheli, Michael	1982 White 924
Washington, Tamika	2017 Black Macan
McAleer, Chuck	2017 Blue Macan
Maldonado, Ibrahim	1987 911 Carrera Cabriolet
Rodriguez, Moises	1979 Red 911 Turbo
Gosh, Avi	1964 Blue 356
Ware, Harry	2004 911 40th Anniversary Edition
Moore, Ardell	2007 911 Turbo
Grigory, Stephen	2016 Rhodium Silver Metallic Cayenne
Stone, Stev	2011 Meteor Gray Cayenne Turbo
Broen, Keith	2014 Black Cayenne
Davis, John	2017 Mahogany Metallic Macan S
Smith, Christopher	2014 Black Boxster
Ebrahim, Suleiman	1997 Red 911 Targa
Waltman, Andy	2008 Atlas Grey Metallic 911 Carrera
Hardin, Andrew	2001 Speed Yellow Boxster
Carte, Phillip	2017 Red 718 Boxster
Simpson, Chad	1985 Meteor Gray 911 Carrera Targa
Moore, Ed	1974 Red 914 2.0 ltr

## ANNIVERSARIES

**5 years** Richard & Jeremy Bibb, Kirk Mills, and David Horton

**10 years** Mitch Leland & Norman Waldie

**20 years** David & Kirby Lamon, Ralph & Diana Griffith, Gerard Gonzales, and Jose & Diego Iturbe

**40 years** George Pace



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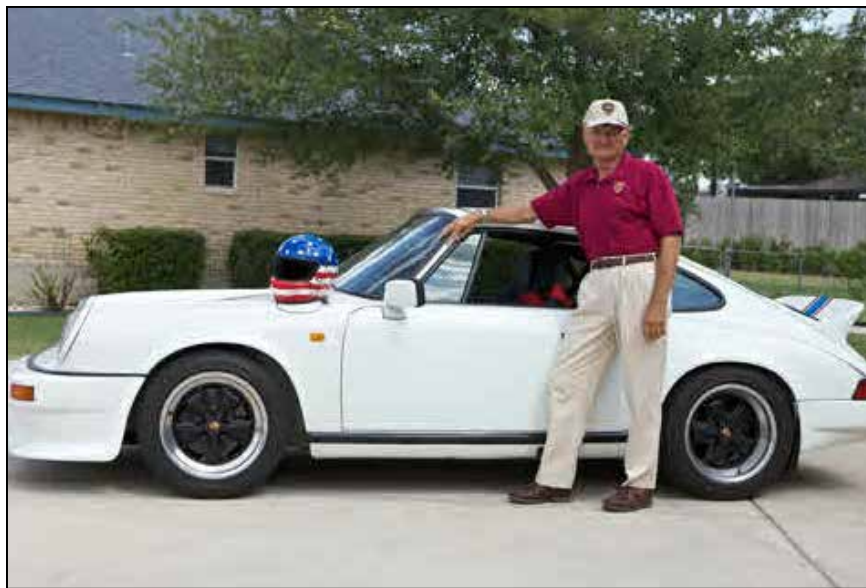
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# MOTORSPORTS TIDBITS

JACK MERRILL, PAST PRESIDENT



**Rain and autocross, been occurring a lot over the last six months.** In fact of the last four autocross “scheduled” dates, three had to be changed because of weather. We will run in rain but not when forecast or actual thunderstorms are present.

Each of our two host venues, Retama Park and Fiesta Texas, will allow us to postpone and re-schedule without losing our fee, if and only if, we notify them at least twenty-four hours before the event date, otherwise we pay them if we cancel. That means we have to closely watch the weather forecasts and make the best decision possible a minimum of 24 hours in advance ... in our part of Texas that is not always an easy task. We win some and lose some but safety is always the winner as there is no place on either site to safely shelter people in a thunderstorm. Additionally in heavy rain and wind, as in a thunderstorm all equipment must be stored to prevent damage.

If the forecast is for light or even moderate showers with no probability of lightning we will run. It is great training in the wet.

I might mention these last six months are the first times I can remember in the eight years of our program that weather has forced us to re-schedule and we have done it three of the last four times. Our luck has to change. There is no opportunity to re-schedule the school before Fiesta Challenge but we will have a school later in the year.

One other consideration we factor in any cancelation/postponement decision is historically if it is raining the day of an

event we get 20-40 percent no-shows which makes running the event that much harder as we are thus short of workers.

Not that it is part of the go /no go decision, but if the event has been rained on and the equipment has gotten wet, once I get home the trailer has to be emptied out and it and all its contents dried to prevent mildew and mold a lengthy process. Once everything is dried including air drying the internals of the display boards the trailer is only then re loaded. About a day long project.

So unfortunately we had to cancel the school but to get ready for our Fiesta Challenge event I encourage everyone to go back and read my old motorsport articles ESPECIALLY the ones on negotiating a turn. As I have mentioned an autocross is nothing more than an arrangement of four challenges. Three are turns, either increasing radius, decreasing radius and constant radius all of which were discussed in earlier articles as each has a different apex and method of attack. The fourth challenge is a slalom or series of cones in a straight line. A good way to understand the correct way to attack this challenge is to look at the You-Tube videos of our own Jon Parkoff. Jon, smoothly and quickly runs a slalom. You will note how close to the cones he is, additionally note that he starts his turn for the next cone before he passes the closest one. In a slalom the procedure is to keep the car in balance and to make is as straight line as possible and you have to be smooth and not over control either the wheel or the gas to do this. Matter of fact the whole concept of autocross is to be smooth and drive so as to make curves straighter ... think on that and we will discuss it later. Drive safe and see you next month. **LH**

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SUSIE BUSH

# in the Hill Country

“Treffen” is PCA’s way to provide more events for PCA members across North America. Treffens are scheduled for Spring and Fall in various locations and are another way to enjoy the benefits of your PCA membership

This year’s Spring Treffen was held in the beautiful Texas Hill Country at the Hyatt Regency Lost Pines Resort located outside of Austin, Texas. Treffen Hill Country was the first national PCA event hosted in Texas in over a decade.

We began our stay on a Thursday by checking in at the resort and then meeting the other participants at The Circuit of the Americas. With over a 100 Porsches, it was quite the site to

see them all lined up together at the track. Participants came from all across Canada and the United States. A reception was held at the Velocity lounge, and we had a delicious dinner of a variety of hors d’oeuvres. After dinner we had exclusive access to the track for two hours of parade laps. It was a blast driving around the track and we could drive as many times as we wished.

Friday was a free day to go on drives or relax and enjoy the amenities at the resort. Our family and friends decided to go on a horseback trail ride, Western of course. Lost Pines is a beautiful large property, and it was a great 45minute ride over the many trails of the resort property. After riding, we headed to the pool and lazy river which was a wonderful place to relax, sip on cold drinks and even have lunch served pool side.

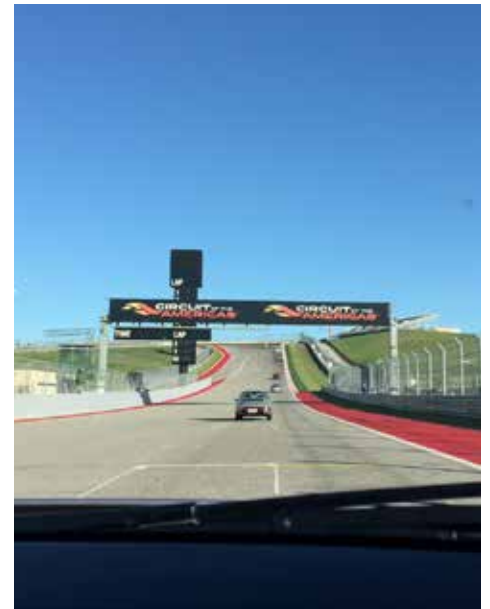
We capped off a lovely day at this amazing resort by making s'mores by the out door fire pits.

Saturday was a day of different group drives scheduled to cover the Texas Hill country. We chose the drive to see the highland lakes out near Marble Falls. We started the drive at the Oasis restaurant which overlooks Lake Travis. It is a very cool place, and we definitely plan to go back. The drive was great, and it was a perfect time of year with all the wildflowers in bloom. After a lunch at a restaurant overlooking the river in Marble Falls we headed back to get ready for our evening BBQ on the LBJ Pavilion on the Resort property. It was a western themed BBQ, and attendees were encouraged to dress in western wear. There were a lot of new boots and hats bought by attendees to fit the theme, because apparently

even not all native Texans are ranchers. To get folks in the mood, the resort provided a Longhorn named "Ribeye" for a photo opportunity. Ribeye was a good sport and patiently waited while almost everyone had their photo taken astride him.

The dinner included an exceptional country/rock band from Austin and some dance instructors to teach us the Texas Two Step. The resort catered an excellent BBQ dinner (not Ribeye) and a good time was had by all.

This was our first Treffen experience. We definitely had a great time and want to attend again. It was a nice mix of drives, tours and relaxing with a fun bunch of fellow Porsche fanatics. The next Treffen is in Ashville, NC, and registration will open in May if you are interested in experiencing one these exceptional PCA events. **LH**



**TOP LEFT**  
*Treffen Hill Country drive*

**TOP LEFT CENTER**  
*Susie riding "Ribeye"*

**TOP RIGHT**  
*View from the track at COTA*

**RIGHT**  
*Bush family dressed in their Western best*

Photos: Ashley Bush



# GOING FAST

## From Daytona to San Antonio

From watching the pro's go fast in Florida to hands-on autocross training and Driver's Education in San Antonio... and points in between.

STEVE FARNHAM



View from our seats at the Daytona 500.

We flew to Florida to attend the Rolex 24. My primary interest was watching the race on Friday because the Cayman GT4s were running in the GS class and the ST field had numerous Caymans as well. The ST/GS class race was scheduled for 4 hours, the longest they had gone. I wanted to see how well the cars would hold up and how well they would compete against the Mustangs (fastest two cars in qualifying) and McLarens. The weather was great and we wandered over to the Porsche corral to say hi to

Lynn Friedman, our former Zone Rep.

The main attraction was Saturday and Sunday, the 24 Hours of Daytona. Porsche had a new race car, the 911 RSR mid-engine variant, so hopes were high that they would perform well. The competition included four Ford GTs as well as Ferrari, Corvette and BMW.

I highly recommend a trip to Daytona to watch the kick start of the sports car season. You should definitely plan for cold weather and hope it doesn't show up while you're there (but it is winter).

### Longhorn Region Autocross at Fiesta Texas

A few weeks later and we're back in Texas preparing for our quarterly autocross. There are many reasons to attend one of these events. First, it's fun! More importantly, it gives you training and confidence in how to maneuver your car during emergency situations. Turns out I got to use my training first hand on a recent trip. Driving through a downtown area (typical speed limits are 30 mph) when a guy comes cruising out of the left

corner of my eye at fairly rapid clip (maybe 40 mph or more). I had a green light but the driver wasn't stopping and luckily I did threshold braking and stopped only inches away from being t-boned. The impact would have been in my driver's side door and it wouldn't have been pretty for me or my wife's new car.

When I attend driver's training events, I'm always amazed at how slow I'm driving compared to how fast my car can actually go. So, if you're just starting out and want to go fast, you should remember some basics. First, everyone wants to go fast.

If you want to go fast, then you need to learn the course. If you're going too

fast, you can't learn the course. So, the first time through a course you should drive no faster than what will allow you to make all the turns, gates etc. Basically, if you can't successfully negotiate the course the first time through, then you're going too fast. There was a great autocross article in Panorama (Look ahead. Be smooth. Be clean. Dec 2015). They asked six national autocross champions what advice they would give to those who want to excel at autocross. One of the six was Greg Fordahl who said, "On your first run, be slightly conservative. Run at 80% and give the cones a little room." This is pretty much the same thing I tell beginners. Start at a level

you feel comfortable with and then work towards getting faster.

One of the biggest challenges for newcomers is to figure how to negotiate the "sea of cones." Some cones mean more than others. Some cones really don't mean anything and once you learn to sort the "wheat from the chaff" those cones will "disappear" from your view more easily. Once you've learned how to successfully negotiate the course, then you can proceed to drive faster. Some advice from Ron Bauer who said, "you must plan well and look ahead while being quick and smooth."

When the steering wheel is straight, you can mash on the throttle (gas



*Hot laps at COTA*

pedal, accelerator) as much as you feel comfortable doing. Basically, let 'er rip and put the pedal all the way to the floor. Advice from local autocross whiz Andy Hollis: "To go faster, the arc you are running must be bigger. A bigger arc requires less steering." More autocross advice at the end of this article.

### Next Stop COTA

I had always wanted to drive COTA "at speed." The best I had done so far is sit in the back seat of a Panamera Turbo or the right seat of a Boxster S, both driven by Porsche driving instructors. Their hot laps were far quicker than anything I'll ever do but it's just not the same when you're watching someone else drive. Sherry and I both had the opportunity to drive "hot laps" at COTA in March. We were only there for the half day experience but it was fun enough. Having watched all types of races at COTA from various locations on the track as well as numerous videos I can say it wasn't enough. The first corner looks fairly straightforward when watching racers but when you actually get on the race track it's quite different going flat out up the hill to Turn One. My instructor gave me a few pointers and said wait until you crest the rise in the hill and get to the flat spot before you turn in. This worked out fairly well. After Turn Two you enter the esses. This wasn't really what I was expecting because the track is slightly uphill and your sightline is blocked from seeing what you might expect. After a few laps my confidence improved and I had a better idea of where to position the car. (Jim Bricken told me later to just

aim for the middle of the bridge). The whole back half of the track was pretty fuzzy in my mind but as the session wore on it got better and better. Turn 11 is similar to turn One (sharp left hander) and very important to get it done properly as you enter the long back stretch. At the end of the long straight I kept braking too soon (those PCCBs can stop you on a dime). I started braking at the 250 marker, and then tried the 200 marker but never could wait quite long enough. The turns on the back section were more familiar since that is the section where I normally watch the races. The lines going into Turn 15 were varied with some going out wide approaching the turn and others taking a straight shot into the turn. I never quite got the entry to Turn 19 but think I've finally figured it out. The final turn, Turn 20, leads back onto the front straight and then the drag race is on to finish line. We had a great time and look forward to going back someday. The event we attended was run by Edge Addicts and everything went smoothly.

**Most Recent Stop TWS** (First-ever Lone Star Region autocross at TWS)

Rob Redanz, Sherry and I represented the Longhorn Region at this autocross held on April Fool's Day. Rob was there with his Cayman R and we were driving our GT4. In the driver's meeting they told us this:

Slow In, Fast Out! Fast In, Spin out!

The autocross course was setup on the road course; it was a long course. Times were in the 90 second to 115 second range. Unfortunately, the timing equipment wasn't working properly so we still haven't received our times. But, the course was fun and definitely good slalom practice (there were five slaloms). Everyone got six runs and you could purchase charity runs for a few extra bucks. The Lone Star Region put on a well-organized event and you should definitely consider attending if they ever go to TWS again. The really nice thing is they hired corner workers.

So, there you have it, going fast in Florida (watching the pros), hands-on training with autocrosses and Driver's Education in San Antonio and points in between. **Most importantly, I put that training to good use and saved my bacon!** LH



Lineup of cars at TWS

Photos: Steve Farnham



# FIESTA CHALLENGE Autocross

SHELLEY MATTHEWS



**Longhorn wrapped up a successful Fiesta Challenge** weekend with an autocross held at Retama Park. A total of 29 drivers in 27 cars ran the demanding course designed by Jack Merrill. The weather was great for running

**PCA up a Fiesta**

included the concourse, rally, and autocross - was Ashley Bush.

Everyone had a great time - especially Andy Waltman. A Longhorn member for 1 month, Andy and his son came out to watch and learn about autocross. After talking with several drivers he ended up participating. He drove with an instructor in the first 2 runs and had an impressive final run of 48.228. I think we will be seeing more of Andy at future autocross events.

Thanks to everyone who joined in and participated in the annual Fiesta Challenge weekend. A special thanks to the SA Porsche dealer for hosting the concourse.

The next autocross is set for June 4th at Retama Park. **LH**

an autocross - overcast, 70s, not humid.

Fastest time of the day (FTD) for women went to Sherry Farnham with a 48.763 in her 4th run. Sherry ran in a bright yellow GT4 in the second heat. Rob Redanz, driving a Cayman, ran a 45.819 in the first heat to capture the FTD for production cars. Despite getting a flat tire on his 914 in his 5th run and dropping out, Jon Parkoff captured the FTD for race prepared cars with a 42.199 during his 4th run. Overall winner of Fiesta Challenge - which

# ROUND UP IN ROUND TOP

MIKE VRIESENGA



Each year the Lone Star 912 club gathers air-cooled Porsches from Houston, Austin and San Antonio gather for the annual Roundup. The destination for this year's Roundup was Round Top, at the northern edge of the heart of Texas antique culture centered around Warrenton - antique Porsches in antique towns.

Donovan and Rita Butter, David Rocha and I met the Austin contingent at the Buc-ee's in Bastrop. The road less traveled is usually the best road for an old Porsche, so north of Smithville we detoured onto Highway 153. 153 roughly parallels the Colorado river, with wide sweeping turns through ranch country and little to no traffic. It is a pleasure after months of downtime to open up on a backroad with a convoy of multi-hued Porsches. While we slowed to a crawl through Winchester, roads through Warda to Round Top were there for our pleasure alone.

Our destination was Royer's Round Top Café. Parked around the old square, the 356 cabriolets were undeniably the stars of the show. The walls of Royer's are covered with artifacts of decades in business and the wisdom of its founder, Bud. It's the kind of place where the waitresses call you "Honey" and it's not sexual harassment. And the waitresses are only half as sweet as the wide variety of pie, served, of course with vanilla ice cream. Be that as it may, few things are sweeter than friends and old Porsches on an open back road. Until next year.... LH



REGISTRATION OPENS  
FEBRUARY 21<sup>ST</sup>



# Join in the fun!



Join your fellow Porsche Club of America members at the 62nd Porsche Parade on July 9-15, 2017. Parade is PCA's annual, weeklong event enjoyed by several thousand of your fellow members, who will gather this year in Spokane, Washington.

Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Concours at Riverfront Park, an Autocross, and a Time-Speed-Distance Rally to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing, and an ice cream social (well, adults can join in the ice cream, too).



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PHOTOS: VISIT SPOKANE/JAMES RICHMAN, JEFF SCHINDLER, RANDY WELLS



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OC GARZA

# VALENTINE'S DAY AUTOCROSS

**Get this... It seems like my wife and some of her best singers are always in San Antonio over Valentine's Day...**

She is a music professor at The Victoria College, and the Texas Music Educators Association Conference is scheduled near Feb 14th. After joining my wife in San Antonio for a pre-Valentine day dinner at Mi Tierra and other pre-Valentine Day revelry, I left her to the rest of her conference on February 14th and joined the Longhorn Chapter of the Porsche Club of America for a day of autocross with my

Porsche 987 (number "XX") in the parking lot of Six Flags Fiesta Texas.

It was my first outing with the club and my first shot at autocross and I have to say the car has a lot more maneuverability than the driver :-)

We got 1 practice run then seven timed runs. My times improved with each run; I started out at 48 seconds and improved to 40.5 seconds until the last one where I knocked over a cone and that cost me 5 seconds. There were more than thirty drivers and we had a blast.

I had a great time at my first gathering and after I was convinced to go ahead and enter my Cayman S in the Fiesta Texas autox, I had some real fun and met some very interesting people. Susie Bush from San Antonio could not run the autox and was kind enough to donate her run fee to me, thanks Susie :-)

I realize now how much work goes into an autocross and I was impressed how everyone chipped in to help. And a special thanks to Bob Lundin and Bill Reiffert, I had a great time working corner three with them.

LH

# AMELIA ISLAND WERKS

## A New Reunion

JUD WALFORD



If you have followed my adventures chronicled here over the past two years, you know I have been a big fan of the PCA Werks Reunion in Monterey Peninsula. I have driven my Porsche there the last three years and participated in the Concours last year.

When I heard that PCA was going to hold a Werks Reunion on the East Coast in Amelia Island in March, I began to think about traveling there too. After all, it was only 1100 miles from San Antonio, not as bad as the 1700 to Monterey.

I began to investigate places to stay in Amelia Island and was

shocked to find that any hotel on the Island was very pricey. I wanted to participate but \$500+ per night was too rich for my tastes. I decided to check out my Home Exchange site to see if anything was available on Amelia Island to trade. I have been exchanging my second home in the Florida Keys for the past two years and thought maybe I could find an interested trading partner. To my delight, I found a family with a second home in Fernandina Beach just a few miles from the Omni Resort where the Werks would be held.

After some rearranging, we both

were able to work out an exchange. The house was perfect for my trip with plenty of room, a three-car garage and even a great Spa to treat my tired body after the long drive and preparing the car for the Concours.

I called my oldest son, who lives in Atlanta and is an executive with The Home Depot, and asked if he wanted to drive down to Amelia Island and spend the weekend with me at the Werks and other car events scheduled for the week. He agreed, and we made our plans to meet at our borrowed accommodations two days before the PCA

event. I confirmed my registration for the Concours and began preparing my car for the competition.

There are many things that can be accomplished before the event to make life easier for the final prep for a concours... even with an 1100 mile trip. I began my complete clean up and wax with a few corrections with my Paint Chip kit. A complete clean of engine and wheels seems like a waste when you are driving such a long distance, however, it really saves on the amount of prep when you arrive. The interior can also be deep cleaned prior to the trip with little impact during the trip.

The biggest question I am always asked about driving my car a long distance to a Concours competition is how do I keep from getting chips and road rash along the way? I have used a vinyl bra in the past and for this trip added a lot of painter's tape on mirrors, wheel wells and rocker panels. I also pack my Paint Chip Kit to do any needed repairs after the drive. And, of course, my trusty travel detail suitcase with all my supplies to get the car perfect travels in the trunk.

My drive begins two days before the event on March 7th at 7 am. I want to try to make it to Tallahassee the first day, leaving me a short drive the second day. I have arranged for a stay at a Country Inn & Suites just off IH10 near Tallahassee, and they will let me park my car right in front.

The trip is really a straightforward drive of over a thousand miles on Interstate 10 East through Houston, Louisiana, Mississippi, Alabama and finally Florida. One of the most interesting areas is the bridge over the Atchafalaya Basin in South Central Louisiana, the largest wetland and swamp in the United States with a combination of wetlands and river delta where the Atchafalaya River and the Gulf of Mexico converge. IH 10 bridges pass over this amazing area for miles and give a glimpse of the forest habitat, marsh area and the Atchafalaya River. As you make this drive, it is tempting to make detours as you pass by Casinos, Golf Meccas and many beautiful beaches from New Orleans, Gulfport, MS, Mobile, Alabama, and Destin, Florida. But this trip is about Cars, and lots of them, so the emphasis on getting to Amelia ASAP!

My 1st day goes well and the motel is as advertised and welcome after 13 hours of driving. I get a good night's sleep and ready again the next morning to arrive early in Fernandina at about noon, I arrive and meet my hostess at her beautiful Field Street home that will be my headquarters for the next 6 days. I really appreciate the great Spa and large garage space for car prep. After a tour of the house I unpack and start the prep with a thorough wash and vacuum. Next is cleaning the wheels and engine. After a few hours, I find I am close to being ready and I have another full day to prepare. I make a trip to the grocery store and fix some dinner and test out the Spa. I retire early and start early the next morning on completing my preparations for the competition. By early afternoon, the car is ready. Its garaged until morning.

I get a call from my son and he got off early from Atlanta and will be here by dinner time. I do a few more things and when he arrives we take advantage of the Spa to loosen up. We find a great, informal seafood shack for dinner and enjoy some excellent fried shrimp. We take another turn in the Spa and turn in early to be ready to depart for the Werks at 7am.

We start out just before 7 and find the Car Week traffic on the Island but it is just a few miles to the event, and we get stuck in line on the highway as the Porsches are lined up. We make it to the Judging area, get our packet, and get positioned with the 24 other 996/997 cars in our class. We find our spot and unload our chairs and clean up kit. We really have little to do as the short drive has not done



much damage to my earlier efforts. We set up our display sign and check out the competition which is formidable with a variety of 911, S, Turbo, and even a Club Coupe in our class. PCA had informed competitors that the judging would be different in this Concours; judging more subjectively without the emphasis on cleanliness that is usually the watchword of Concours. However, the criteria is a little bit of a mystery, so most of the contestants don't know what to expect.

Having done everything we can think of and still an hour away from judging, we wander around the judging area and vendor booths. Beyond the judging area, on another golf hole, is the Porsche Corral with hundreds of every class and age of Porsche, over 600 of them!

So, the time arrives and judges inspect our car. As always, we are nervous, but the judging is different...no score sheet, no discussions of what they have found to mark off points, just looking...

Now is the worst time during Concours...the wait. We finished judging at 10 am and awards are not announced until 2:30pm which gives us lots of time to see all the other cars and exhibits.

So, after a lot of walking, waiting and a few \$8 beers, the winners are finally announced...and it's not us...bummer, but fun and a great experience and we don't have to keep the car clean anymore. We speed off to the Ritz Carleton to get our tickets to the Concours d'Elegance which has now been moved to Saturday due to some bad weather due to hit Sunday. I cruise up to the entrance to the Ritz while my son has run up to get the tickets and we coordinate perfectly and get our tickets to this fabulous event the next day.

We have made reservations at Joe's 2nd Street restaurant in Old Fernandina Beach, and we have the seafood meal of a lifetime...Bouillabaisse that combines all the greatest flavors of the sea in one bowl. We finish the day with a great bottle of wine as we relax in the spa.

Saturday starts with an Uber ride

to the Concours d'Elegance and lots of traffic, but it is all worth it with a most amazing display of fine automobiles. I have been to the Pebble Beach Concours d'Elegance the past two years and thought it was the greatest, but the Amelia Island Concours is a step up!

There are many interactive features to the event, even a "Cars in the Movies" exhibit which gives me a chance to get a picture with the Goldfinger Girl. There are also cars from an Elvis movie, Steve McQueen, Sabrina and many others. The cars here are not necessarily performance, but they are a history of automobiles with its best examples of classic styles and eras.

As predicted, the weather turns nasty on Sunday and my son heads out for Atlanta. I decide to get a head start on my trip home too and depart my excellent digs early afternoon and drive on down the road home. My wife makes me a reservation while I'm on the road at a Hampton Inn in Gulfport, MS, which has to be the best in the country. Everything is perfect and I get a great night's sleep and head home to San Antonio a day early. No hardware this time, but another great adventure with my Porsche, which purrs home with no problem. Wow! What a car! 🚗





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# IN MEMORY OF BILL JONES

July 25 1923 to March 13 2017

Car owner, mechanic, designer, builder, official, promoter, importer, sales manager, restorer, historian — if it has to do with cars and racing, Bill Jones has done it. From Elto outboard powered midgets to twin turbo Porsches, from the Soap Box Derby to the Indianapolis 500, he's been there, done that. From one of the first speed shops in Oklahoma to one of the finest Porsche shops in the country, Bill's life has been a story of sustained excellence.

*"Cars and racing aren't about how long it takes you to get from start to finish. They're about the adventures you have along the way, the people you meet, and the unique moments you share."*



# IN MEMORY OF EDIE MUSGROVE

Many of the younger participants in Fiesta Challenge one year gasped when the frail appearing Edie Musgrove was on her hands and knees cleaning the wheels of their Turbo for the Concours. There never seemed to be a job that she was afraid to tackle. Edie and John were the "PCA Family of the Year" in 2007 and they were the first family endorsed and recommended by two regions, Longhorn and Hill Country. For the really big events she had a treasure trove of Porsche "BLING" that she would don. Edie was a true Porsche Enthusiast and participated in countless events in both regions. She always had a wonderful smile and the ability to make you feel welcome. John bought her a Cayman shortly after they came out and it was a subtle BRIGHT RED which was appropriate for her and she finally sold it this year. As soon as COTA opened she had passes to almost every place at the track and she could trudge up the hill to the PCA tent as good as many much younger people. She loved being part of the action and that meant actively not passively.

*-Jim Basey*

*Top Right: Bill Jones at his first custom accesories shop.  
Middle Left: Bill Jones and Edie Musgrove at COTA.  
Bottom Left: Edie volunteering in the PCA Porscheplatz tent at COTA.*


# HILL COUNTRY RALLY

CHUCK & SUSIE BUSH



The 17th Hill Country Rally was held in Kerrville from the 24th through the 26th of March this year. The Hill Country Rally is open for air cooled Porsches and this year had over 100 older cars!

Kerrville has a lot of charm, and not the least, the YO Hotel, with its distinctive bear in the lobby. With three days of drives, participants had the opportunity to tour a large section of the Texas hill country. Some of the drives were over 400 miles long! We wanted a more leisurely pace, and Chuck led a drive that took us to the LBJ ranch. It was our first time there, and if you haven't been, it is worth the visit. After signing in with the park service, we took a driving tour of the ranch. It is still a working ranch, so we were greeted by a herd of Hereford cattle lounging by the road, and along the private runway to the "Texas White House". There are a lot of artifacts from Lyndon Johnson's time as President. From the hanger to his house, it was like stepping back in time. One of the largest items was the jet used to shuttle LBJ from Air Force One which had to land in Austin, and the ranch airfield. This jet is in great shape as well as some preserved automobiles including a boat car, and a few boat like Lincolns. The Park Service provides a tour of Lady Bird and LBJ's home, which is still furnished like they walked out of it yesterday.

We finished up the drive with lunch in Fredericksburg, and then back to Kerrville for the rest of the weekend celebrating Porsches and the beautiful Texas hill country. 

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