

MARCH - APRIL 2016

The Roundup

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IN THIS ISSUE

FIESTA CHALLENGE

THE NEW 911

CANYON CARVING IN THE RAIN





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News & Notes

Upcoming Events:

Autocross
May 21, 2016
Retama, Lot #2

June Dinner Meeting
June 2, 2016
Blanco BBQ

Thanks to everyone who submits articles and photos to our great newsletter! It wouldn't be the same without hearing everyone's wonderful Porsche stories. Keep them coming- The newsletter is great because of our members!

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



Feel free to contact me with any questions or feedback. Holly Sanders, Longhorn Region Roundup Editor.

Send articles and photos to
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www.facebook.com/groups/longhorn.region/

2016 Longhorn Leadership



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Jack Merrell, Past President

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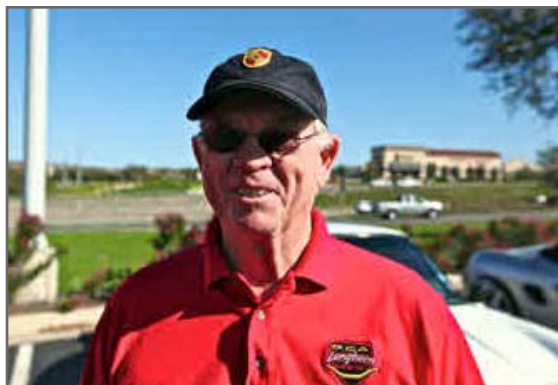
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on the cover

Longhorn Region members parked for lunch during the Dromedary Gimmick Rally in March.

PHOTO BY: MIKEL MATTHEWS

roundup

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News & Notes 3

Longhorn Leadership 4

Chuck's Corner 6

Chuck Bush, our new Longhorn Region President shares the great things going on with our club

Goody Store 7

Membership Report 8

Motorsports Tidbits 10

Jack shares a few tips when driving at Harris Hill

Fiesta Challenge 12-15

Results Photos from Longhorn Region's yearly event, held at Porsche of SA

Dromedary Gimmick Rally 16

Recap of the March Gimmick Rally

Canyon Carving in the Rain 18

150 Air-Cooled Porsche Lovers meet for the 15th annual Hill Country Rally

Teffen North America 19

The New 911 20-21

The new 911 is finally here, check it out!

Rocky Mountain Hwy 22



CHUCK'S CORNER

[BY: CHUCK BUSH,
LONGHORN REGION PRESIDENT]

Whew! It has been a busy couple of months culminating with last weekend's Fiesta Challenge. In just over twelve weeks of this year, we have done six membership meetings, two Autocrosses, one Track Day, three drives/Gimmick Rally's and one Concours. These events have been well attended by a wide range of members across the club, and I hope you had a chance to participate. Thanks to all our great volunteers that help make these events happen, and in particular Ron McAtee who was the driving force behind Fiesta Challenge. Thanks to all of you for your generosity, we were able to raise over \$7500 for the San Antonio Warrior Family support center.

But the Longhorn region is just getting started. We have another autocross on 21 May, a drive to L'art de L'automobile on 11 June, and much more throughout the year. We hope you get a chance to participate. Have ideas for other events you would like to see the Longhorn region do? Send me a note at president@longhornpca.org.


In addition to Longhorn Region events, there are a few other events you might be interested in. IMSA will be at COTA in Austin 15-17 September.

There will be a Porscheplatz. This is a really neat opportunity with dedicated parking, a hospitality tent, access to the paddock, cableTV, presentations by drivers, parade laps, door prizes, etc. This has attracted 400-500 Porsches in the past, and there will be info in e-Brakes, PCA site, IMSA website. If you have ever considered attending an IMSA race, this is an event you won't want to miss.

The events formally known as Escape, are now called PCA Treffen, North America. This is designed to complement the Parades and provide more opportunities for Porsche Fellowship. Drives, dinners, and great scenery. The first one is Sept 7-11 in Lake Tahoe. March 2017 will be in the Hill Country- at the Hyatt Regency Lost Pines resort. The Fall 2016 Treffen will be in Ashville NC at a beautiful old hotel. Each Treffen starts on a Wednesday. There are 8 food functions, but no formal banquets like Parade. Thursday drive, Friday tours, Sat Drive, and Sunday depart.

Registration for Lake Tahoe is in May- registration opens 4 months prior- and these are designed to sell out.

Like us on Facebook. Mike Matthews has created a great site for the Longhorn Region. And if you never noticed, he takes pictures ALL THE TIME. Guess where they end up? Also he has upcoming events, and much much more.

Hope to see you at our next event! 

Check Out our Longhorn
Region website for more
information!

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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 McAttee at 210-654-6639 or e-mail rmcatee@satx.rr.com



Membership Report

As of March 1, 2016

Primary members	389
Affiliate/Family members	<u>196</u>
Total:	585

New Members

Helmke, Mark	2013 Agate Grey 911 Carrera 4S
Nava, Enriwue	2010 Charcoal Grey/Black Carrera Cabriolet
McWhorter, Robert	2008 White 911 Turbo Cabriolet
Galbreath, Ward	2015 Gray Boxster
Boudreaux, Bob	2013 White Boxster
Bookout, Joe	2016 White Cayman GT4
Dormer, Robert	1999 Red 911 Carrera
Holman, Charles	2004 Red Boxster
Schluter, Thomas	2014 White GT3
Velez, Carlos	2008 Silver Cayman S
Jauer, David	2006 Silver Boxster
Nathan, Natalie	2014 Cayenne
Otten, Thomas	1973 Blue 914 1.7 liter
Brown, Tim	2014 Grey Cayman S
Carter, Stephen	2016 Boxster
Loree, Paul	1986 Red 944 Turbo

Welcome to the Longhorn Region PCA

PCA Anniversaries

35 years
(1981)
Bill Carder

25 years
(1991)
James Sherman

15 years
(2001)
Francisco King
Mauro Scigliano

5 years
(2011)
Kemal Cinaroglu
Rick Escamilla

Ron McAtee, Membership Chairman

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MOTORSPORTS *Tidbits*

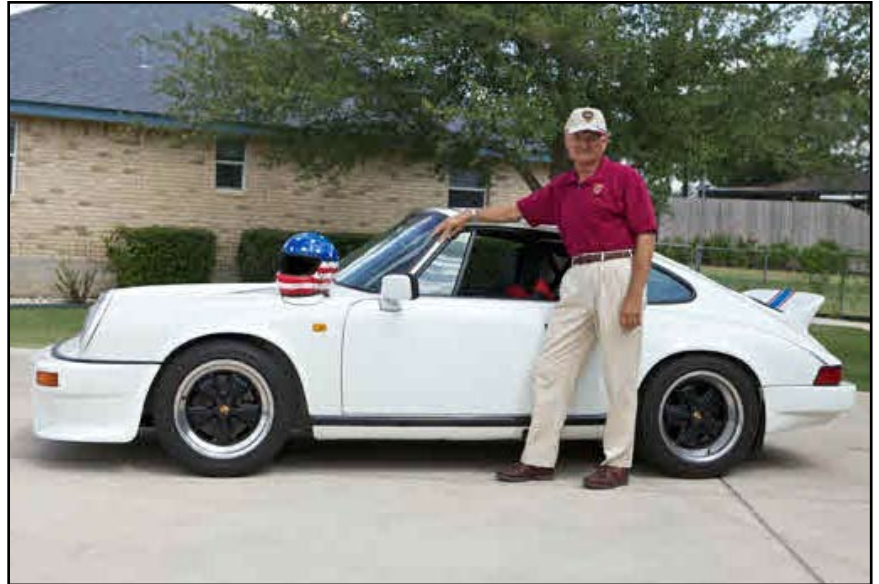
[BY: JACK MERRELL, LONGHORN PAST PRESIDENT]

Even though Saturday 19 March was cool, ok cold, and very windy, 24 Longhorn members had a great time practicing their skills on Harris Hill. There were no incidents or "offs" which made for an even better day.

Overall everyone showed improvement in driving the line and managing their speed. The two general comments would be first, that some drivers are spending too much time in the center of the track. The center is a transition area not the place to drive. Bottom line is to use "all the track".

Harris Hill has some bumps in the track surface and as you notice they are in the corners such as turning on to the front straight, in the "kink" and coming out of turn two on to the uphill straight. When you hit the bump, you upset the car and it bounces to the outside of the turn. If you are already in the middle of the track you have less room to "bounce" to the outside. So, enter these turns way to the inside ie almost have your inside wheels (drivers side for the bump on the front straight and turn 2 and passenger side wheels for the "kink") If you drive this line you have plenty of track to the outside to negotiate the bumps accelerate and still stay safely on the track. Remember you paid for all the track, use it to your advantage.

The second comment would be drivers are going into turns too quickly and thus are coming out slower. The correct way is to slow the car before you start the turn in, drive the corner and as you



reach the apex apply power smoothly. If you are carrying too much speed as you enter a turn you are still braking and scrubbing off speed as you try and drive the turn you will not be able to add power as you approach the correct apex and thus exit the turn under power. In slow and out fast is better. This technique will also make you a better autocross driver. It is all about car control and that alone makes you a better and thus safer driver. Remember our events are designed to improve your driving skills to make you better and safer as a driver on the highways.

Lastly it has been a great spring for PORSCHE and the GT4. In the first Continental Tire Challenge race of the season at Daytona a GT 4 took third behind two Mustang GT 350 R's in the GS class. They followed this by taking first and second plus at Sebring. It is quickly proving to be a great racing platform that can compete with the best.

Thanks for a great Fiesta Challenge! LH



*Two happy owners of four great cars. Steve Farnham takes delivery of his new GT4.
Pictured with Jack Merrell and his cars.*



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FIESTA CHALLENGE GIMMICK RALLY - SAN ANTONIO STYLE

[BY: CHCUK BUSH, PRESIDENT]

{PHOTOS: MIKEL MATTHEWS, VICE PRESIDENT}

In keeping with the spirit of Fiesta, the Fiesta Challenge Gimmick rally was all about San Antonio.

In a departure from the usual drives through the Texas Hill Country, this drive headed into the city. Winding through the King William district, Trinity University (Go Tigers!), and right through the middle of downtown, the Gimmick for this rally was the San Antonio missions.

The route picked up the Mission trail and stopped by Mission Concepcion, Mission San Jose, and Mission San Juan Capistrano. Rally participants had the opportunity to get out and stretch their legs while picking up clues at San Antonio's beautiful and historic missions.

Following the mission trail, the 97mile route stretched through the pastoral settings in southeast San Antonio. The wildflowers were in full bloom and it made for a beautiful and relaxing drive. The drive ended in town near Breckenridge Park at the Bombay Bicycle Club.

It was an enjoyable and relaxing way to finish up a busy Porsche day. Sixteen cars participated in and finished the Rally. Everyone did great with navigation and the clues, and the top six places were decided by a tie breaker, guessing the number of pieces of candy in our mascot (107).

Ribbons were give out to the driver and navigator, with the top three winners being Pat and Mary Kay, Team JJ, and Keith and Risa.

Thanks to all who participated in the Rally! LH



Fiesta Autocross Results

Run Group 1

Name	Car#	Model	Run 1		Run 2		Run 3		Run 4	
Berry, John	327	75 911	104.882		107.588	1	103.539		101.561	
Broyles, Pat	99	996	110.831		109.150		109.991		107.581	
Burkle, Gerardo	48	Box	dnf		101.19		96.598		96.278	
Friedman, Lynn	XX	911	dnf		95.657		95.785	1	dnf	
Galbreath, Ward	12		121.658		111.705		98.815		98.968	
Guion, William	77	Turbo	111.239		105.236		101.571		101.202	
Hamilton, Jim	44	Cayman	dnf		118.343		112.572		112.051	
Fausto, Vicky	47A	Box	168.684		152.537		dnf		dnf	
McVey, Doug	8	Cayman	92.88		91.195		92.456	1	88.777	
Orashan, Tom	59	Cayman	dnf		92.783		91.14		90.508	
Smith, Eric	61	991	dnf		dnf		95.414		dnf	
Nathan, Natalie	5	Cayman	dnf		99.84		98.254		dnf	
Coburn, Dan	13	911	111.06	1	107.044	1	101.26		100.647	

Run Group 2

Name	Car#	Model	Run 1		Run 2		Run 3		Run 4	
Broyles, Jake	99A	996	94.341		91.769		96.042	2	90.033	
Boudreaux, Bob	2	Box	119.958	1	112.486		111.963		107.037	
Howell, Ted	3	Cay	95.921		94.438		95.925	2	96.158	
Butter, Donovan	54	911	89.585		88.81		87.369		87.591	
Hatchell, Lonnie	47	Box	99.794		dnf		99.317	1	97.031	1
Matthews, Mikel	32SSM	914-6	90.973		85.2		85.280		86.500	1
Monnett, Chris	73	914	92.704		91.996		91.116		91.105	
Sanders, David	96	Box	97.16		97.122		dnf		94.473	
Del Toro, Fred	97	Box	77.742		77.538	1	75.389		77.934	1
Parkinson, Dan	42	Box	96.985		98.149	1	97.305		96.097	
Parkoff, Jon	31	914	80.015		79.519		78.279		78.55	
Ranft, AJ	981	Cayman	87.881		85.787		85.233		85.359	
Bricken, James	22	71 911	84.647		85.001		85.623	1	83.385	
Smith, Nathan	61A	991	101.277		95.654		97.409		dnf	
Escamilla, Rick	17	Cayman	102.385		97.51		93.244	1	90.339	
Del Toro FTD for race cars			75.389							

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Fiesta Concours Photos
by Mikel Matthews

Concours Results

<u>Class</u>	<u>Place</u>	<u>Type Porsche</u>	<u>Points</u>	<u>Name</u>
I – Modifieds/Misc		1975 914	117.0	Jon Parkoff
	1st	1957 356	128.0	Donovan Butter
1		1993 968	127.5	John Dean
II - Air Cooled	1st	1965 911	145.0	Rita Butter
	2nd	1966 912	142.0	Mike Vrsienga
		1984 911	140.0	Roger Stover
2		1994 964	No show	Brian Hutchinson
III – 01-08 Turbo & 911's	2nd	2001 Turbo	126.0	William Guion
	1st	2006 911	131.0	Jud Walford
		2007 Turbo	103.0	Jim Lowe
2		2008 Turbo	116.0	Richard Bibb
IV – 997 & 991		2011 GT3 RS	No show	Brian Hutchinson
	1st	2012 997	140.0	RJ Wilmoth/Linda
	2nd	2012 991	139.0	Bob Lundin
2		2014 911	123.0	Eric Smith
V - Boxster/Cayman		2001 Boxster	127.5	Mikel Matthews
	1st	2009 Boxster	146.0	Bill/Lucy Rasco
	2nd	2014 Boxster	145.5	Sonny/Felice Sieffert
2		2013 Boxster	139.5	Chuck/Susie Bush
		2016 Cayman GT4	No show	Jack/Sandy Merrell

People's Choice: Mike Vrsienga, 66 912 (Red)

Judges: Ron McAtee & Maurice Phillips
 Sonny Sieffert & Susie Bush
 John Berry & Mike Vrsienga
 Jack Merrell & Lynn Friedman

Classes I & V
 Classes II
 Classes III
 Class IV

Timers: Mikel Matthews
 Shelley Matthews
 Marcus Henning
 Tilden Smith

2016 Fiesta Challenge Rally Results		
Place	Driver	Navigator
1	Pat Napolitano	Mary Kay Napolitano
2	John Barnes	Jose Murillo
3	Keith Weinberger	Risa Weinberger
4	Sonny Sieffert	Tom Orashan
5	Patricia Broyles	Jake Broyles
T-6	William Guion	Freda Guion
T-6	RJ Wilmoth	Linda Bosko



Dromedary Drive - March Gimmick Rally

Longhorn Region held a Gimmick Rally on 5 March. 20 teams left from the start location near Bulverde Texas, and headed off into the Hill Country. It was a beautiful day for a drive.

The route was over 120 miles through the lovely Texas hills, and the teams had to find over 50 clues. The drive included a stop at the Camp Verde General Store. The General Store has been in that location since 1857, and supported the US Army's experiment with Camels. Thus the gimmick for the rally was Camels!

The Rally was designed to for novice rally teams, and there were no tricks. Those not interested in finding clues just enjoyed the drive through the beautiful Texas Hill Country.

The Rally was followed by a Bar-B-Que lunch at Tejas Rodeo. They did a great job supporting the Longhorn region, and it was a nice location to enjoy a good meal and relax after the drive.

The competition was very close. 6 teams tied on finding clues during the drive, and the final results were decided by a tie breaker quiz about Camels, and a "guess the number of Dromedary droppings in the jar" tie breaker.

Thanks to all who helped set up and participate in the Rally, and hope to see you at the next one! **LH**

[BY: CHCUK BUSH, PRESIDENT]
{PHOTOS: MIKEL MATTHEWS, VICE PRESIDENT}



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67529



Canyon Carving in the Rain

[BY: MIKE VRIESENKA]

Few things thrill an old Porsche lover more than driving a crooked back road at speed with friends in other old Porsches. In its 15th year, the Hill Country Rallye brought 150 air-cooled Porsche lovers from as far away as Australia to Kerrville, Texas to blast along the “Three Sisters” and their lesser-known Hill Country cousins.

Friday the spirited and touring groups planned to explore Ranch Roads 335, 336 and 337, the Three Sisters (or Twisted Sisters to some). The Three Sisters frame the Frio River canyon and the Nueces (“new Aces”) River canyon running north to south from Junction to Uvalde. Unfortunately an overnight cold front saturated the routes with thunderstorms. At the morning meetings anxious drivers shared cell phone weather apps while group leaders hastily changed their plans to avoid low water crossings. Mixing caution and courage, drivers headed south from Kerrville. A downpour slowed our progress through the technical sections in the Medina Mountains, but the intermittent storms allowed us to enjoy the wide sweeping curves through ranch country to Medina. Mixing good judgment with good fun the spirited and touring groups passed each other on RR 337 (sister 1) west of Leakey (“Lake -ee”) at a closing velocity of about 160, so there was room to play. Hailstones piled like crushed ice in front of the Nueces County Smokehouse lunch stop showed how strong some storms were, but clearing weather behind the front allowed an exhilarating run up RR 335 (sister 2), squeezing around Perkins Mountain then galloping through Mail Trail Draw back toward Kerrville.

The Judge graciously cleared the parking lot so that 100 Porsches could surround the limestone Kerrville County Courthouse with color to the delight of passers by. Rita and Donovan Butter,

having enjoyed the drive in their sparkling red Targa, were charmed by downtown Kerrville. Karl Holder enjoyed the show, while Tilden Smith’s RS60 tribute fit the spirit if not the specifications for the event. A couple of Packards, as well as half a dozen Cobra replicas, joined the festivities. Invigorated by a full day, owners lingered late in the hotel parking lot, sharing stories and two huge coolers of Texas craft beer.

Saturday brought “chamber of commerce” weather, but also the threat of pensioners on motorcycles streaming from Bandera into the Hill Country. Wisely the spirited group headed north and east. The touring groups headed back onto the Three Sisters towards the Laurel Tree restaurant in Utopia. The Laurel Tree is a tasty example of “if you build it they will come,” serving gourmet food in a beautiful Tuscan-style restaurant set in a poppy field in the middle of nowhere. The blast up RR 336 enabled Porsches to dance with the third sister.

Rather than cleaning their cars, owners cleaned themselves up for Saturday’s banquet. In the evening’s most poignant moment Al Zim gave Ed Mayo the last of his original T-shirts, a memento of two lifetimes steeped in Porsches.

We are blessed with to share these cars, these roads, these people, and weekends like the Hill Country Rallye. LH



Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.



PHOTO COURTESY TAHOE SOUTH / R. DAINOUN

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For program information and registration details, see the Treffen website: treffen.pca.org or email the Treffen North America staff at: treffen@pca.org



THE NEW 911

Now how many times have we said that over the last 50 years. Equally as often as purists have said “well it’s the end of the PORSCHE sports cars. That second statement has been more prevalent lately with the recent introduction of the 991.2 variant of the 911 with its smaller displacement engine. I must admit, I was probably one of those people, but after a look at the car and a brief test drive I must admit that I was **WRONG**. The latest 911, smaller displacement engine and all is the “real deal”.

Government rules around the world have forced PORSCHE to reduce the size of their engines and make them more efficient. In typical PORSCHE fashion they did and at the same time, improved both performance and handling. The only thing

that has not changed in the last fifty plus years is the PORSCHE focus on making each model better than the last while complying with new government requirements.

So what is different and better? The answer is a number of things, but going right to the heart, the engine. Yes, I was one of those that said “smaller engine and turbos will kill the car, **WRONG** again! The first thing I noticed when I started the new 911 was the engine sound, so much better than the first generation of the 991. This baby comes to life with a growl and as the revolutions increase it changes to a most pleasant raspy roar. Once again a PORSCHE that sounds like a PORSCHE. It does not stop there. I could quickly summarize by saying that if you did not know they had reduced the

displacement of the engine you would think “Oh they put some spirit in the 3.8 engine.

Yes, the engine is but 3 liters and twin turbo charged but, PORSCHE has done a fantastic job of eliminating all “turbo lag”. The engine response is superb, put your foot in the throttle and hold on. The power comes on smoothly and eagerly all the way to redline. Oh, and did I mention the sound, who needs a stereo, it is naturally great and all PORSCHE. But you ask, what good is power if you cannot use it? Good question, as in the first generation 991 the suspension was softer and had little feed back as did the electric steering over previous 911s. On these two issues PORSCHE listened and lowered the car by ten millimeters and tweaked the suspension. You now get the same smooth ride but do get some road feedback and the overall handling is much improved in the process. Likewise the electric steering is retained, just made better. No longer is it vague as in the earlier 991’s but has the feedback as in the GT 3 and 4. The turn-in is great, I would like to put this car on an autocross course.


So, briefly, I was wrong and the new 911 is a real PORSCHE with a great engine that satisfies current environmental regulations. It provides and even improves that PORSCHE performance we all want and don’t forget that great natural engine sound, while being more efficient in every way. Steering and handling are likewise improved. Yes all you skeptics, it is a new 911 but has that same old DNA that is pure PORSCHE.

In the brief time I had with the car I could only quickly look at the many other features such as the improved navigation and audio system and

the steering wheel, Yes, the steering wheel, which is similar to the one on the new Cayenne and Macan in function and the GT cars in looks. Oh, another little surprise was the small rotary switch in the lower portion of the center of the wheel that controls the sports chromo functions. If you order a new 911 do not get it without the sports chrono function it really brings the car and the PDK transmission to life with more “fine tuning” and individual adjustment capability than previously available.

The fit and finish is still pure PORSCHE, the car filters out road noise but does not mask that great engine sound ... there I go again talking about the engine. The sound is natural not artificially produced. See how quickly I have gone from a “doubting Thomas” to a convert.

OK, time to answer the question would I get one? I will honestly say, that if I were not driving a GT car I would be compelled to seriously consider the new 911. Porsche has done a fantastic job of complying with new regulations while designing and producing a real drivers car that will be comfortable on the road, fun on in the curves and producing amazing performance while still being stingy on fuel consumption.

Because of space I have only touched on this most recent “new 911” I would say to every PORSCHE enthusiast that you need to go see and drive one with an open mind. You will be favorably impressed as in typical PORSCHE fashion they have not only made it different, they have made it better. Thank you to PORSCHE of San Antonio for allowing me the opportunity to drive one. It is the real deal. 



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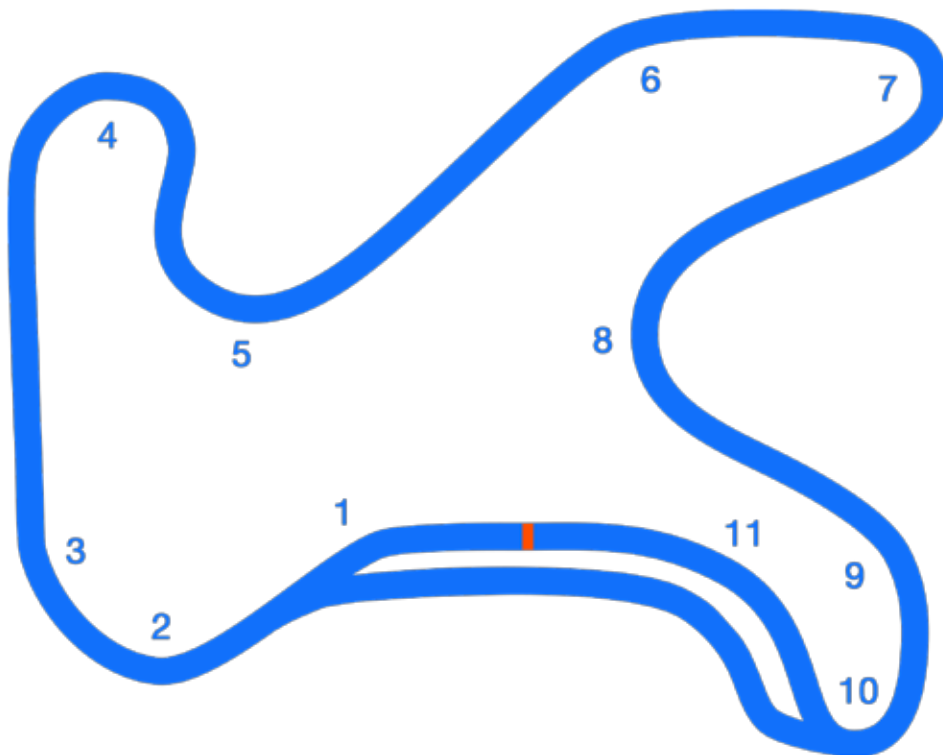
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