



Roundup

NOVEMBER - DECEMBER 2015

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News & Notes

As of November 1, 2015

This is the first time membership has surpassed the 600 mark! Great Job Longhorn Region PCA!

It's never too early to teach the proper maintenance of a Porsche!

My 16 year old granddaughter (Eden) & 5 year old grandson (Lance) from Houston, helping me with the routine maintenance on the 1964 Porsche 356c.

PS: Eden recently mastered the manual transmission on this car and is a real pro at driving the Porsche.

-Jim Vinci



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/

2015 Longhorn Leadership



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on the cover

Steve Greentree's 911 during the November Autocross at Retama Park

PHOTO BY: KENT NABARRETE

roundup

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News & Notes 3

Longhorn Region reaches 600+ members & it is never too early for Porsche maintenance

Longhorn Leadership 4

Jack's Corner 6

The End of the Road... Jack's farewell as Longhorn Region President

Membership Report 8

Motorsports Tidbits 10

End of the year tips for your Porsche

Goody Store 11

Porsche Driving School 12-14

Walter Sprang's trip to the Porsche Driving School in Birmingham, Alabama

Rev's Institute 16

A visit to the Rev's Institute in Naples, Florida is not a stop you want to miss

Hat Trick or Trilogy 17

Rennsport V Experience

Why Go to the Race(s)? 18-19

Tom Orshan's trip to the Lone Star Les Mans at Circuit of the Americas

Cayman GT4 20-21

Porsche enthusiasts have been waiting a long time for this!

November Autocross Photos 22

Kent Nabarrete brings his photography skills to the November Autocross



Jack's Corner

...End of the Trail

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

When I accepted the position as your president, I agreed to take it on for one year to provide some new energy and a fresh look, well that was some six years ago. A lot has transpired since then and it is do to the hard work of numerous members.

We have more than doubled our membership and become financially more secure. We have evolved the newsletter "Round-Up" from a 1/3 page size pamphlet to a full size 25 plus page full color production. The hard work of Steve Farnham and now Holly Sanders are the movers on this. We have grown from 2 half-page advertisers to over ten supporting businesses and many subscribe to full-page ads. This increase alone has provided funds to support the club. A continually growing relationship with Porsche of San Antonio and their most generous support has allowed us to expand our activities and thus our charitable contributions to local worthy causes.

We have built an active autocross and track orientation program that is well attended. The increased advertising has allowed us to buy the equipment to support these and other activities.

All in all the club is healthy, growing and become recognized by PCA as a great region to be part of.

I have had some great members of the team whose hard work and sacrifice has made this all possible. I mentioned Steve and Holly. Others working equally hard are Steve Greentree who has quietly maintained and constantly improved our website. Bob Lundin and John Berry who have been our vice presidents over the last six years. Marcus Henning our secretary and of course, Jim Hamilton, our treasurer, who cautiously protects our money. I could not forget Bob Jones who is always by my side at all autocross and track days, wet or dry. RJ Wilmoth and Linda Bosko who always step up to do whatever is needed.

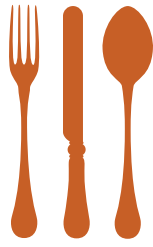
Lastly, the guy I lean on, Ron McAtee. Ron has stepped in and handled not only the "goodie" store but the time consuming tasks of Membership Chair and Activities Chair, plus whatever else I ask of him. Ron, I cannot thank you enough for all you do for the club.

I cannot close without thanking my wife and best friend, Sandy, who has been by my side and given of her time to support the club.

Well, its time for a change and I think you are getting a good new team in Chuck Bush and Mike Matthews. I hope you give them the same great support you gave me as they have some fresh ideas. I firmly believe we still have room to get better. I don't plan to go away and I hope to see everyone at the many club activities in 2016. Best wishes for the holidays and New Year from Sandy and me and happy PORSCHE motoring. LH

Check Out our Longhorn
Region website for more
information!

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GOING BACK TO *low* *cali-cali*

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KEY LIME MOUSSE (CAL 420)

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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 November 1, 2015

Primary members	399
Affiliate/Family members	<u>208</u>
Total:	607

New Members

Fisher, Joe B.	2015 Lime Gold 911 Targa 4S
Kelner, Eric	2015 Boxster
Hall, Phillip	2009 Midnight Blue 911 Carrera
Maynard, Duane	2014 911 Turbo
Munoz, Eli	2013 Silver 911 Carrera 4S
Bullard, Nick	1985 911 Carrera Targa
Walton, Gary	2015 Sapphire Blue Metallic 911 GT3
Mosis II, Dirk	2008 Black 911 Turbo
Burkle, Gerardo	2014 White Boxster
Martin, Jay	1999 Ocean Blue Metallic Boxster
Galaznik, Joe	1990 Guards Red 911 Carrera 2
Allen, Calvin	2104 Blue 911 Carrera S

Welcome to the Longhorn Region PCA

PCA Anniversaries

20 years
(1995)
Tom McNish

15 years
(2000)
Ruth Parks

10 years
(2005)
William Guion
Gary Litwin
David Cox
Wil Schmedes

5 years
(2010)
Jeffrey Spear
Paul Gryting
Matthew Smithey
Kevin Norris
Jared Black

Ron McAtee, Membership Chairman

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MOTORSPORTS Tidbits

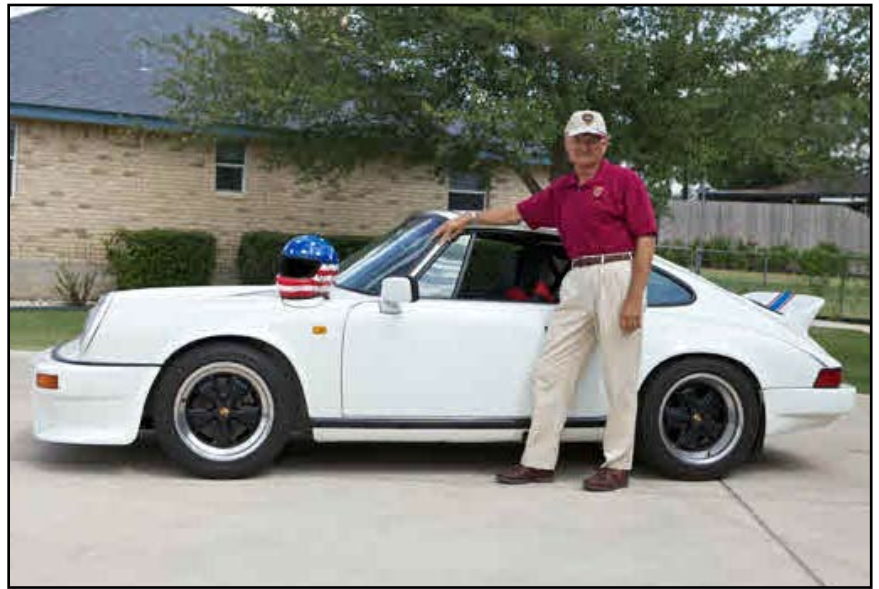
[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

This being the last newsletter of the year, I will touch on several subjects. First, all our events are self-supporting, in other words the participants cover the cost of the event. This is especially important with the autocross and track days as we have to rent venues and thus we base the go-no go decision on getting enough drivers to pay for the site without going into the club treasury. This brings up our last autocross which was a fun event for those that participated as they saw a course on which the best time was 63 seconds yet they got to go fast and pick their driving lines through most gates. However, we needed 30 drivers to break even and only 23 actually drove. There are always some cancellations for various reasons,

BUT several drivers signed up, did not show and did not pay. So from now on until you have paid you are not considered one of the necessary drivers to make the event a go. Most likely before you read this we will have had our November autocross and hopefully this was a one time occurrence,

Another question that was brought up by a member is seat belts/ seat harnesses. While we allow a harness in the driver's seat and a normal seat belt in the passenger seat, PCA guidelines as well as other club guidelines require the same seat and restraint system in both front seats for track events. Since ours is a track orientation and car control lab instead of a true DE we don't require this.

With cooler weather, tires do not heat up as quickly and older tires do not retain their grip, as well as when they were new. We have always had the rule that you cannot run with tires older than 5 years and that is fine for the road, but in both autocross and track events where tires are the one thing that is providing contact with the ground I would not use the 5 year rule but instead start thinking of new rubber at the three year point. In these events brakes are also a concern. Several items to consider and address concerning vehicle brakes. First, Porsche recommends that brake fluid be flushed at least every two years however, if you participate in driving events flushing the brake system more often is very



prudent as fresh fluid has little or no moisture in it and proper bleeding removes any air thus providing better braking. Also, with the newer Porsche cars that have PSM (Porsche Stability Management) or as I like to call it "please save me" your back brakes are working harder than you think and can wear down quicker than your front. Why? In normal braking the front brakes do most of the work and you see this as on almost every car the front brakes are larger, to handle the heavier work load, however, if PSM is engaged, its normal mode, every time you hard corner the car to the point that it might start to slide PSM engages the rear brakes to prevent that. Driving smoother and not over driving through corners will minimize this additional wear. Before anyone jumps to the conclusion that "I will prevent this extra wear by disengaging PSM", DON'T. It is far cheaper to replace rear brake pads than to not have this great safety feature when you need it and go sliding into an obstacle. PSM is also a great safety net on our slippery roads when we get our very infrequent rains (that's the stuff that is wet and comes down from the sky.. once in a great while).

So some things to think about to make normal driving and our motorsport events even more fun and safer. Drive smooth and drive safe. Hope to see lots of shiny PORSCHEs and smiling drivers at future events. 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

PORSCHE DRIVING SCHOOL

[BY: WALTER SPRANG
2016 911 TURBO S]



Porsche. Just the name conjures up passion, excitement, intrigue, and even envy. We are all drawn to the automotive genius that arguably has defined the cutting edge of power, design and technology in Motorsport for over 50 years. What cannot be argued, however, is the unrelenting pursuit of perfection demonstrated year after year through creative German engineering.

As diverse as the options available on the 911 itself, the draw of ownership to this brand of automobile comes from a different part of each of our souls. For some the classic lines and shapely hips provide all of the excitement that is needed. They peer into the garage, just to lay eyes on it, maybe even knock the dust off a bit. Or better, they take a quick spin down to the mailbox or grocery store to hear that melodic tune that no DJ could ever replicate. Others are satisfied to take their piece of art apart and explore the inside of their beast relentlessly tinkering with to bring it back to its original glory. Their passion will be shared through countless hours of discussion with fellow addicts dissecting every engineering feat presented within the confines of their model second guessing the how's and whys of the German automotive psyche.

Certainly I would be remiss to exclude the driver's soul. Those who gladly take their machine on the highways and byways of the US and other countries. Drawn to the open road and coupled to the car which devours

asphalt, they gladly leave their desks and offices in pursuit of destinations where signs post of the warnings concerning dangerous speeds and curves and the yellow line disappears from the earth's undulation. True exhilaration does not evade their hearts as they beckon the next turn with a touch of more throttle.

Finally I must mention the soul who aspires to tempt the absence of fear itself. To drive this machine, poetry in motion as it is, and seeking the edge that separates outright performance from chaos and destruction provides this type of driver with unparalleled excitement. Racing. Pushing. Feeling. The aroma of rubber at its limit. The force against your body. A mind with clarity working furiously to map the next line around an apex with the right foot at the ready.

For my soul, it is this final category that finds me in love with my Porsche. I seek the thrill that only a violent launch and squealing through turns trying to outperform competitors pushes me to my personal limits. Adrenaline surges through my veins dialing up the volume on fight or flight instincts. I constantly seek opportunities to explore this part of my psyche which lead me straight to the pinnacle experience designed specifically for my car!

A quick spin around the web landed me on Porsche's website reviewing the classes at Porsche Sport Driving School. A quick perusal presented a healthy menu of

options and dates to feed my desire and help refine my skill set. I quickly decided I want all of them! A phone call to the school assisted greatly with helpful staff giving sound advice on which one to pick. (Precision One Day)

Arriving in Birmingham is always a treasure. The city presents its cultural diversity with a subtle skyline intermingled with the rolling landscape of the Deep South filled with lush green trees. The vibe is one of southern tradition where the feeling is laid back and one of many southern restaurants will beckon you for some great cooking and wonderful hospitality. Our adventure found us at the Galley and Garden, where America, France, and the South collectively influence the flavor of a variety of dishes. Excellent choices in adult beverages are available to help cleanse the palate for each bite and prepare for dessert, if so inclined. Reservations are recommended.

At the end of our indulgence we meandered across town to the Renaissance Birmingham Ross Bridge Golf Resort and Spa. While I believe this venue has now changed (check out the Grand Bohemian in Birmingham!), at the time this hotel was the recommended partner for the school. We were treated to beautiful accommodations, and certainly the hotel fueled the anxious desire to get started the next day with their subtle reminders of the reason for our visit (see pics). With my spouse in hand, I could see her day shaping up in great fashion with the availability of boutique shopping, spa, and relaxation. However, she decided this time she would rather accompany me to a day of fun-filled pleasure at Barber Motorsports and PSDS! At \$125 additional cost, she came as an observer and was able to do ride alongs throughout the day with the instructors.

The next morning we met promptly in the lobby at the assigned time where a group of enthusiasts started to gather. The subtle early morning chatter laced with excitement filled the air. The shuttle bus (prearranged by PSDS) parked under the port de cache accepted its giddy passengers for the trip across town. Since my wife and I have friends in the area, we took a private vehicle to the venue and promptly parked right in front of the school facility.

The friendly school staff had already arrived and greeted our group while directing us upstairs to the classroom facility. We checked in, and then filled personal fuel tanks with a light complimentary breakfast consisting

of fruit, bagels, and most importantly, coffee. The instructors made their way to each table shaking hands and engaged in light conversation with good energy. I am a fast eater, but this day I shaved even a few more seconds off my time as a testimony of competitive nature to get to the classroom.

The class started on time (as did all of the events throughout the day providing a taste of German punctuality) and the instructors engaged their audience immediately. After the introductions of attendees and instructor experience, our MC wasted no time getting things rolling as he spoke of safety and car handling basics. Approximately 45 minutes later we donned our helmets and headed to the track to get started! Promise kept: PSDS maximizes wheel and track time! Our group was broken up into smaller groups, and my group started on the Barber Motorsport track. 3 of us jumped in a Panamera as our instructor drove us around the track giving us a brief overview of its layout and pointers on how to maximize exit speeds. He picked up the pace the second time through, and needless to say I was impressed by the sedan's ability to thrill!

Once back in the pit area, we organized into teams of 4 and the fun ensued! Having a USB memory stick provided by the school, I plugged it in to have a video of my experience (with data logger and two POVs!) and started up the friendly 911 GTS! Each track session for the day had the same basic routine with the instructor in a lead / pace position with 3 to 4 students following and each student given an allotted lap behind the leader. Sessions ran approximately 20 minutes with the instructor watching and giving instructions through mounted radios in the car. I found this method of communication to be excellent although initially I did not think I would not like the ability to talk back. However, to truly gain experience in driving to the edge, I found all of my concentration demanded of me by the car. I also found the instructors dialed in on giving excellent advice to push myself!

The next session found us reorganized putting the faster and more capable or experienced drivers in groups. As we continued to drive, the speed crept up and the braking became more intense along with the adrenaline pumping through my veins! Of course each session seemed to last only a blink of an eye. The breaks in between allowed enough time for a quick refreshment, restroom visit, and more importantly

time to visit with other drivers about our experience! Instructors provided practical advice for any question with a positive energetic attitude (I want their job!). Wash, rinse, repeat. Loved it!

A short distance away the parking lot tiers had individual challenges setup. A braking and control course, wet skid pad, and an autocross challenge. Organization kept the logistical time of the event to a minimum as we now switched between these events while the other half hit the track. These three events provided a quick group instruction, then time to master a specific skill. Certainly I preferred some over the others, but all of them enhanced my ability and confidence to handle my car and develop a better understanding of its capability in harsh conditions. Not one of them left me without a smile on my face either!

The autocross course in particular was EXCELLENT. A quick test run around the course in a Boxster GTS with the instructor set the stage of thrilling laps and control! With a quick switch to the driver's seat, I did not hesitate to push the limits of my ability as the asphalt peeled away a fresh layer of rubber!

Our lunch break was catered in at the track, giving us a break from being outside (although the weather was great the whole day through). We were treated to an abundance of southern cooking including tasty barbeque and salad along with several sides to choose from and a good dessert! I ate a hearty helping with a group of like minded individuals listening to the stories and experiences of the day.

Stomachs full, energy high, and smiles donned, we made our way back to the vans that provided us a quick trip back to the track. This time though, for those of us with stick experience, a new machine awaited us, the Cayman GT4. WHOOP WHOOP! This car fits like a glove, and all doubts of its capabilities as a track fiend lay cast aside as I found my way around the track turns and corkscrew with added confidence! While I am personally a 911 fan, I would not hesitate to have one of these well balanced beauties in the stable either (in addition, of course, not as a replacement).

The thrill-meter stayed pegged in the red throughout the rest of the day as skills advanced into faster laps and better control. And one last trip to the autocross course presented itself with an additional challenge. We each

had to name our team, then individually raced the course and swapped drivers as fast as we could for both individual and cumulative times to compete against the other teams. What a blast! Results were presented at the end of the day for all to see, and unfortunately I achieved first loser by 2 tenths of a second. It scored me a ball cap and a fewatta boys though.


As the day began to near its end, feelings of childhood entered my mind resisting having to leave a theme park. Of course I did not want it to end and had already contemplated my return (book within 30 days and save 10%! I saved 10%..) A nice shop contains the obligatory souvenir items priced as expected for any Porsche paraphernalia. A few shirts, a license plate bracket and some pro bono pictures taken by the staff filled my bag as I headed down the flight of stairs, bidding adieu to this wonderful experience.

We headed out to catch our flight while others took advantage of the free admission given to all participants for the motorcycle museum next door. This museum is NOT to be missed with an excellent display of all types and brands of motorbikes and a few vintage vehicles as well! We had previously visited and spent a few hours there before.

The Birmingham airport was conveniently located and easily accessed for our Southwest flight home. My lovely wife graciously listened with patience and a smile as I recounted so many memorable highlights from my day.

With another bucket list item checked, that night I rested in a deep sleep filled with dreams of youthful desire to push the limits of my very own race car. The next morning, as I left for work, I once again admired the ingenuity and viciousness of my very own Porsche. I look forward to another day of driving it, whether on a street or track, just knowing it has capabilities that far exceed my own.

Regardless of where you find your passion in your soul, I am glad we share a common bond. Thank you Porsche, you bring us together. There is no substitute.

Oh, and if you book the next class within 30 days you save 10%! Of course, I could not miss a chance to save money so I am looking forward to my next adventure in the Masters series next year...join me! 



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The Revs Institute a 'Must-See' for Porsche Enthusiasts

[BY: TONY INFANTE]

Located in Naples, FL, the Revs Institute houses one of the most significant Porsche racing car collections in the world, along with many additional significant road and racing automobiles. The collection, mostly the work of automotive connoisseur Miles Collier, a scion of the founder of Collier County, consists of over one hundred carefully curated automobiles. The museum also houses the collection of famous American road racer and car builder Briggs Cunningham, purchased from the late racer's estate. After years of being a showcase open to other high-end collectors by invitation only, the collection has been open to the public since 2014.

The institute's cars are grouped into four categories. In addition to the Porsche collection, there are groups of cars representing the history of the automobile as transportation (Automobility), the development of racing cars (Vitesse), and the men who built and raced them (Revs). The number of truly significant cars is astonishing, including a 1913 Peugeot racer with the first modern DOHC racing engine, a 1935

Duesenberg SSJ owned by actor Gary Cooper, 1939 Mercedes-Benz 154 "Silver Arrow," and Dan Gurney's 1967 Belgian GP winning Eagle-Weslake.

Miles Collier is a noted Porsche vintage racer and SVRA driver of the year, so Porsche is well represented. The first competition 911 to race in the US, a car recently featured in Panorama, is here. So is the 917 PA Spyder, a forerunner of Porsche's all-conquering Can-Am cars. The prototype lineage of the 1960s-1970s is well represented with 904, 906, 908, 910 and 917K models. So are the early Spyders, among them 550, RS-60, RS-61, RSK examples. I've included a few of my own photographs from a recent trip.

The Institute has an excellent website www.revsinstitute.org. Plan to visit the next time you're in south Florida. And be warned: tickets are limited and available only by advance purchase. Don't expect to just drive over and walk in.



Hat Trick or Trilogy

2015 Rennsport V

[BY: TILDEN SMITH]

My 2008 RS 60 Boxster completed its 3rd trip to Monterey. 2011 Monterey Car week. 2014 Porsche Werks in Carmel. 2015 Rennsport V. While I have enjoyed every trip Rennsport has to be the Best. Left Kerrville on the 21st of Sept. driving to Tuscon. 850 miles.

On Tuesday the 22nd I left Tuscon for Burbank via I-8 to near San Diego & north on I-15. Easy drive until I hit El Cajon & La Mesa. Terrible traffic all the way to my friends home in Burbank. On Wednesday we visited the Nethercutt Museum in Sylmar. One of the best I have ever seen. Including the French National car museum in Mulhouse France. Schlumpf famous collection.

Mr. J.B. Nethercutt has won Best of Show 6 times at the Pebble Beach Concours d'Elegance .More than any other car collector in history. The museum also displays very famous & intricate music boxes,disc & cylinder nickelodeons,reproducing piano players & most spectacular of all orchestrions from Germany.

Sylmar is near Burbank. A must visit if in the area. Be sure & call first. J.B. Nethercutt, who made a fortune in women's beauty products as the co-founder of Merle

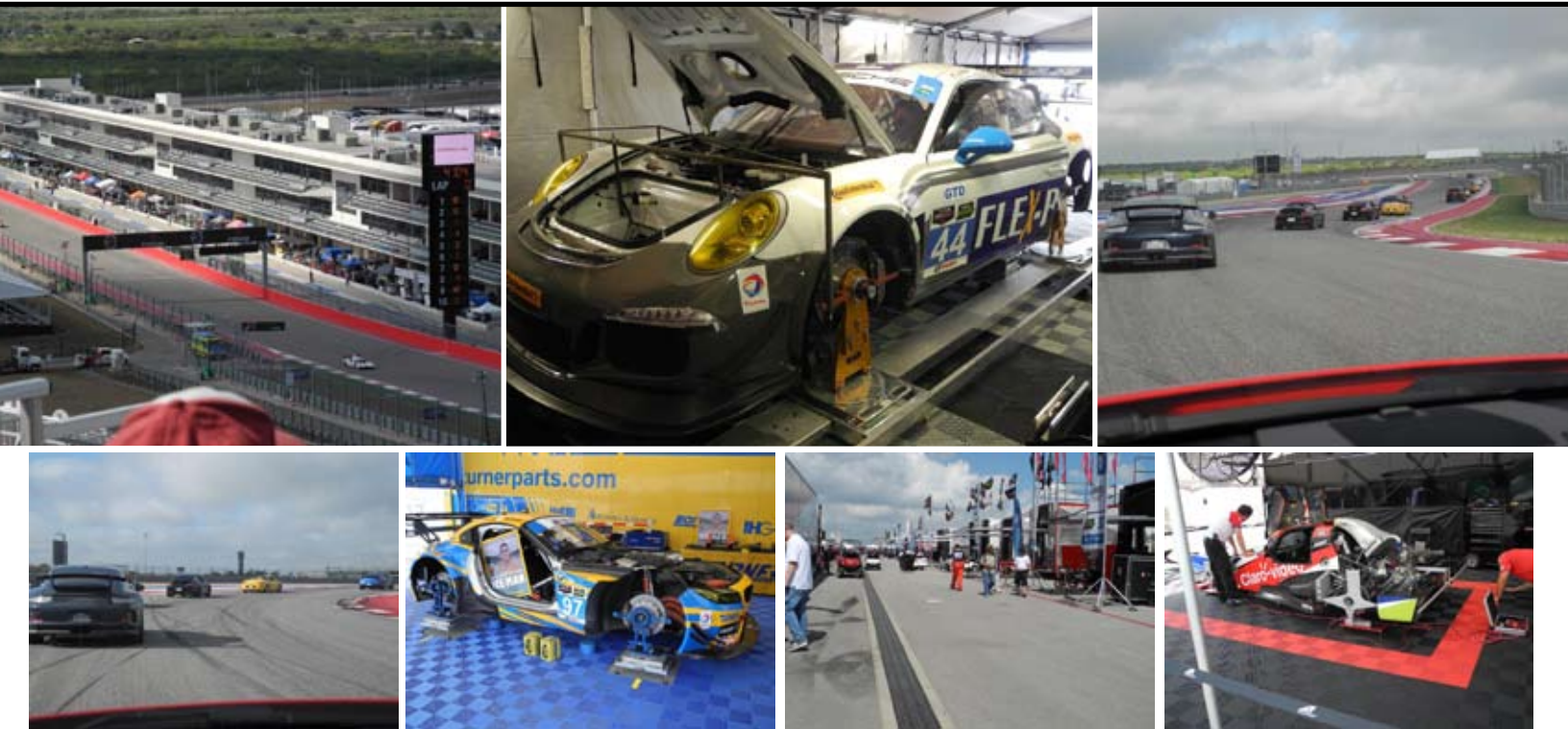
Norman Cosmetics and used much of that wealth to assemble one of the world's finest automobile collections, has died. He was 91

Thursday I drove to Venice Beach to have my new LED running lights installed. Then on to Monterey. Rented a house from a friend in Seaside. 6 miles to the track.

Friday & Sat at track walking 5 miles each day. Met RJ & Linda & also Steve Farnham & his wife. Too many sights & sounds to relate. I did meet Mitch Leland's friend Bruce Meyer from Beverly Hills. Has his own museum.

Left on Sunday headed to Havasu AZ. 109 degrees at 4 PM. Monday to Los Cruces , much cooler. Returned to Kerrville with only one DPS intervention. Driving in left lane. I - 10 between Ft Stockton & Ozuna. I have never seen as many DPS patrolling this desolate area of I-10. Obviously searching for something or someone. Just a warning to someone who never blocks on coming traffic.

Safely home with many great memories. **LH**



Why Go To the Race(s)?

[BY: TOM ORASHAN]

I recently attended the Lone Star Le Mans (LSLM)/Tudor United Sports Car Championship at Circuit of the Americas (COTA) in September. Last year I went to the U. S. Formula 1 Grand Prix at COTA. I certainly am no expert but wanted to lightly compare the two races.

The track is near Austin and is around three years old. It is the only track that holds a Formula 1 race in the U.S. Formula 1 attracts race fans from all over the world and they fill all seats in the grandstands and open areas completely for the three days it runs. The Tudor races do attract people from all over the world but not so many as F1. In fact, COTA is so large that it seemed totally uncrowded at the Tudor race. For Formula 1 it was standing room only. At the LSLM the cars racing varied from mega horse power Prototypes to GTs, Porsches, Ferraris, Corvettes, BMWs, Vipers, Aston Martins, Camaros, Mustangs, Mazdas, Audis, Hondas, a Mini, and some types I had never seen. About the only type missing were the Formula 1 cars and they show up in October for the F1 race along with separate races for Ferraris and Porsches.

There are many reasons to attend either but I thought the LSLM offered more for less. When you purchase race tickets that include the Porscheplatz, Porsche's very large hospitality tent, you can view the race in the Porscheplatz. It sits on the high hill overlooking Turn 1. It is a great place to watch the race from the balcony or on the big screen TVs inside. It is also a great place to beat the heat with shade and fans, sodas and water. In the Porscheplatz you also get to meet the factory drivers, ask them questions, meet and hear from the PCA President and officers, hear technical talks from Michelin, VP Racing Fuel, and Mobil 1, or pick up some cool racing posters. Plus receive a goody bag that held a Tudor race hat and a COTA windshield sun blocker for your car. Also you can meet people from all over the world and from your neighborhood. There were two couples there from Denmark and I met a Longhorn Region member that lives a few miles from me.

During the Q & A with the drivers we learned some interesting facts about them and the cars. One driver started racing go carts at age 6 and was driving a race



car at 12. Another stated the temperature inside the car gets over 100 degrees. The driver from Switzerland commented that he was not used to the Texas heat. The Mobil 1 rep told us that the oil in our street cars is the same oil used in the race cars.

Did you know we got to DRIVE on the track? Yes! It was a thrill offered to the first one hundred PCA Porsche owners who signed up for it at the Porscheplatz. We did two exciting laps at some exciting speeds. It gave me a perma-grin for the rest of the day.

PCA arranged for a tour of Magnus Racing's race trailer and garage area in the Paddock. Sign up was at the Porscheplatz. Once there we were instructed to take all the photos we wanted. We were given a tour of their 40' trailer filled with labeled cabinets of spare parts. We saw the tech area with screens that display data transmitted from the cars. We went upstairs to the driver's lounge and debriefing area. The race car, large spare parts and tires are also transported on the second level. Then outside to the covered garage area located beside the trailer complete with a lift, tools, and mechanics working away. It was very interesting and I felt it was privilege to be able to see their operation. Everyone associated with Magnus was very nice and answered all our questions.

By the way, the Paddock is open to all fans and the pits are opened once daily as per the race schedule. Neither one is open during the Formula 1 race.

In the vendor and exhibit area were chances to get free T-shirts, see cars and engines on display, get posters and brochures, get your picture taken in front of a green screen that put in the background of your choice, ride the Ferris wheel, go up the Observation Tower, or get something to eat and drink.

By purchasing a multi-seat ticket you could sit almost anywhere. We sat in seats that cost big bucks during the F1 race like the Main Grandstand. It is along the main straight and overlooks the pits. If you look to the right you can see Turn 1 and the Porscheplatz tent on the hill. More great viewing and photo opportunities. We tried several other seating areas for different views of the track which afforded some very different and exciting perspectives.

With your exclusive Porsche only parking pass you park very close to Turn 1, the hospitality tent, and you get to see hundreds of Porsches in the parking lot.

But the main reason to attend the races is that they are FUN! LH



THE CAYMAN GT 4

We waited a long time for this...

[BY: JACK MERRELL]

Dr. Porsche always believed that the mid engine platform was the best design for great handling and winning race cars. In 2006 PORSCHE introduced the Cayman as a coupe version of their very successful Boxster. It proved to be a car, enthusiasts fell in love with, however the customer desire was for more power to fully exploit this platform. PORSCHE was reluctant to produce a Cayman that would outperform the 911 their flagship sports car. However, over the years they gave the customer bits and pieces of improved performance with slight improvements in horsepower and suspensions as in the 2011-2012 Boxster Spyder and Cayman R. The market wanted more and some outside shops were making money upgrading engines and suspensions for customers. Well this year PORSCHE did listen and introduced the Cayman GT 4. WOW!

PORSCHE took the 981 (current model) Cayman and put a 3.8 engine out of the Carrera S in place of the 3.4 normally in the Cayman S. Horsepower was upped from 330 to 385 with a complementary increase in torque. WOW. They did not stop there, as increased horsepower is worthless if it cannot be fully used and thus the suspension was also improved. In fact the front suspension is right

off the 991 GT3 and the rear suspension was also redesigned to complement the front suspension and the increased power. Now you can go faster and turn better, but to complete the package you now need better brakes and they were included in the form of GT 3 brakes. An aggressive front lip and large rear spoiler provide the down force that keeps the car "planted" at the higher speeds it can attain, beside they look great. Stickier tires and optional lightweight sport bucket seats that will accommodate harnesses are also available.

So it looks good and is advertised as being quick, but does it really deliver? I was fortunate enough, thanks to Porsche of San Antonio, to drive a GT 4 several weeks ago at Porsche Cars North America's headquarters in Atlanta. When I say drive I mean on a track, wet skid pad and slalom course. The short answer PORSCHE has a winner and the GT4 is the real deal.

The power and torque are great, the transmission and shifter, none better and the overall handling FANTASTIC. Corner turn-in is sharp and precise, yes there is some under steer but very manageable. Braking with the standard iron rotors is great and

with the optional ceramic brakes .. here I go again FANTASTIC. The 18 way adaptive sport seats are very comfortable and supportive thanks to their Alcantara inserts and the lightweight port bucket seats excellent (wanted to use fantastic again). The car always felt totally under control even when pushing it on their very tight track. Shifting gears, the car is only available with a 6 speed manual was outstanding. I never once had to think about the process, it was automatic and natural and actually smoother than my GT 3. Clutch pressure was “right on”

So in the dry, on the track and slalom course it was everything I would want but how about in the wet. Thanks for asking that. On the wet skid pad the car was easy to set in a drift and control, it is a very neutral balanced car and very easy to recover if you get it “out of sorts”.

They also have device/ test set up there called the “kickplate” and it is the only one in the US. You start by accelerating on a dry surface and as you reach a

wet and epoxy coated very slick surface, a device in the ground randomly kicks the cars rear end one way or the other. Well not being told the first time I went through, the maximum recommended speed to enter I went in about 15-20 mph quicker which resulted in me executing three successive 360 degree spins. I’m actually glad I got to experience this as is clearly demonstrated how mild and somewhat controlled the vehicle spins. Going through later at the recommended speeds also allowed me to easily recover the car.

The only thing I can honestly say I don’t like about the GT 4 is that I don’t have one.

All in all the GT 4 is a winner and as you can see if you read the various forums on line, it is selling like hotcakes. Like driving any PORSCHE, the by product is driver smiles and right now the GT 4 seems to be causing the biggest smiles. PORSCHE, please produce more of these great cars. LH

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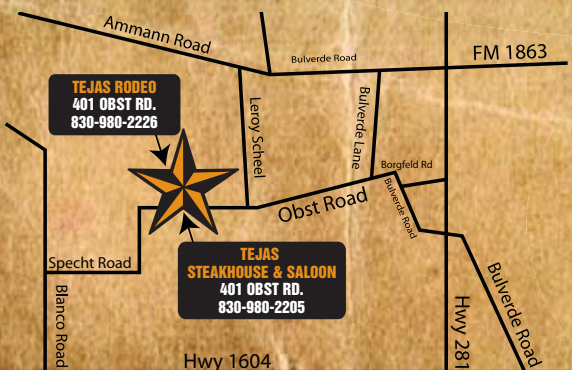


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