



Roundup

JANUARY - FEBRUARY 2015

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News & Notes

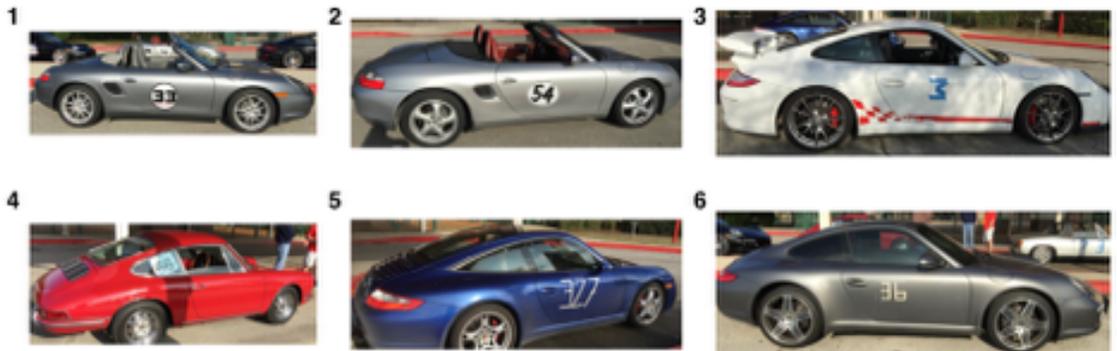
Match The Owner to The Car

By David Sanders **Thanks to James Bricken for the idea

See how many you can correctly match. Email answers to dcs0644@me.com. Winner will be announced in the next issue. Good luck.

Check Out our Longhorn Region website for more information!

longhornpca.org



(A) Tanya Woody (B) Donovan Butter (C) Brian Zettner (D) Ted Howell
(E) John Berry (F) Mike Vrsienga (G) Holly Sanders (H) Lester Ogawa

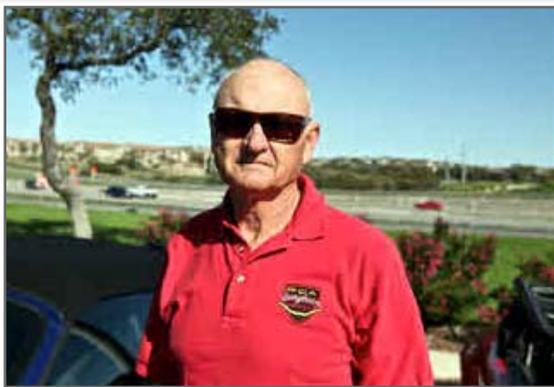
If responses are good I will do this again next issue with cars from the concourse. Maybe I can get Jack to give a prize to the winner.

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

2015 Longhorn Leadership



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on the cover

Great drive with the Longhorn PCA to Blanco in January.

PHOTO BY: JAMES LOWE

roundup

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News & Notes 3

Play the Match Game!

Longhorn Leadership 4

Jack's Corner 6

Step up and become a leader in the Longhorn PCA

Membership Report 8

Motorsports Tidbits 10

A few great tips to get your car ready for the upcoming driving season

Goody Store 11

Porsche by Numbers 12, 14, 15

Our Historian breaks down the rest of the Porsches that came after the 911.

The BOXSTER goes to Canada 16-18

Tom Ryan's journey putting miles on his Boxster

To Modify, or Not to Modify 20-21

A few simple modifications to your Porsche that still keep the beauty and integrity of your car

Common Hand Conditions Impacting Drivers 22-23

Take it from a Doctor... Some common hand conditions that could be affecting your driving



Jack's Corner

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

2015 is here and a New Year to enjoy our cars and the friendship of PCA. I hope everyone had a safe and enjoyable holiday season and is ready to hit the ground running. Your board has built a schedule of events for the year that includes an active autocross program, a third track day (at the request of members), at least four drives, monthly meetings etc. Hopefully we have included something for everyone, if not, speak up and if there is the sufficient interest we can add your event to the schedule. Remember that all events are self supporting so club funds are not used for these activities.

There is a challenge to the membership for this year that must be accepted for the future growth of the club.

When I agreed to be your President, I said it would be but for one year, to add new ideas and re-energize the club, well that was five years ago. We have come a long way in every aspect and we can do much better. It's time for others to build on this program.

Jim Hamilton has been your treasurer for 6 plus years, Ron McAtee has also been filling many needed positions for at least that long and as I said I'm going into my 6th year as your president. We are all well over 70 years old and while we don't plan on going away it is time for younger members to step up. We are all going to retire from our formal positions at the end of this year, no exceptions. Unless health issues prevent, we will still be around to offer guidance if requested BUT, we need a break and the club needs new leadership to improve on what we have done, or correct what we have failed to do.

As I mentioned, Jim has been a great treasurer for over 6 years. Ron, besides being the past president is the membership chair, the Goodie store manager and the activities chair. These positions can be easily divided up among several members. Besides being your

president, a full time position, I have been the motorsport (track and autocross) chair, the safety chair, the advertising chair and the keeper and maintainer of the autocross trailer. Again these positions can be divided up to several members and rightly should be.

Right here, I want to thank James Bricken for stepping forward. James will now run the tech inspections at all driving events and will do a super job. He does need some help so now is the time to raise your hand and get involved.

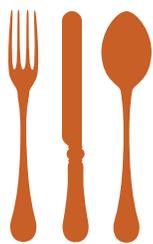
The bottom line is this is your club and is, only as good as YOU want it to be. If more people, like YOU, would step forward and offer to take over one job others may follow. It was never intended for a few to do everything. Elections for board members for 2016 will take place in October and the names Jim Hamilton, Ron McAtee and Jack Merrell will not be on the ballot so now is the time for members willing to serve to hitch up with one of these people and learn what is involved.

Lastly, while I have mentioned these three people I don't want to forget others. Steve Greentree has done nothing short of a fantastic job for many years as our webmaster while still having a full time job and involved in his kids activities. He would probably welcome some help. Holly Sanders has just completed her first year as "Round-Up" editor and has built on the great foundation Steve Farnham built. RJ Wilmoth, regional and National Historian and soon to join the over 70 group, has built a well organized data base reflecting our history.

I hope I'm ringing a bell here that will awaken and arouse the membership to step forward. While there is time and work involved in each of these positions, it is enjoyable and the club and every member is the beneficiary of the work.

Let me close by keying on two important dates and activities to put on your calendar for the year. First is our annual two-day charity event for the Wounded Warrior Family Support center, Fiesta Challenge on 11-12 April. Second, is the 60th Porsche Parade 21-27 June in French Lick Ind. More details will be forthcoming on both events, in the coming months. Sorry I went so long.

Happy New Year 🍷



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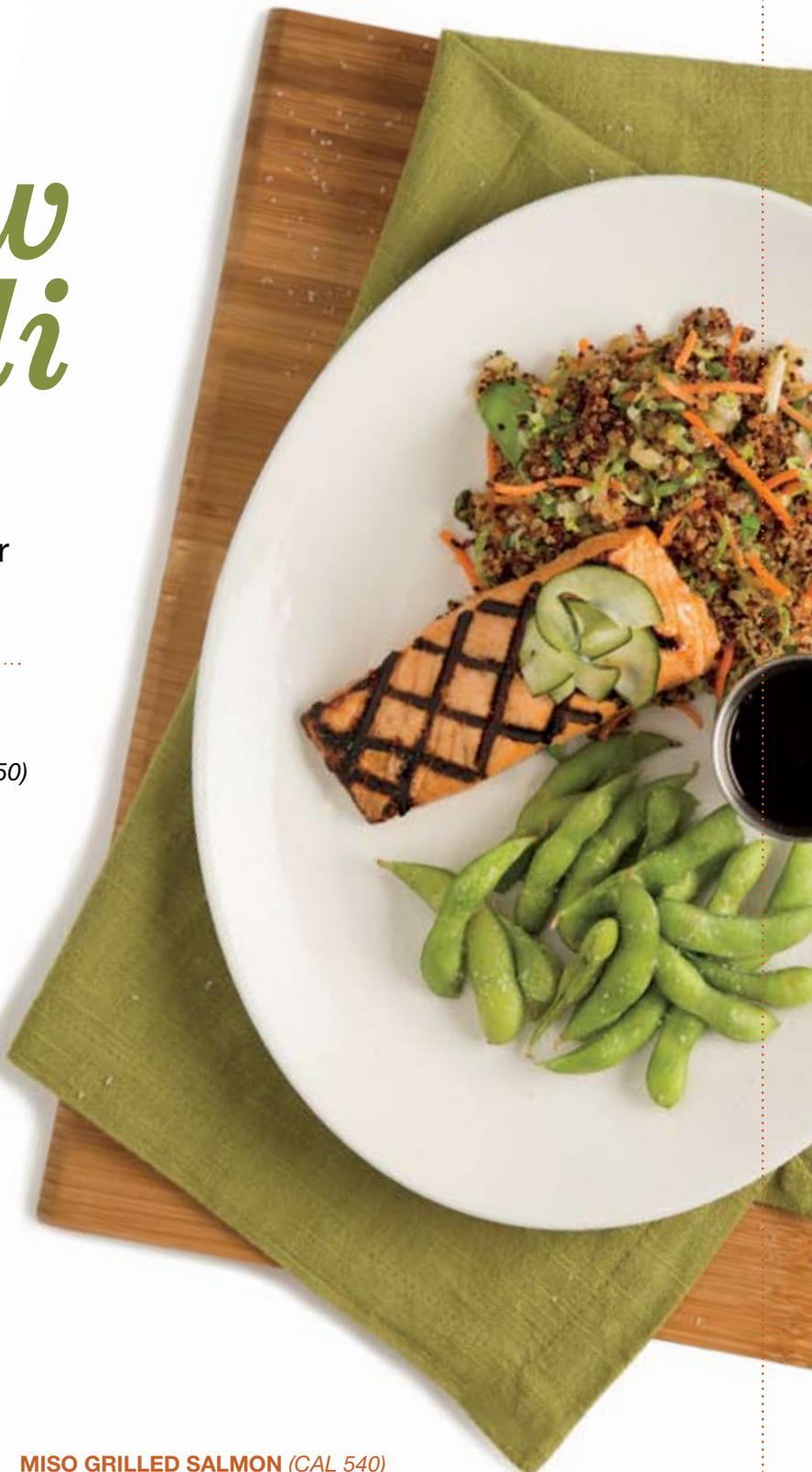
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We hope to see you soon!



Membership Report

As of January 1, 2015

Primary members	363
Affiliate/Family members	<u>197</u>
Total:	560

New Members

Acock, Suzanne	2007 Black 911 Carrera Cabriolet
Aguinaga, Todd	2005 Black 997
Garcia, John	2011 Black 911 Turbo S
Goldstein, Kyle & Carrie	2007 Blue 911 Targa
Hicks, Reagan	2011 Black 911 Carrera
Klaus, Robert	2002 Gray Boxster
Ober, Robert	2013 Silver Cayenne S
Wolff, Jimmy	2012 Black 911 Carrera 4 Cabriolet

Transfers

Hendel, Bruce & Kelley (Riverside Region)	2013 Silver Boxster
Totten, Nathaniel (Carrera Region)	1983 Gold 944 Coupe

Welcome to the Longhorn Region PCA

PCA Anniversaries

40 years
(1975)
Tom Girvan

10 years
(2000)
Bill Sims

5 years
(2010)
John Setar,
Derek Swee
Victor Casillas
Dale Harrison

Ron McAtee, Membership Chairman

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MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

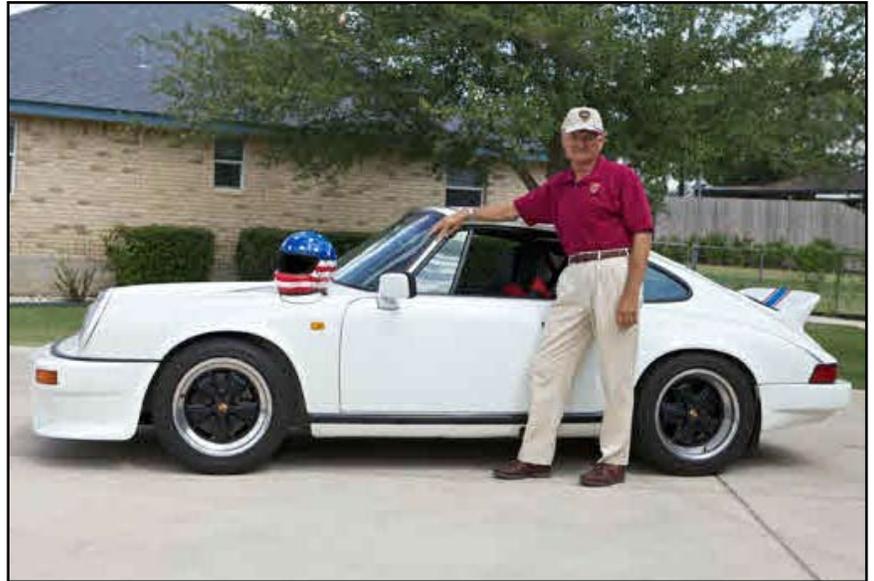
January is a dull month as we have just passed the holidays, the weather is normally cold and sometimes wet and there are no driving events. So don't just sit there, use the time to get your car ready for spring and the upcoming autocross and track event season.

Things you can be doing for your Porsche to make it better this year.

First a good cleaning is always nice, inside and out. See what goodies have found new homes under the seats. It is also a great time to jack the car, remove the wheels and clean and inspect shocks, brake lines and brakes themselves. If it is been several years since you last checked the brake pads, now is the time rather than wait for the sound of worn pads. Take a good look at the rotors for signs of any cracks or excessive wear. You can also examine the back side of your tires for cracks etc., easier while they are off the car. With the front passenger side tire off, you can look in the forward part of the wheel well on air cooled cars and clean the crud from around the oil cooler, your engine will appreciate that on warmer days to come.

While you have the rear tires off check the exhaust system and, for older air cooled cars, take a good look at the oil tank and its hoses. I would guess you will find mud build up around them that should be cleaned off. It will make it easier to check for leaky hoses and fittings.

Newer cars are not out of the woods as there is plenty to look at and clean. Coolant lines should be examined for leaks and cracks which will lead to leaks. Likewise while you are at it cleaning debris that has built up around the radiators is a great idea and will also allow you to check the radiators themselves for any damage.



Now, when was the last time you had your brakes flushed and new fluid put in? Porsche recommends this be done every two years and if you track your car, more frequently than that. Likewise, if you have one of the earlier water cooled cars flushing the coolant system never hurts.

Your beloved Porsche is now clean, fluids have been serviced, brakes are good and all service requirements are up to date. GREAT. Now how are your tires (and I don't mean round and with some tread)? How old are they and how is the tread wear, even? While experts say tire safe service life is five years, tires age and after about three years they lose grip and get noisy, so you might think about new ones if you want to get serious about autox etc this year. While I'm helping you spend your money on your treasure, it probably is time for a good alignment. Our roads are bumpy and have their share, or more, of potholes and each one gently "adjusts" your alignment. A good alignment with maybe a little more negative camber up front will make the car handle better all the time and track truer in windy conditions on the highway. Wow, lots to do and only a month and a half until our first autocross better get busy. Drive safe and with a smile. 🚗

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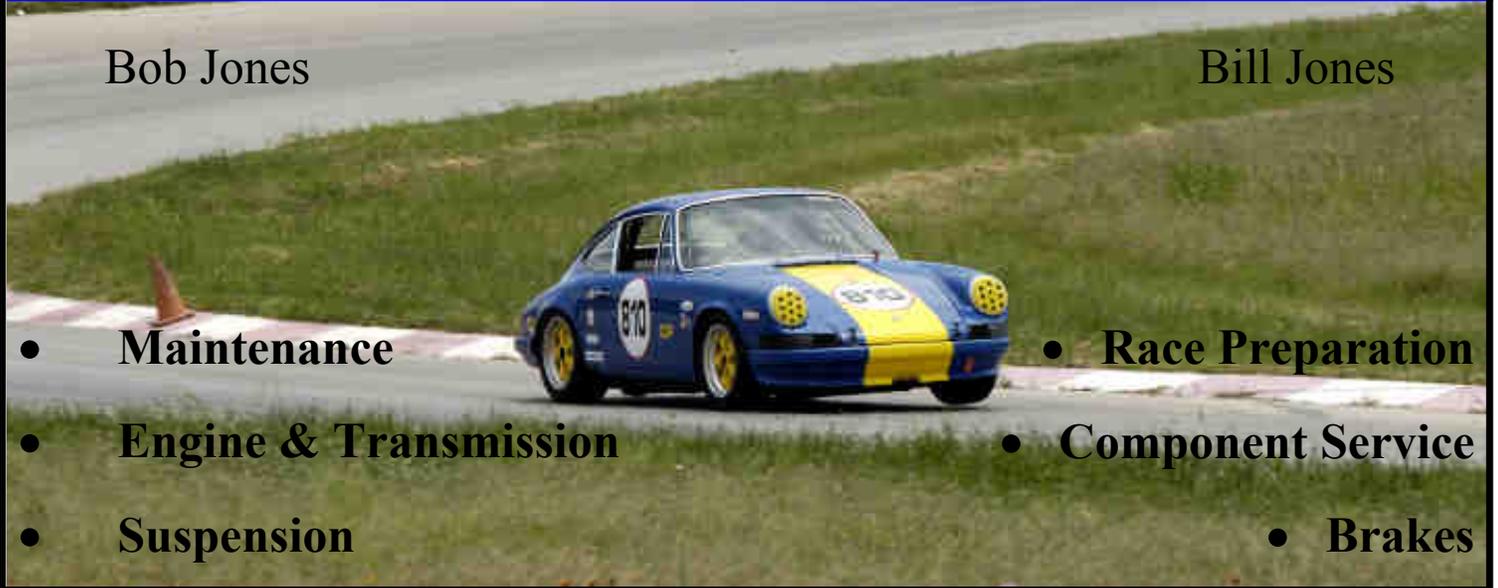
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Goody Store Products

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 is almost depleted. Ron is working with our vendor to replenish the inventory.



Contact Ron McAtee at 210-654-6639 or e-mail rmcatee@satx.rr.com

Alpha-Numeric Soup,

PORSCHE BY THE NUMBERS

[BY: RJ WILMOTH, NATIONAL HISTORIAN]

Last issue we covered some history of Porsche Type numbers as they apply to production cars. Also covered were the type 356 and the seven generations of the 911.

A Brief Recap:

Ferdinand Porsche worked from 1898 through 1930 as an engineer and designer for many automotive companies. On April 25, 1931 he started his own company. Their first successful design was the Type 7. The Porsche design type numbers continued in basically chronological order for many years. Shortly after World War 2 the first car to carry the Porsche name, the Type 356, was built in Gmund Austria. Porsche Type numbers were in the 800 series in the early 60's when they decided to share VW's parts computer system. The only number group available was the 900 series. So the new car was to be the 901. Since then all street cars have had 900 series Type numbers – not necessarily in order!

Porsche's internal code numbers are used by automotive publications and enthusiasts to distinguish some models from each other, as you will see with the Boxster and Cayenne, and earlier with the 911. I'll try to stick to US versions

The first group of cars below were designed to give Porsche something to sell that was less expensive than the 911. Porsche was concerned that the considerable price increase of the type 911 with the six-cylinder powerplant over the type 356 would cost the company sales and narrow brand appeal. In 1963 they decided to introduce a new four-cylinder entry-level model.

912, 1965-69.

Like the 911 (original designation 901), the four-cylinder 912 was originally known as the 902, but the 902 designation was never used publicly. The 912 is basically a 911 body with the 356 4 cylinder engine and less standard equipment.

912E, 1976. With the 914 out of production Porsche needed something to fill the gap until the 924 was ready. For the US only, the 911 was again fitted with a 4 cylinder updated version of the 914 2.0L. A little over 2000 sold.



912 Targa



914-4

914, 1970-76, 914-6 1970-72.

Midengine 2 seater. By the late 1960s, both Volkswagen and Porsche were in need of new models; Porsche was looking for a replacement for their entry-level 912, and Volkswagen wanted a new sports coupe to replace the Karmann Ghia. At the time, some of Volkswagen's developmental work was handled by Porsche. Karmann manufactured the rolling chassis at their plant, completing 914 4 cylinder production in-house or delivering bodies to Porsche for their final assembly of the 914-6. The 914-6 used a 911T engine. Production; 914/4: 115,646, 914/6: 3,332.



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PORSCHE BY THE NUMBERS

...Continued from page 12

924/944/968 family

924, 1977- 82, 924S 1987-88.

Another joint project, the 924 was the first Porsche model powered by a water-cooled, front-mounted engine and was built by Audi at their Neckarsulm plant. The 924 Turbo is the Type 931.

944, 1983 - 1991.

Built on the same platform as the 924, but with a Porsche designed 4 cylinder engine, wider body work, and other improvements. Turbos, starting in 1986 were the Type 951 (952 right hand drive turbo). Both Coupe and Cabrio (1989) offered. The final version was the 944S2. All US models were built by Audi. The last 500, all Turbo Cabs, were built by Porsche at Stuttgart as a pilot run for the upcoming 968.

968, 1992- 1995.

A further development of the 924/944. Was originally to be called the 944S3 but the major changes warranted a new type number for marketing. 968's were built by Porsche at Stuttgart. They were also the first production Porsche with a 6 speed transmission. Coupe and Cabrio offered.



Boxster/Cayman

1996 was an odd year with nothing to sell but the 911. However, everyone knew the Boxster was coming and the dealers were taking orders.

Boxster, 1997 – present. Type 986 1997-2004, 987 2005-2012, 981 2013 to current.

Valmet Automotive also manufactured Boxsters under contract to Porsche at a facility in Uusikaupunki, Finland. Most 1997 to 2012 Boxsters sold in the US came from Finland. Look for a “U” as the eleventh character in the VIN in place of the “S” (Stuttgart).

Cayman, 2006 – present.

Basically a Boxster coupe with more horsepower, the Type numbers are the same as above.



All the above models were designed to give Porsche and their dealers something less expensive than the 911 to sell.

Other Porsche Models

928, 1978- 1995.

Front engine, water cooled V-8. By the late 60's Porsche felt the air cooled 911 would not be able to meet future smog/crash and other pending legislation. Work on the 928 started in 1971. The plan was for a car that could be the best possible combination of a sports coupe and a luxury sedan. A change in upper management kept the 911 in production along side the 928 for 18 model years. Many upgrades over the years, the S, S4 and ending with the 5.4 liter, 345 HP 928GTS, 1993-95. (Over 60,000 928's produced)



928S



Cayenne 958

Cayenne

The prototype of the original Cayenne SUV is Porsche Type 948, the original Cayenne is the 955 (2004-2007) and its facelift model is the 957 (2008-2010). The all new for 2011-2014 is the 958.

The Porsche Panamera 2009 – present

Type number 970. Porsche's first 4 door sedan, available in 12 variations for 2015; 6 or 8 cylinders, gas, Turbo or plug-in hybrid, 2 or 4 wheel drive. Regular or longer wheelbase, and combinations of the above.



Panamera 970

Limited production street “Super Cars”

959, 1986–1989

Developed as a Group B rally car and later as a legal production car designed to satisfy FIA homologation regulations requiring at least 200 street legal units be built. When it was introduced the twin-turbocharged 959 was the world's fastest street-legal production car. The 959 was not sold in the US, however, they are now legal to import. (337 produced)



Carrera GT 980



959

Carrera GT, 2004–2006 Type 980.

Powered by a 5.7 litre V10 engine producing 612 hp. (1,270 produced, half came to the US)

918 Spyder, 2014-2015

Mid-engine plug-in hybrid. The Spyder is powered by a 4.6 liter V8 engine, developing 608 horsepower, with two electric motors delivering an additional 279 horsepower for a combined output of 887 horsepower. (918 to be produced)



918 Spyder

The BOXSTER goes to Canada



In September, my co-owner decided that, since we weren't racking up enough miles with our Boxster on Texas roads, we should take a long road trip.

[BY: TOM RYAN]

So, I started a search on the internet and it looked like Nova Scotia would be the furthest we could go without getting wet. We decided on a route and a time and bought a plane ticket for our favorite pet sitter to fly down from Ohio.

Day 1 – I-10 into Louisiana and via I-12E to our first stop in Slidell, Louisiana.

Day 2 – Next day was up I-59N through Mississippi and Alabama to a stopover in Kingsport Tennessee. A cute personal plate was MRS CIPI. Lesson # 1 - Chattanooga and Knoxville are not cities tourists should try to navigate through during rush hour.

Day 3 – On to West Point, NY, where my wife's ex-boss is one of the Point's librarians. Lesson #2 – West Point is not a place to visit when there's a homecoming game and now I understand why we had a hard time finding a room. No one can visit West Point and not be impressed by the history there. Lesson #3 was not ours. Several cadets were found diligently studying in the library instead of watching the game and had to leave after they were told it was a no-no when it was closed for the homecoming game.

Day 4 – Across the Hudson River and down I-95 and north to Seaside, Connecticut for an overnight on the beach. For any ex-submariners, if you ever want to visit this area, there's a Navy Lodge at in New London.

Day 5 – Off again and Lesson # 4 – If you can avoid it, do not drive in/around/through/or near Boston when the Patriots have a home game. Slow going but luckily the major traffic jam was on the other side of the interstate. Next overnight was Portland, Maine at The

Courtyard by Marriott. A great harbor view. Unfortunately, we were pooped and missed a walk around the harbor area but got a good history lesson from the bar tender. The parking valet earned his tip by moving cars to park the Boxster right in front where he could keep an eye on it.

We're now in lobster country where, If you don't find lobster anywhere on the menu, you must be in Kansas.

Day 6 – A quick jog to the right up US-1N and we stop at L.L. Bean's Flagship store in Freeport, Maine. The store itself is huge—a block wide and two stories high. If you forgot to bring a sweater, this is the place to get it.

While the drive up US-1N along the Maine coast is listed as one of the most scenic drives in America, they don't guarantee you'll always see the Atlantic Ocean off your port bow.

Day 7 – Our next stop was Ellsworth, Maine, and a side trip to Acadia National Park where Cadillac Mountain is the highest point on the east coast. Yet, at 1530 feet, it's probably something people in New Mexico or Colorado would probably call a hill. It's still a fantastic view from the top and worth the long and winding road up one side and back down the other. Lesson #5 - If you're smart, stop at the first ranger station you see to buy a ticket and use the bathroom; otherwise, you'll be stuck in lines at the main ranger station. Lesson #6 – don't a lot before doing the drive or you'll still be stuck in the "other" lines at the rest stops.

Day 7 – Finally, we're on our way to Canada. Things to know before you go: a passport; gas is more expensive and it's in liters; the U.S. dollar is worth more than the Canadian dollar; local sales taxes are more than in the

Texas; and while Canadians will take most credit cards, it really helps to have a credit card with a chip, especially at gas stations. (Also let your bank know when and where you're going. USAA was helpful but wanted to know each and every province and state we'd be driving to and through. And remember, if you pay in Canadian dollars, your bank may charge an exchange fee).

Lesson #7 - Going into Canada wasn't easy as easy as we thought it would be. Crossing at St. Stephens, ME was harder than bringing our Volvo back from Sweden to Germany. We had a slight hint of what to expect when we pulled up next to an American SUV that was being eviscerated by a Canadian customs agent. Inside, we got thoroughly grilled about where were we going? Why? How long? Were we transporting liquor or drugs or weapons? Did we ever have security clearances? After the agent ran out of questions, we waited patiently while he still checked us out on the FBI and Interpol databases.

He finally stamped our passports but still wanted to inspect our car. After seeing the SUV finally get on its way, I thought "there's no way I was going to unload and repack the Boxster!" He opened the front trunk and after trying to fit a hand down along side our suitcases, jackets, laptop, umbrellas, air pump, Mobil 1, etc, he seemed to lose his enthusiasm. He must have guessed what the rear trunk would look like. He finally blessed the Boxster and off we went into the nether regions of New Brunswick. At least the traffic signs were in English, as well as French, so no problem. . . .yet.

Lesson #8 - Radar detectors are totally illegal in Canada. You can't use them and you can't hide them. If they find one, it will be confiscated and you will be fined. Best thing to do before crossing the border

is to mail it to yourself at your first stop coming back into the U.S.

Lesson #9 – Hand-held cell phones are not permitted in any of the 10 provinces. If you take a cell phone, you'll need to check with your service provider to see it will work in Canada. We have T-Mobile and they have a service agreement to use Canadian company cell towers, so our phones weren't a problem.

Lesson #10 – Be sure to change your speedometer to read kilometers. You're now in metric country. 1 mile equals 1.6 kilometers and if you drive posted speed limits in MPH: ticket!

Lesson #11 – U.S. Disabled Vet and Handicap plates are accepted in Canada, but if you park in a handicapped parking place, you better be the disabled vet or handicapped person who's driving.

Our first Canadian overnight was spent at the Rossmount Inn just north of St Andrews, NB. The Inn is in an old house that dates back 150 years. I can't say anything bad about Chef Chris Aernie. We didn't understand why he came out to greet us personally, but climbing up the back stairway to our room, I glanced out the back window and found out why: he had a Porsche 911 Carrera tucked behind the inn. The Rossmount's rooms were comfortable, the bar was classy, Chef Aernie's food and wine selection were superb and the staff was very attentive. We think it was really because of our Porsche.

Day 8 – Our next target was Halifax. You can either relax on a ferry from St. John, NB to Digby, NS but the schedule is seasonal, fares are not cheap (per person and per car) or you can drive around the Bay of Fundy. We think the drive was actually shorter time-wise and the cost of gas was less than the ferry fares would have been.

The Sheraton Four Points in Halifax wasn't bad, but checking in was difficult because there's no place to stop in front and you can't park in their garage until you've check in. Not what you want in a strange city during rush hour. A neat view from the harbor was the "drunken street lights" designed by a local artist. The Bicycle Thief restaurant nearby was worth the wait; and of course, we had a lobster.

Days #9-11 – we cross onto Cape Breton Island and traffic signs are now in English and Gaelic? Aaah! Lesson #12 – duh, Nova Scotia means New Scotland.

We head up to North Sidney where we'll stay at a local B&B. Lesson #11 – Ignore your map and listen to your Porsche navigation! We decided on the wrong road and found out the hard way that it was being under construction. We were stuck going single-file over humps, lumps, bumps, holes, rocks, and gravel for 10 long miles. None of which did the front of the Boxster any favors. Sydney, NS is obviously on somebody's map because Aerosmith did a concert there in September. The "Out to Sea" is a small 3-bedroom B&B on the main street of North Sydney. It was quiet, hassle-free, and right on the water. The hostess knows the area well and can give you hints for sight-seeing and dining. Breakfast at the B&B is a 6-course meal every morning and you won't start the day hungry. Next day, my co-driver wanted a day off to relax on the B&B's dock, so off I went to find a car wash in North Sydney where I could clean off the dust and dirt from our detour. I found a detailer whose owner sounded just like Frances McDormand in Fargo. A close look showed that that bumper of a road did a bumper of a job to the front of the Boxster.

We're off early the next day to do the Cabot trail. (www.cabottrail.travel).

If you want to do the whole trail by car, start early! It's a whole day's drive without stops. Gorgeous scenery and a water view out your window no matter where you are or which way you're going. Unfortunately, we made too many photo stops and did lunch, so we only made it halfway around and took the ferry at Englishtown to get back before dark.

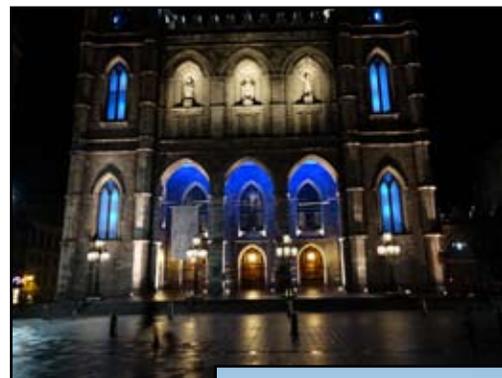
Days 12-13 – We head back around the Bay Fundy to New Brunswick. Traffic signs are back to English and French. We end up at a tidy little B&B called "The Colonel's In," right across the St. John River from Fredericton (the capital of New Brunswick).

A convenient pedestrian bridge near our B&B gets you across the river to downtown in 15 minutes. Fredericton dates back to pre-Revolutionary War days when the Brits were having their problems with Acadians and the local Indian tribes, then us. We never got to see much of the tourist attractions in Fredericton because it was the Canadian Thanksgiving holiday and everything was closed. Who knew? Lesson #12: Look up Canadian holidays if you plan to travel there.

Days 14-16 – We're now on our way to Montreal. The funny thing is cutting across Maine looks like it would be shorter and faster; but, there is no way to "cut across Maine" if you want paved roads and you want to get there the same day. The only way to go is via the Canadian expressways. When you get into Quebec, the traffic signs turn into French and ONLY FRENCH. My co-driver is now in charge of steering the Boxster; and, as we get closer to Montreal, she is starting to panic. She turns up the volume on the navigation and keeps asking me "what does that sign mean?" Having driven around Paris, Reims, Alsace, Dijon, Brittany, Provence, Le Mans, and Normandy, I remain unflustered. Four times around the Arc de Triumph is like doing laps at Talladega.

At any rate, between mine and the Porsche navigation's instructions, we find the Auberge de la Place Royale right on the St. Lawrence River. We unload the Porsche and have to find a parking garage for our stay, but the city parking garage is just a short walk from the hotel.

Continued on pg. 18



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Continued from pg. 17

While the front entrance to the auberge is only a door-and-a-half wide, it turns out the 2nd through 4th floors are where the hotel really is. We should have traveled lighter. The stairs were murder and we're on the 3rd floor. But, our room turns out to be modern and comfortable despite how old the building looked from the outside. We managed to get some sleep despite having to listen to the restaurant next door emptying out their garbage at 1 A.M every night in the alley below our room.

On this visit, we did what seems to have worked well for us in the past: book a tour to get to know the area and then wander around on our own with a tour book and a map and a camera. As it turned out, our hotel was right on the edge of Old Montreal. No more than a 10-minute walk from the Basilica Notre Dame, Palais de Justice, City Hall, Place de St. Jacques, Champs de Mars, Starbucks and Mickey D's. Don't worry about trying to speak French. While Montreal may be Québécois, English is obviously a necessary second language for dealing with tourists, so knowing French is not necessary.

There are lots of great restaurants in Montreal. As the tour driver explained, a restaurant has to be good to survive in a city this big. Every one we ate at was excellent. Our last night's meal was the "small" brisket sandwich plate at Reuben's among a rowdy crowd wearing hockey jerseys that you wouldn't want to insult in a dark alley. NOTE: we hadn't seen any other Porsches since the Rossmount Inn, but every time we turned a corner in Montreal, there was a Porsche!

3 days is certainly not enough to see everything in Montreal. It is a huge city. Walking will get you to many spots of interest, but they have over 14-miles of metro that will also get you most anywhere else. However, it rained while we were there and

dodging rain drops and fencing contests with other umbrellas put the damper on our "esprit de tour."

Day 15 – we get the Porsche and load up our luggage and we're back on the Canadian expressway headed west again. Getting back into the U.S. turns out to be nowhere near as hard as it was getting into Canada in the first place. Maybe we have more terrorists on our side of the border than the Canadians do.

On our way back to Texas, we make one last "touristic" stop at Niagara Falls. We have a view of the falls from our room at the Holiday Inn Express and it's only a 20-minute walk to Goat Island. We go for a look, and even in the damp and mist, the falls are still awesome. No wonder we were seeing and hearing people from all over the world who have come to see it in person. When we get back to our room, we're treated to a fireworks display over the falls.

Day 17 – Off again and we try to follow the last half of another one of "the most scenic drives in America." Unfortunately, October turns out to be the wrong time of year for northern New York and Pennsylvania. Cruddy weather makes everything dreary and there's not much to see of Lake Erie. In Erie, PA, we finally give up and head back to the interstate.

Days 18-20 – Enroute back to San Antonio, we stop in Cleveland (Ohio), Huntsville (Alabama), and Slidell (Louisiana). We finally make it back home after 6800-miles. While the sport seats in the Boxster were comfortable enough, we needed a masseur or masseuse to help get the circulation going again.

New Brunswick, Nova Scotia and Montreal are scenic and historic. We need to go back. But, if and when we do, we will definitely fly and rent a car with comfortable seats AFTER we get there. **LH**

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To modify. . .or not to modify?

That is the question.

Modify/Modified: To change somewhat the form or qualities of; alter partially; amend

[BY: DENNIS HALMAI]

Ok, I first must say that this is a personal opinion and not what you should and shouldn't do. Every person is going to have a personal opinion on how their car should look and what they should and shouldn't do to it.

Good! Now that we got that out of the way, I am going to tell you my journey, yet not a long one, to change my Porsche Boxster to my perfect car. I have always been a car enthusiast and definitely have always wanted to put my own stamp on every car that I've owned. I have owned old and new from a 74' Olds Cutlass to a Supercharged XF Jaguar. Each and every car I have put my stamp on them. Changed the wheels and rims, custom paint, added upgraded exhaust, trunk spoiler, or even just changed the stereo inside. The whole time not really worrying what people thought of how it looked and not really thinking twice of keeping the integrity of the car or brand. Not caring how it drove really or performance or even the comfort.

When I bought my 2013 Porsche Boxster, Agate Grey things changed and I knew things would never be the same. I have always wanted a Porsche, that was my ultimate dream car, and when one finally fell into my lap, I was on cloud 9. I love the new body style, the room, the handling and on a beautiful day I can put the top down and enjoy the Texas Hill country. When you get a Porsche, certain things happen and you tend to buy things that you normally wouldn't; like car covers or hats and jackets and shirts. You spend time after a long or even short drive washing and wiping

it down. Sometimes you look for that perfect parking spot but realize its not going to happen and decide to park anywhere, hoping that nothing happens to your car while out there.

Me, I do all the above and more. I tend to modify my cars and spend a lot of time and money doing it...more than usual on the Porsche. For me the first thing I wanted to do above all other things is keep the beauty and integrity of the car and the Porsche brand. I didn't want to just put anything on my car and in the long run regret it and also lose my existing warranty, not a good thing to do when modifying.

I have the standard Boxster, not the S version, but it came with all the bells and whistles and the PDK was awesome, especially in Sport Plus mode. First thing I did was put new BMC air filters on the car. It helps with very minimal performance and sounds a little better and also helps with the air restriction. Next I searched for the perfect exhaust for a little more performance but not sounding too loud and annoying. I got an Agency power exhaust, which you definitely can feel the performance when that was added. A little drone in the car at mid range speed, but I knew that would happen with a mid engine car like the Boxster. I like the sound and the gurgle it spits out when slowing down or speeding up.

I then added an IPD plenum with a new GT3 throttle body. Opening up the airflow even more and helping with the performance. All the modifications so far were internal and not noticeable. I still had the look



of the car just a little more performance. I worried about warranty but all was ok because nothing had to be remapped or messed with electronically. Next I started to change the outside of the car. This is where I started to get worried. I didn't want to ruin the look of the Porsche and be driving around in something I would regret in the long run.

I liked the wheels that were on the car but thought I could do better. I went with a set of wheels from Victor equipment. I knew they would be hub centric, built for Porsches and not having to use ring to make them fit on my car, and still keep that nice Porsche look. I have a grey car with a black convertible top so I thought black wheels with a slight chrome on the lip would look good. I think it does but it's a personal preference. I went with a little wider wheel on the back and added spacers. This is too fill out the wheel well more and a little better handling, tire grip on the road.

I thought *what could I do next*, so I added the Porsche sport suspension to the car. The standard Boxster didn't come with it and I wanted that lower look and better handling. It's a little stiffer on the ride but I don't mind, it's a Porsche. I think woman do the same thing with shoes, they sacrifice comfort for luxury sometimes...is it worth it. Only you can decide that!

What I did last to the car I thought was the most important. I added the clear bra from Expel. When you have a low car and especially on the Texas roads things seem to kick up on the hood or all over your car and leave nice dings or paint chips. I have it all over the front down the side and on the side mirrors. I wanted to protect my paint for as long as possible. I then added a few touches of gloss black wrap from my friends at Coldfire signs. They wrapped my spoiler in gloss black to match the wheels and they also did the front slats on the bumper. Last thing they did was add a small black stripe down the side. All in gloss black and matching. The wrap is easy to pull off if I don't like it in the long run and will also protect the paint.

All said and done I finished my car to my liking and spent a little more money then I wanted to get it where I thought it should be. As I stated before, in the past I never worried about changing the integrity of the car because the make of the car wasn't much of a concern. This is a Porsche and Porsche owners are particular and meticulous about how their cars should and shouldn't be. I was part of that club now and didn't want to be the one to ruin that reputation. I chose to modify my car because I wanted a little more then the OEM parts that were offered on my car. I still have the original equipment packed nicely in the garage if I ever decide to put it back on or sell the car... for another Porsche of course. 📺

Common Hand Conditions Impacting Drivers

[BY: MICHAEL BAUMHOLTZ, MS, MD, FACS
& KYLE A. HERRON, MD]

While we are both Porsche enthusiasts, we do not have much to add in the way of driving tips, touring experiences or cruising down the Autobahn at 180 mph. We would however, like to share some insight to a topic we both know well, hand and upper extremity medical problems. These are common problems that affect a great number of people.

When we talk about hand problems, we often tell our patients the analogy, that as we put more and more miles on our “cars,” we find that parts wear out and sometimes fail. Of course for the purpose of this article, we are going to discuss our hands and some issues which may be present or bothersome while enjoying our driving experience. Similar symptoms may occur at other times.

There are six common hand conditions we would like for the reader to know more about. Often, individuals attribute their symptoms to “getting older”. Contrary to popular belief, this is not accurate. Your age does not matter. These problems can appear in isolation or in combination. The body, like a Porsche, is a vehicle of beauty, fascination, and intrigue.

TENDON PROBLEMS

Paulie Panamera comes to his physician’s office and says, “You know, when I reach for the wheel, my finger catches, it doesn’t want to open and I have to force it open.” What Paulie is most likely experiencing is the very common condition known as a trigger finger. The tendon that bends or flexes the finger is “catching” within the pulley system that enables the finger to move fluidly. An example is like driving a 10 foot truck through a 9 foot tunnel. Usually the individual will awaken in the morning with the finger locked down. This often requires some manipulation to allow the finger to straighten. This can be very painful. A trigger finger can affect patients of all ages and is more common in individuals with diabetes mellitus. The



solution involves either letting some air out of the tires (a steroid injection) or if that doesn’t work, breaking the tunnel (a simple, outpatient surgical procedure).

Carol Cayman presents to her family physician with unrelenting wrist pain. Her pain is located at the base of her thumb. Sometimes there is swelling or a tender knot. Carol is the proud mother of a young baby and her pain began about 6 weeks ago. Carol states her pain is much worse with activity, even setting the parking handbrake is painful. In the previous example, the culprit was most likely one of the tendons (cables) that cause the fingers or thumb to bend forward. This time the culprit is likely the extensor tendons (tendons that lift and extend the thumb). These tendons travel through a tight canal on the thumb side of the wrist. This is commonly called DeQuervains tenosynovitis. Treatment involves rest, ice, anti-inflammatory medicine, and splinting. Usually a steroid injection is needed to jumpstart the process. Occasionally, a simple outpatient surgical procedure will relieve the pain if conservative treatment has failed.

BONE / JOINT PROBLEMS

Michael Macan presents to his physician with pain at the base of his thumb. Last weekend, he washed and waxed his classic Porsche 356 by hand and detailed the interior. Admittedly, Michael has not exerted this much energy and activity in a long time but the weather was pleasant. Michael is in his late 60’s and feels that he cannot grip his keys to turn on the ignition. He has a hard time shifting because of the pain at the base of his thumb. There are a number of reasons that could be responsible

for Michael's discomfort. However, one of the more common reasons is thumb basilar joint arthritis. This has now worsened secondary to the weekend activity. An examination in the office and X-rays will confirm the suspicion. Treatment involves anti-inflammatory medications, possibly a steroid injection, and often a splint for a short period of time. Depending on how bad the joint is worn out, surgery may be needed but this is often as a last resort. There are many ways to do this particular surgery but they all seem to have a strong track record of improving symptoms for most patients.

Sam Spyder is in his late 60's as well. He has pain throughout both hands and wrists. He says they just ache and that it's especially hard to get them moving in the morning. A simple examination and x-rays of his hands will shed light on what is likely simple arthritis of the fingers and wrist. The small joints of the fingers can wear out over time. Common findings are aches and pains - occasionally worse with weather changes and usually bothersome at the beginning or end of the day. Treatment is often supportive - anti inflammatory medication and topical treatment (Biofreeze for example). Soaking the hands in a warm sink and wringing them out with a wet, warm washcloth in the morning can also help to get them moving.

CUBITAL TUNNEL

Tommy Targa drove across the country and his small finger has gone numb. This phenomenon affects the ulnar nerve which innervates the small finger and the small finger side of the ring finger. Often an individual drives with his or her elbow on a hard surface for long periods of time. Subsequently, numbness and discomfort in the small and ring fingers can be felt. Later stages of the disease may produce a decrease in power grip strength or even worse, clawing of the hand. Diagnosis is made by history, physical exam and nerve studies. Conservative treatment involves elbow padding. Surgical intervention is often warranted which can be performed as an outpatient.

CARPAL TUNNEL

Billy Boxster complains to his family physician that his fingers and sometimes the entire hand goes numb on his commute to the office. This is an extremely common situation where the first three fingers often fall asleep while driving. Numbness

or tingling may awaken the individual in the middle of the night. The middle finger may be the first to show signs. Sometimes, the ring finger may be symptomatic as well giving the impression that the entire hand is numb. Characteristically, the patient will shake their hands to rid themselves of the pins and needles feelings. This condition is typically diagnosed by history and physical examination (listening to the patient and examining their hands / arms). A nerve study (known as an EMG) will often be used to confirm the diagnosis. Treatment begins with some conservative measures such as splinting, anti-inflammatory medications, or steroid injections. For many patients, steroids alone can provide meaningful improvement, However, if surgery is indicated, the procedure is a relatively short out patient procedure and is typically offered as an open or endoscopic procedure depending on surgeon preference.

We hope these examples provided some useful analogies. This article is not meant to be a substitute for visiting your family physician but rather a guide to understanding some common hand conditions. If you experience any of these symptoms, please seek medical advice.

Happy and Safe Driving!!! 🚗

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