



Roundup

MARCH - APRIL 2014

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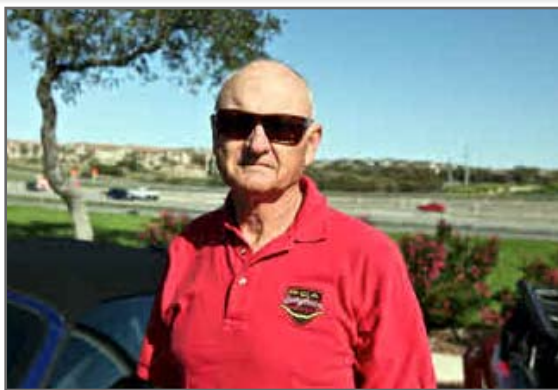
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on the cover

David Sanders driving "Rojo"
2011 Boxster at the February Autocross



roundup

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www.longhornpca.org

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Jack's Corner

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

It's March and spring is upon us. Well not the first week in March, when the weather kept many of our Porsche's bundled up. Time to unbundle, get the winter dirt off that prized vehicle and get ready for Fiesta Challenge. For those new members or recent transfers to the Longhorn Region, this is our multi event weekend happening that directly benefits the Wounded Warrior Family Support Center. It is a non-profit, privately funded facility that provides a social, learning and "homey" environment for our recovering wounded soldiers. A most worth cause to support!

Again for our members not familiar with Fiesta Challenge, we start the weekend with a low pressure Concours held outside but under cover at Porsche of San Antonio. This is followed, by a catered lunch and the presenting of Concours awards. For those a little apprehensive of the word concours, our event is more of a shine and show.

. An afternoon enjoyable drive through the local countryside, described as a rally follows. A dinner Saturday evening gives the rally participants the stage to tell their adventure stories. There are always some good ones so don't miss it.

Sunday morning we gather at Retama park for our only Sunday autocross of the year. A new layout is planned to challenge one and all. Let's top the forty cars we had in February.

While the weekend is always a fun one with normally cooperating weather (I can remember a concours in the rain several years ago) the focus should be on raising money for the Wounded Warrior Family Support Center. I therefore ask all Longhorn members to make a special effort this year to support this worthy cause by participating. You might just win something besides supporting a worthy effort. It would be great to see a hundred cars and drivers involved. That is not too much to ask for a region with over five hundred members. If for some reason you can't make it this year, I ask that you at least consider a donation. Any donation checks should be made out to Longhorn PCA and note in the memo portion of the check that it is a donation to Wounded warriors. This way we can present one large donation check to them.

The registration forms for Fiesta Challenge are in this issue and on the website. Thanks.

One last reminder, that registration for the 2014 Porsche Parade will open 1 April and fill up fast. We are going to have a good group from Longhorn Region attending, so why not be part of this fantastic week of Porsche fun in and around Monterey California.

Remember PCA is not the cars but the people, drive safe and with a smile, it's a Porsche thing. **LH**



**APPARENTLY I
SCREAMED OUT**

**“OH MY
GOUDA!”**

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News & Notes

Mark Your Social Calendar!

April 3:

Dinner Meeting @ 6:30pm

Tejas Steakhouse & Saloon

April 5:

Location: Porsche San Antonio

Concours - Judging at 10am

Lunch - Noon

Rally - 1:30pm

April 6:

Retama Park Autocross - 8:15am

April 19:

Harris Hill Track Day - 7:45am



Register TODAY!
parade2014.pca.org

You, and any “car guy” friends are invited to attend the following:

What: Power Point Presentation on the 356 - 912 Porsche Ignition System. 90% of the talk is applicable to ANY car with a coil ignition system. Differences between cars will be explained.

When: Tuesday evening, 8 April, 2014.

6:15 PM Social - beer and soft drinks served, 7:00 PM Presentation

Where: 12345 Paul's Valley Road, Austin, TX, 78737

Presenter: Richard Shilling, ex-Porsche mechanic, 1965 356C owner, 356 Registry member. Pictures of my 356 are on the 356 Registry web site.

How much?: FREE. This is a labor of love for fans of classic cars.

Contact: Richard Shilling, richshill@aol.com, cell: 206 755-2935. I arrive in Austin Sunday evening 6 April. Prior to that in Shoreline, Washington.

RSVP: E-mail richshill@aol.com to RSVP

Check Out our
Longhorn Region
website for dates and
information
longhornpca.org





There isn't always a trophy for 1st Place!

[BY: HOLLY SANDERS, ROUNDUP EDITOR]



When I sat down to write my monthly article, I realized that I am pretty LAME and haven't really done too much with PCA or racing this month (shame on me). Which is why I am SO looking forward to the Fiesta Challenge in April. I can't wait to see everyone that comes out with their super clean cars and to participate in my second autocross on that Sunday. I have been itching to race again and I am totally excited!

This past month has marked my greatest accomplishment yet in my professional career as a teacher. My colleagues selected me as the Veteran Educator of the Year for my school, Howsman Elementary. I was pretty shocked because this is only my 5th year teaching and I feel like I still have so much to learn. It is a really nice feeling to get recognition for all your hard work, especially in a job that I love and dedicate so much time to. I really strive to be versatile and excel in my professional life as well as my hobbies. Hopefully ya'll are enjoying the new layout of the magazine. It's a work in progress but I will continue to work hard putting out issues ya'll enjoy to look at and read.

Now on to my real story...

I was hanging out with my dad right after the drive to Dick's Garage when he started telling me about the drive. But when a story begins with, "Have you ever felt like you time traveled or went through a worm-hole..." you know it's going to be something unusual.

Apparently while driving through the Hill Country, my dad was towards the end of the pack in his (very noticeable) Red Boxster. He said he was just "following the car in front of him" when they suddenly tuned around. He took a look at the directions and his GPS and saw that the road they needed to turn on was just a quarter mile ahead. So he kept on driving straight and turned onto the road that took him to the garage.

Now, I'm sure ya'll are wondering why this is a weird story. Well, my dad somehow got to the garage before EVERYONE else. He described the feeling as oddly surreal. "How could I have possibly passed all the cars

without passing them?" He asked the owner to make sure he was in the right place, he was. He rechecked the directions, and looked at his GPS, all seemed right.

When everyone finally got to the garage, they figured out that he somehow took a parallel road to the one everyone else took. I got this funny email from RJ a few days later...

"...tell your dad the idea of a tour is not to be the first one to San Marcos! It was really funny that he got there 15 minutes ahead of the rest of us. It took us 30 minutes to figure out how he got from the back to the front without ever passing any of us on the road."

Next drive, keep an eye out for him so he doesn't sneak to the front again. Apparently, there isn't always a trophy for first place in Porsche events! AKA, Back To The Future, Part 2. **LH**

MOTORSPORTS Tidbits

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

I could not be happier with the turnout for our February autocross. Forty drivers came out on what started as a cold morning and had a great time. That is the best participation we have had and still with the increased number we were done by three in the afternoon and everyone got 7 runs. Let's build on that and get fifty cars for the Sunday 6 April Fiesta Challenge autocross. Of note, this is our only Sunday autocross of the year.



Now is the time to prepare for the next autocross. Some ways to do it in the comfort of your home is first look at the YouTube videos Yama and Jon Parkoff have posted of their runs. These two talented drivers have different styles as they drive different cars but they are both very successful and produce fast times. While you watch their videos pay attention to where their hands are on the steering wheel and the constant corrections they make. While they look busy their corrections are efficient as they continually make small corrections to position their cars while maintaining balance.


Now mentally review how you drove this same course. What did you do well and where can you improve. I dare say for many the single most frequent error is trying to enter a corner with too much speed and on the wrong line. An old race car adage is enter slow and exit quick. Why? If you try to enter a turn with too much speed for the turn you have to slow more aggressively (as in late hard braking) and thus the car will not turn as efficiently. Brake early and while going straight so you "drive through the turn" then when in the turn and approximately at the apex begin smoothly adding throttle to plat the rear of the car and power out of the turn.

Remember your right foot should be on the brake (as little as possible) or on the throttle and I don't mean

all the way down on either. When you are neither braking nor accelerating you are coasting and thus do not have complete control of the vehicle, so minimize this condition as much as possible.

You can practice this even while going slower on your practice run or while safely driving on the street. When you are coasting you are allowing the car not you to be in control.

I mentioned above driving the line, a term normally associated with driving on a track but is equally important in an autocross or on the road. The proper line is an imaginary line you drive to make a turn as big as possible and less acute. To drive quickly and efficiently a good rule is to try and make every turn as straight a line as possible. You do this by entering a turn as far away from the direction of the turn as practicable and this applies on the street as well, just stay in your lane to be safe.

So to summarize, minimize braking and when it is required, brake early and while going straight. Enter a turn at a speed you can negotiate the turn and away from the direction of turn. Smoothly bring the power on early so as to exit the turn with the car in balance and accelerating. Smile and have a good time while trying to drive close to, but not exceeding your skill level. 

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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:

With Texas flag across half the bill (\$15.00 ea)

Putty, Maroon , & Navy Blue

With Longhorn Region Logo on them (\$11.00 ea)

Blue with White stripes Pink with White stripes

Black with Red stripes Black with white stripes

Putty with Black stripes Khaki, plain

Red, plain



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



Membership Report

As of March 17, 2014

| | |
|--------------------------|------------|
| Primary members | 351 |
| Affiliate/Family members | <u>211</u> |
| Total: | 562 |

New Members

| | |
|-------------------------|---------------------------------|
| Fisher, David | 1990 Silver 911 Carrera 2 (964) |
| Gargotta, John | 1995 Black 911 Coupe |
| Digicayliogl, Murat | 2004 Gray 996 Cabriolet |
| Eaton, Richard & Minnie | 2014 Black Cayman |
| Steves, Marshall | 1975 Green 914 |
| Hale, Robert | 1995 Red 911 Cabriolet |
| Flores, Rene | 2014 Black Panamera |
| Borgos, Matthew | 2009 Black 911 |
| Rockefeller, Diane | 2000 Blue Carrera Cabriolet |
| Naranjo, Henry & Robert | No c listed |

Transfers

| | |
|---|---------------------------------|
| Sandeep, Patel & Sunita (Hill Country Region) | 2007 Silver 911 Coupe |
| Winn, Jeff (Hill Country Region) | 2009 Gray 911 Carrera Cabriolet |

PCA Anniversaries

30 years

Bill Dexheimer 3/84

20 years

Jim Mini 4/94

15 years

Steve & Sherry Farnham 3/99

10 years

Fred Poordad 3/04

Larry Thompson 4/04

5 years

Dawn Flood 3/09

Greg Martyak 3/09

Beverly Epstein 4/09

A J Ranft 4/09

Welcome to the Longhorn Region PCA

Ron McAtee, Membership Chairman



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Here it is! Very clean 2010 911 GT3 One of the few remaining 997 GT3's in the nation. Additional equipment includes: Dynamic Engine Mounts, Black Leather Seats, 19" GT3 Wheel with Center Lock, Porsche Ceramic Composite Brake (PCCB), Lightweight Headlights, Manual Transmission, Interior Package Carbon, Instrument Dials in Speed Yellow, Seat Belts in Speed Yellow. We are the Nations first Gold LEED Certified Porsche Dealership, ranked in the top 50 in the country. We look forward to taking care of you. Call us today or visit us at, www.porscheofsanantonio.com.



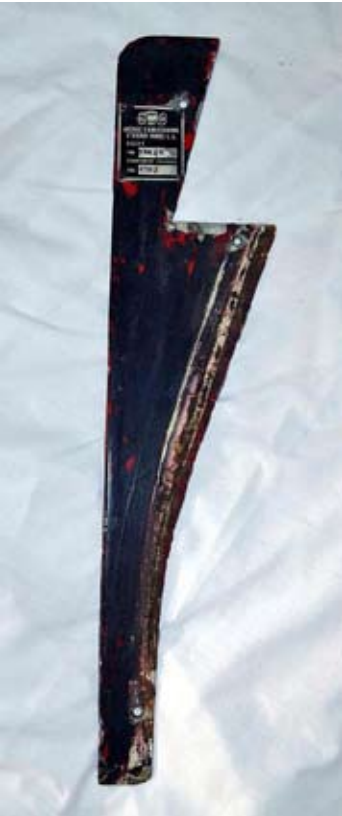
Roy Lock
rplack53@yahoo.com

Hiding in Plain Sight

We all have relevant facts, figures, and events which are important to us. Let's play a little game while I have your attention. Answer these questions without a pausing. Tell us the date you were married to your current partner. Don't think, just answer. O.K., I'll give you another chance. What is your wife's middle name? Get the point? You should know the answer without thinking about it. It should be automatic, at the tip of your tongue. Yet, we have a micro pause to think about it. It is buried deep in our psyche, indelibly etched in our memory banks.

As many know, I have been 356 Roadster enthusiasts for many decades. In my opinion there isn't a better model of the 356. It is a great compromise, a Speedster with a few more creature comforts. I have owned a succession of Roadsters culminating with my current 1962 S90 Twin Grill. Why the 1962 model? It is the end of the line, the last model of the 356 Roadster with all the 356 T6 body and suspension improvements. T6 body with all the sporty attributes of a bare bones Porsche yet some of the features of the last 356's it does not get any better. The lineage from the first 1954 Speedster ended with the production of the last 356 Roadster produced in very early 1962 by D'leteren, beginning with 80001 to the end of the lineage with 89849. Being an enthusiastic Roadster guy, one would expect me to have the last the chassis number of **THE** last Roadster memorized, I did. How could I forget that number? I couldn't, 89849.

Digressing back about 8 years, while surfing eBay for entertainment, an ad for a door hinge cover caught my eye. It captured my attention because it was for a D'leteren Roadster. The attached image made the number appear to be 89649; just 8 off my chassis. O.K., Mr. Roadster Guy, what are you going to do about it? Buy It Now! I noticed the seller's nom de plume was for Alex Bivens, a longtime friend. I used Frank's PayPal account to mask my purchase. I didn't want any special treatment from Alex. I just wanted the hinge cover. I received it in good condition, noted the specks of original Ivory paint and after a few days of admiring it, I put it in a pile of stuff in the garage. I even chuckled because I was thinking of Adam Wright. What would he trade me for this? 89649 was just another pedestrian chassis number and held no historical significance. Into the vast vault of Roy's "stuff" to be forever buried and forgotten.



Fast forward to early 2014, while digging through that pile of "stuff" for a good T5 bumper guard, I rediscovered the hinge cover. I dusted off the layers of dust and mentally read the number. 8-9-8-4-9 not 8-9-6-4-9 as I originally thought. Hum, still it hadn't sunk in yet, as usual, I was asleep at the wheel, so is the daily life of a retiree. About week later in an email exchange with Brett Johnson, we started conversation on S90's and significant chassis numbers associated with that wonderful engine. Throughout my 356 life, I have been blessed to own mostly very nice S90's. I read the 356 S90 Roadster number and guess what? 8-9-8-4-9! BING! BONG! ZONKERS! The light bulb comes on and sets off the nuclear explosion. YOU DUMMY! All these years I've owned the



cover plate to **THE** last 356 Roadster! I ran out to the garage to retrieve this wonderful piece of Porsche history. The original Ivory paint shows through all the layers of history.

What a great story huh? It is fitting a dye-in-the-wool Roadster guy becomes the custodian of this historic piece. Well this is not the end of the story. My association with 89849 stretches back nearly 30 years! I started to jog my memory and remembered my association with 89849. This story goes back to the 80's. I don't remember exactly what the dates are, so don't hold me to this. I will only selectively mention names as some people are very sensitive about the story. **THE LAST ROADSTER WAS SCRAPPED!!!!** Yes **SCRAPPED, GONE, NEVER TO COME BACK!** I have talked to several close enthusiasts about this and they all say they had a hand in the scrapping. How the previous owner came to possess the cover plate now makes sense. I just don't know why he sold it on eBay.



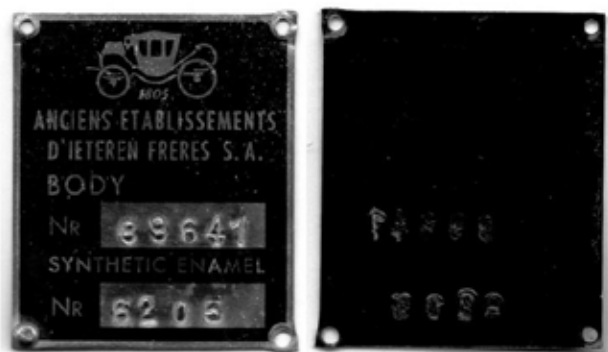
Roy Lock
rplock53@yahoo.com

Hiding in Plain Sight

Here is the history of 89849 as we know it. There are some holes, but some of the owners are known. 89849 was in the last batch of 6 Roadsters shipped to Germany. They were all sequential 89844 to 89849. Shipped to Schmidt + Koch in Bremen, Germany. The first owner was E. d'Algquen. From the Kardex, it shows at least 11,000 km in Europe before making its way to the US. As the story goes, 89849 was found in a Louisiana swamp. The known U.S. succession of ownership starts with Robert Bartlett in Texas area code 713. Jim Callaway spotted her for sale in Hemming's. He told a good friend who at the time was collecting '62 Roadsters. That person bought the car. In the process of towing 89849 back to California, the car broke in half! 89849 was flat bed trailed the remainder of the journey. I saw her in Jim Callaway's shop. It sat at 356 Ltd in Los Alamos. As I recall, we laughed at the mess because the bottom of 89849 was gone. The body panels were rusty. It was beyond hope.


Jim stripped 89849. Later, John Willhoit acquired the engine and put it into another Roadster. Jim remembers also salvaging the transmission but he does not know what happened to it. The DNA for the last Roadster still exists. How do I know the facts check out? Because the fellow who bought her from the Texas owner also had a hobby shop unit in the same industrial complex as Alex Bivens.

How do I know my cover plate is not a re-stamp of a reproduction manufacturer's paint plate? I don't because the previous owner is now driving 356's in the serpentine Porsche roads in a place we will eventually all go. However, I can compare it to the original plate for 89641. The holes and rivets are the same. The details of the lettering and sizes are the same. From all these factors, I have to conclude the hinge cover and plate are original. I have shown the front and back of the plate. I took it off 89641 and put a reproduction on my Roadster.



What is the last Roadster for the ROW (Rest Of the World)? Well, that is another story and a matter of semantics. Dick and Alex Smith owned 89842 and Dick had documentation that was the last Roadster. However, if you go strictly by chassis numbers, the last exported directly from the D'Ieteren factory was Roadster 89843 sold by Brumos Porsche in Florida. Bali Blue, engine number 607415 went to Brumos on the 27th of February 1962. Thus ending the era of

affordable 356 Porsches. Once the lost leader whom no one wanted, now one of the most sought after models.

To write this blog many friends in the 356 community helped me fill in the blanks. Eric Cherneff, Bill Block, John Willhoit, Jim Callaway, Adam Wright, and my un-named Belgium friend. A special thanks to you guys for the help. This one is for you! 

89849

| | | | | | | | | | |
|--|-----------------------------|---------------------------|----------|--|----------------|----------------------------|---------------|------------------------------|--------------|
| Fahrgest.-Nr. | | Motor-Nr. | 005 082 | Getriebe-Nr. | 54 487 | Zündschloß-Nr. | 167/E3 | Schlüssel-Nr. | 397 |
| Ausgel. am 26.3.62 | | Abnahme-Besch. 23.3.62 | | Getriebe-And.-Nr. | | Farbe: elfenb. 6204 B/G | | Polsterung: Corda/Kunstl. | |
| Garantie bis | | | | Rollen-Ersatzteil Dunlop 165-15 | | KD-Nr. 17525 | | Wagenauslieferung bis | |
| Sonderausführung: verehr. Signalring, 2 Talbot-Spiegel, | | | | Sonderausstattung: 1 Armstütze, elektr. Zehnr | | | | | |
| Händler: Schmidt + Koch, Bremen | | | | Ort: Land: | | | | | |
| E. d. Alguen, Bremen, Katharinenstr. | | | | Anschaff. und Bem.: 16/18 | | | | | |
| Wagen-Nr. | | | | | | | | | |
| Wartungs- dienst | Gewährleistungs- Anträge | Kulanz-Anträge | km-Stand | Instandsetzung Datum | Händler | Gegebener Betrag | angewiesen am | Natural-Ersatz | geliefert an |
| I | - | - | - | 27.3.62 | Schmidt + Koch | 28.- | 31.4.62 | - | - |
| II | - | - | - | 19.4.62 | Endlinger | 15.- | 2.6.62 | - | - |
| - | 069886 | - | 1632 | 12.4.62 | Abmüßl + Frits | 28.53 | 26.6.62 | - | - |
| - | 019081 | - | 572 | 27.3.62 | " | abgebaut | 26.6.62 | - | - |
| - | 082384 | - | 1661 | 8.6.62 | " | 24372 | 29.10.62 | - | - |
| - | 040825 | - | NAB | - 6.62 | Brach Rading | 21.- | 6.11.62 | - | - |

180 - KD - 5 M - 7, 61 Grein

FIESTA CHALLENGE 5-6 APRIL, 2014

To Benefit WOUNDED WARRIOR and FAMILY SUPPORT CENTER

Sponsored by PORSCHE of SAN ANTONIO

Located at 9455 I-10 West, San Antonio, TX 78230

This is a Porsche only PCA Event Open to all Regions

This years Concours d'Elegance to benefit the Wounded Warrior and Support Center will be held on 5 April at the Porsche of San Antonio dealership located at 9455 I-10 West. Take westbound exit 561 Medical/Wurzbach or eastbound exit 562 Medical/Callaghan. Your participation will support this worthwhile project. This is a top only event, no undercarriages or engine compartments, only interiors, exteriors, and trunk areas. Come join in on the fun and compete against other Porsche enthusiasts. This is the opportunity to give your Porsche(s) the good, thorough cleaning it deserves and join us for the day!

We are hoping to get 50 or more cars registered for the concours. You don't have to have a show car to enter. Many entrants drive their cars daily. Just clean it up and come show it off.

For newer members, this is an opportunity for all of us see your Porsche. Competing with fellow "Porsche Pushers" and the thrill of possibly winning an award for having a nicely prepared Porsche is well worth the effort and the bragging rights that go with it.

Concours classes will be based upon the number and model of entries. Classes may be combined for competitive purposes. Examples of possible classes are:

4 cylinders (356, 914, and 912's)
Early 911, 1965-1973
924's, 928's, 968's (water pumpers)
911's and SC's 1974-1983
1984-1989 Carrera's
Boxster's
Cayman's (Boxster's & Cayman's' may be combined due to number of entries)
964's, 993's, 993 Turbos, 996's, 996 Turbos, 997's, 991's
Cayenne's, Panamera's
Race /Modified

There will also be an area for display cars not entered in the concours. These will not compete for awards and will be "display only." Just let the registrar know on the registration form that you want to "display only".

Porsche Club members tend to be very competitive. Register and let us see your Porsche and provide the competitive spirit that I know is in all of you.

There will be a catered luncheon served for those who would like to buy a lunch. The registration form will have all the info on this event. There will also be a Rally following the Concours. The Rally will terminate at a restaurant in the surrounding area. To round out the weekend, we will having an autocross on 6 April at Retama Lot #4. All the events/costs are mentioned in the registration form.

Ron McAtee, Concours Chairman

**2014 LONGHORN REGION
FIESTA CHALLENGE REGISTRATION FORM**

**Title sponsor: Porsche of San Antonio
To benefit The Wounded Warrior and Family Support Center**

Name: _____ E-mail: _____

Make: _____ Model: _____ Year: _____ Phone #: _____

This is a multi-event weekend with three events for this year's Challenge.

The Concours and Rally will be held on Saturday 5 April and the Autocross on Sunday 6 April 2014. The **Concours** will be held at the Porsche of San Antonio dealership located at 9455 I-10 West, San Antonio, TX 78230. They are located on the westbound frontage road just after the Callaghan exit (Westbound exit 561 Medical/Wurzbach or Eastbound exit 562 Medical/Callaghan). A catered lunch will be served to those who have pre-paid for their meal(s). **You can order a meal even if you are a spectator and do not enter the event.** You do not have to have a show car to enter. Many of the entries are daily drivers. Just clean up your baby and come show it off. It will help us achieve our concours goal plus you'll meet other club members and have a really wonderful time. The **Rally** will depart from the parking lot in front of the dealership and end at a restaurant somewhere in the San Antonio area. The **Autocross** will be at the Retama Race Track parking lot #4 which we were able to acquire for this event. A late fee of \$10 will be assessed for late entries.

Please fill in the matrix below for the events you would like to enter. Make your check **PAYABLE TO: LONGHORN REGION, PCA**. Mail to: Ron McAtee, 4702 Bohill, San Antonio TX 78217. Ron needs your check in hand by close of business Thursday, 27 March, 2014 so meal orders and awards procurement can be finalized. Contact Ron with any questions at rmcatee@satx.rr.com or call him at 210-654-6639.

EVENT

COST

QTY TOTAL

| | | | |
|---|-------------|--|--|
| Concours, Saturday 5 April 2014 at Porsche of San Antonio. Judging interiors, exteriors, and trunks only. No engines or undercarriages 7:30-9:00 am Registration 7:30-9:45 am Concours preparation & cleaning 10:00 am Judging begins All Porsches (concours entrants & display cars) will park in separate designated areas Enter at the north end of the dealership and someone will direct you where to park your car. | \$25/car | | |
| No charge for "Display Only" category. | \$0 | | |
| Lunch on Saturday 5 April at 12 Noon: Must be ordered and prepaid by Thursday 27 March 2014. Concours awards presented during lunch | \$21/person | | |
| Rally, Saturday 5 April following lunch. Starts from the dealership parking lot on a predetermined route set-up by the Rally Master. First car out at 1:30 pm. | \$10/car | | |
| Autocross, Sunday 6 April 2014. 7:00 AM Set-up and course layout 8:15-9:45 AM Mandatory Tech Inspection of vehicles, registration, and sign insurance waiver 9:45-10:45 AM Drivers Meeting & walk through, cone marking 11:00 Start runs 5:00 pm Shutdown | \$25/driver | | |
| Late registration fee assessed after 27 March. | \$10/car | | |
| TOTAL | | | |

There'll be an overall award for best showing in all events combined. Enter all of them to be in the running



February 18, 2014 Autocross Results

Group 1

| Name | Car# | Model | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Run 6 | Run 7 |
|-----------------|-------|----------|--------|---------------|----------|---------------|---------------|---------------|---------------|
| Berry, John | 327 | 07 Targa | 54.280 | 55.465 | 54.041 | 52.348 | 51.356 | 51.451 | 51.366 |
| Bush, Chuck | 7A | 13 Box | 52.259 | 51.425 | 50.673 | 49.224 | 49.198 | N | N |
| Day, Phil | 24 | 05 911 | 53.512 | 66.015 | 53.674 | 52.754 | 51.981 | 51.514 | 51.865 |
| Farnham, Sherry | 417A | Cayman | 52.453 | 49.913 | 48.889 | 48.938 | 49.992 | 48.760 | 49.003 |
| Fisher, Peter | 15 | 05 911 | 53.383 | 52.997 | dnf | 50.771 | 50.742 | 49.954 | 50.314 |
| Gegel, Brian | x 91 | 914-4 | 57.642 | 56.041 | 55.399 | 55.254 | 54.921 | 54.273 | 53.892 |
| Guajardo, Tom | 717 | 04 GT3 | 49.927 | 49.626 | 47.792 | 48.446 | 48.355 | dnf | 46.753 |
| Henning, Marcus | 52 | 02 911 | 52.922 | 52.092 | 51.265 | 50.395 | 51.246 | 50.956 | 49.751 |
| Holder, Karl | 10 | 01 Box | 51.559 | 50.261 | 50.375 | 49.448 | 48.655 | 76.958 | 48.277 |
| Hughbanks, Matt | x 45 | 06 911 | 59.855 | 53.062 | 50.596 | 50.937 | 54.312 | 1 50.294 | 49.897 |
| Milne, John | 151 | 79 SC | 54.472 | 1 dnf | 51.537 | 1 49.017 | 47.688 | 47.096 | N |
| Robinson, Scott | 18 | 85 944 | 53.276 | 52.429 | 52.329 | 51.918 | 53.775 | 51.854 | 61.175 |
| Schultz, Amy | x 511 | 07 911 | 60.293 | 1 63.907 | 2 53.693 | 51.083 | 53.324 | 51.361 | 53.858 |
| Stubbs, Fred | 23 | Caym S | 52.324 | 52.022 | 50.715 | 50.581 | 49.511 | 49.596 | 48.491 |
| Vandzura, Joe | 11 | Caym S | 55.202 | 52.975 | 53.475 | 52.593 | 51.855 | 51.299 | 51.255 |
| Vriesenga, Mike | 66 | 66 912 | 59.526 | 57.114 | 57.188 | 56.528 | 55.955 | 55.485 | 53.916 |
| Yamaoka, Hawk | 2 | Caym R | 44.423 | 43.540 | 46.491 | 1 46.713 | 1 44.453 | 1 N | N |
| Zettner, Brian | 33 | 914-4 | 52.912 | 53.235 | 57.172 | 1 53.343 | 52.120 | 52.396 | 52.047 |
| Winn, Jeff | 26 | 09 911 | 51.002 | 51.232 | dnf | 48.798 | 48.726 | 49.935 | 47.826 |

Group 2

| Name | Car# | Model | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Run 6 | Run 7 |
|-------------------|--------|----------|--------|---------------|---------------|-----------------|---------------|-----------------|---------------|
| Bibb, Richard | 64 | 08 T | 58.792 | 57.746 | 55.439 | 53.531 | 53.360 | 53.711 | 51.546 |
| Bricken, James | 1 | Box | 49.412 | 48.214 | 47.844 | 47.423 | 46.752 | 52.158 | 3 47.325 |
| Bush, Suzie | 7 | 13 Box | 61.399 | 58.117 | 58.304 | 55.309 | 55.315 | 53.622 | 52.301 |
| Campbell, David | 512 | 07 911 | 47.849 | 1 45.476 | 45.515 | 45.238 | 47.406 | 1 44.254 | 44.081 |
| Crevoisier, Ralph | 6 | 11 C4S | dnf | 57.081 | 55.427 | 52.097 | 51.369 | 51.146 | 52.544 |
| Del Toro, Fred | 27 | Box | 41.670 | 46.284 | 2 44.724 | 1 41.961 | 41.661 | 41.499 | 49.690 |
| DePeralta, Alex | 111 | 11 Targa | 50.928 | 50.477 | 49.475 | 57.294 | 2 49.332 | 48.794 | 50.751 |
| Farnham, Steve | 417A | Cayman | 47.752 | 47.109 | 45.928 | 47.310 | 46.272 | 45.937 | 46.491 |
| Fisher, David | 4 | 90 964 | 63.029 | 61.103 | 59.110 | 58.230 | 55.883 | 54.099 | 52.929 |
| Garcia, Dan | 9 | Carr S | 55.461 | 52.700 | 52.920 | 52.377 | 51.176 | 50.687 | 50.539 |
| Harrell, Pete | 70 | 02 Box | 47.633 | 47.872 | 48.628 | 47.063 | 47.290 | 49.797 | 1 47.759 |
| Mangat, Mandeep | x 16 | Cay R | 55.427 | 52.523 | 51.701 | 51.977 | 53.237 | 1 50.862 | 52.610 |
| Matthews, Mikel | 32 SSM | 914-6 | 47.944 | dnf | 47.841 | 47.424 | 49.985 | N | N |
| McVey, Doug | 8 | 13 Box | 51.216 | 49.870 | 48.609 | 48.823 | 48.136 | 48.863 | 49.111 |
| Milne, Joe | 51 | 79 SC | 49.548 | 49.356 | 47.406 | 46.560 | 46.756 | 48.424 | 47.437 |
| Ogawa, Lester | 12 | Cayman | 47.632 | 48.058 | 47.306 | 47.095 | 46.531 | 45.678 | 46.682 |
| Parkoff, Jon | 31 | 914 | 46.510 | 1 44.923 | 52.672 | 2 44.271 | 44.786 | 45.059 | 44.657 |
| Sanders, David | x 69 | Box | 59.511 | 56.184 | 56.175 | 54.775 | 54.804 | 54.059 | 53.178 |
| Weiswurm, Ian | 17 | 914 | 51.383 | 1 49.344 | 51.059 | 1 48.812 | 51.889 | 1 48.688 | 59.610 |
| Weiswurm, Klaus | 71 | 914 | 48.675 | 48.066 | 49.731 | 48.875 | 48.865 | 49.314 | 48.141 |

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There's a reason the folks at Porsche put so much time, effort, and know-how into making your car fast, light, and nimble. And that reason is... autocross! There is a somewhat apocryphal story about how Ferry Porsche shed a tear when he saw a large field of spotless Porsches being unloaded off of trailers and polished for a Concours. He is reported to have said, "I made my cars to be driven, not polished!" Well, I am sure Ferry was smiling brightly on the morning of Saturday, 8 February. Why? We were flogging his cars pretty hard, around and around the track, finding the limits of the drivers and machines. And, we were having a blast doing it. I can't think of a better way to get a smile out of a Porsche family member.

The Longhorn region is blessed to have a vibrant, growing autocross program, thanks to the efforts of Team Autocross, which includes, among others, Jack Merrell, Bob Jones, Ron McAtee, Linda Bosko, RJ Wilmoth and a host of others who come out to help anyway they can. Jack and Bob show up early (way early, as in oh-dark thirty early) to set up the course with lots of cones. Mike Vriesenga is their usual helper and was out helping as always. Pete Harrell and Richard Bibb showed up early as well, ready to work, and even brought their leaf blowers to help clear the abundant rocks and gravel off the track. Chuck and Suzie Bush tuned that up with the ol' broom method, and marked off the boxes around each and every cone. And thus, thanks to all of that hard work, the track was ready to go.

But getting ready for an autocross is more than prepping the track. Where would we be without Sandy Merrell and Shelley Mathews? In hot water with National, that's where. They did the Waiver Patrol – visiting with each and everyone of us, even the non-PCA visitors just stopping by to see what all the fuss was about, making sure the proper paperwork was completed and keeping an eye on everything. Thanks for doing what needed to be done, Sandy and Shelley!

[BY: JOHN BERRY
LONGHORN REGION VICE-PRESIDENT]

Fred del Torro and Mikel Matthews, along with Ron McAtee, stepped up and did the tech inspection for us, which involves, among other things, making sure trunks and cockpits don't have loose items (like a battery that's not clamped down!) and that the wheels are properly torqued. Fred claimed he needed the exercise but I think he was just doing his part to help get things done. That's a common theme with PCA, people helping out, so much so that some people show up with no intention to drive, just help and watch the excitement. Patricia Broyles did just that while she awaits repair of her car, and so did Harold Hooks. They helped out and wherever we needed an extra pair of hands and their help was much appreciated. Amy Schultz brought out homemade muffins (her grandmother's recipe, baked fresh that morning, no less!) and several people were kind enough to bring coffee, without which nothing good happens, especially when it's a little chilly out (mid-30's before the sun finally, and thankfully, peeked out from the clouds).

Several hours of prep time, lots of coffee, and some muffins later, we are finally ready to go! The way autocross works is pretty simple. Ron McAtee splits us into two groups. The cars in run group #1 line up on the grid, ready to run, and traffic going up to the starter is managed by a grid captain (thanks Steven Farnham!). The starter and race marshals run the cars through the course and the timers make sure the times are recorded properly for each car on each run. Meanwhile, people in run group #2 are out on the track, clustered at strategic locations, watching for unsafe conditions (like a car off the track or dragging cones after taking out a whole corner's worth!). They wave the red flag when something unsafe happens so that the race marshal can stop traffic and fix the situation. Super important job! They also replace all the cones that get knocked over and generally keep eyes on the track to ensure everyone's safety. The payoff is, when group #1 gets done running, it's their turn to drive and let group #2 work the track. It's a mutual aid society kinda thing! Corner workers alert timing about cones that get knocked out of their little box (each one is a two second penalty!). At the end, we stack and load cones, break down the

timing setup, police the area, and then bug out in time to have a nice afternoon doing all the other things that get in the way of autocrossing, like chores and errands!

Bob and Jack always devise something interesting for the track and this time was no different. They made the most of our space by including straights (or mostly-straights) that let us build up some speed, with some tests of our driving acumen, like a decreasing radius turn to get us set up for a lone cluster of cones in the center of the track that we had to apex properly in order to make the narrow gates that followed. Then, a nice sweeping right-hander, a slalom, and a little chicane to end the course. Or something like that. Memorizing the track is something I am still working on. Taking the scenic route, that is, going off the intended track, results in a DNF (did not finish) but does lend some variety to the morning. It was a fun course and certainly tested our cars and our driving skills – just what Dr Porsche would have ordered up for the day.

Our cars ranged from race-prepped Boxsters and 914's to a beautiful vintage, stock 1966 912, and everything in between, including late-model Turbo S cars and a front-engine contingent. The results are included with this article but they don't tell the whole story. Sure, we catalog the times, and the FTD (fastest time of the day) for women was claimed by Sherry Farnham, with Amy Schultz and Suzie Bush hard on her heels. Fred del Torro took FTD for the guys. However, Yamaoka (Yama) Hawk, David Campbell, Jon Parkoff, James Bricken, Tom Guajardo, Pete Harrell, and many others were also super fast and it could have gone differently – as racing sometimes does. Of note, Lester Ogawa turned in a blistering time in his new-to-him 2012 Caymen. He's obviously a great driver, but I'm betting it was the tires and wheels that made all the difference. That's an inside joke. We are blessed with some avid autocrossers who love to drive and have the cars to make it happen.

Just as importantly, or, in my opinion, more importantly, are the vast majority of us (me included!) who have street-stock cars and are novice drivers, just out to have a good time and enjoy the cars in the way Porsche intended. I think the other FTD (funniest time of the day) was even more hotly contested – I saw a grin on just about everyone's face at one point or another. We all learned something about our cars, ourselves, and each other. Fun, fellowship, and driver education – that's really what it's all about.

Jack Merrell may be the “driving force” behind our motorsports program (pun intended) but without everyone pitching in the help, it can't happen. So, don't be shy – you are not going to drive slower than me, so don't worry about it! Bring your car out and join us next time. The next autocross is part of Fiesta Challenge weekend, and will be held on Sunday, 6 April. You'll be amazed at how much you enjoy yourself and how time flies when you are having fun on the track. As Steve McQueen says in Le Mans, “Racing is life. Anything before or after is just waiting.” **LH**





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[BY: ROBERT CADENA]
The cota experience was awesome.
 This is one of the best tracks in the world and I had the privilege to drive it. I had a porsche gt driver with me for 1 session and the ferrari president of the Ohio chapter drive with me for 7 sessions. I improved my lines and times dramatically. I also spoke to Bruce Knox at the track and he said Friday cota signed a contract for pca to drive on May 2-4. Terry Collins also drove the track.



Participation

[BY: STEVE FARNHAM]

Wow! The new year started off with a bang. Participation from Longhorn Region members is at an all-time high. The January drive was so successful that it was split into two groups. The February autocross had 40 participants. The most recent Roundup reported 538 members. So, it's no surprise that participation is way up!

Higher participation means more opportunities. More opportunities equal more fun. More opportunities equal more variety. Not interested in autocross or high performance driving? What's stopping you or any other members from scheduling a drive to a local winery, a ladies only trip to a shopping center or a trip to the symphony?

Speaking of participation, it doesn't look like we'll ever have a Porsche Parade within a day's driving distance. This year's Parade 2014 is in beautiful Monterey, CA. I know, at least two days of driving time, just like the last 3 years.

Parade offers opportunity, plenty of opportunities. There's a Concours, an autocross, a rally, tours and more tours, banquets, Porsches and Porsche people everywhere, golf (Pebble Beach anyone?), sightseeing, wineries, and much more (just ask the Chamber of Commerce).

Registration opens April first (no foolin') so check out the website (link is on the Longhorn Region website).



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