

JANUARY - FEBRUARY 2016

The Roundup

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24 HOURS AT DAYTONA

GT4 FOLLOW UP

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News & Notes

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

Feel free to contact me with any questions or feedback.

Holly Sanders, Longhorn Region Roundup Editor

Send articles and photos to holly_sanders@mac.com

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"He's been working on your car for 4 hours. However, 3 of those hours were spent taking selfies with it."

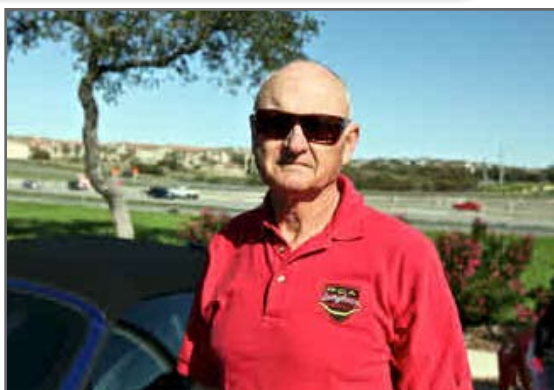
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on the cover

Longhorn Region members line up for the first Austocross of 2016 at Fiesta Texas

PHOTO BY: KENT NABARRETE

roundup

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Longhorn faithful gather to help a great cause



CHUCK'S CORNER

[BY: CHUCK BUSH,
LONGHORN REGION PRESIDENT]


I hope everyone had a wonderful holiday, and is ready for a new year! It sure got off to a great start with the PCA holiday party and thanks again to Jack and Sandy for all their efforts in setting up such a special event. Our club out did itself in supporting the Marine Corps Toys for Tots program with over 100 wonderful toys donated by our members.

As we look to the New Year, we are so fortunate to be able to drive our Porsches year round. As a result, the Longhorn region has events spread over all twelve months. Our first driving event is a scenic tour on the 23rd of January, followed by an Autocross on the 13th of February. Make a New Years resolution to get out and try something different this year.

Speaking of different, I am happy to join the Longhorn region PCA board this year. As you know, our club has had a very dedicated leadership team and Mike Matthews and I are excited to join it. Between Mike and I, we have 43 years of experience as members of PCA and hope to share some of that with the

Longhorn Region. We are fortunate to retain Jim Hamilton as treasurer, Marcus Henning as Treasurer, Jack Merrell, as past President, and the incomparable Ron Mcatee as our membership chairman.

As you know, volunteers are the engine that makes the Porsche club run. Thanks to our great team of volunteers, we have a bunch of great events planned for 2016. Monthly membership meetings, almost monthly track or autocross events, Fiesta Challenge, and much more. If there is interest, we are also looking at Time Speed Distance rally program, and running a tech session. We are always looking for ideas for events and venues, so please let us know if you have any suggestions to make your club membership even more rewarding.

Please look at all the upcoming events, and mark your calendar. It's going to be another great year to be a member of the Longhorn Region PCA. 

Check Out our Longhorn
Region website for more
information!

longhornpca.org

Upcoming Events:

Dinner Meeting

March 3 @ 6:00pm

Longhorn Café, 17625 Blanco Rd

Track Day at Harris Hill

March 19

Contact Ron if interested

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Longhorn Logo patches	\$4.00 ea
Longhorn Logo decals	\$2.50 ea



Caps inventory:

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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



Membership Report

As of January 16, 2016

Primary members	392
Affiliate/Family members	<u>199</u>
Total:	591

New Members

Wachter, James	2006 Red Cayman
Bovenzi, Luke	2002 Silver 911 Carrera 4 S
Amaker, Chris	2016 Rhodium Silver Cayenne
Henderson, William	2015 Agate Gray Metallic Cayman S
Nabarrete, Kent	1979 Mocha Brown 911 SC
Moser, Robert	2006 Silver metallic 911 Carrera S GT
Yates, Kevin	2010 Arctic Silver Cayman S
Morawiec, Peter	2014 Blue Carrera 4S
Jackson, Douglas	2011 Silver Carrera S Cab GT, Coco Top
Murray, Zach	2008 Black Cayman
Rawlins, Terry	2016 White Cayenne S, E-Hybrid
Blasig, Robet	2008 911 Carrera S
Gonzalez, Gerard	2007 Black Carrera Targa
Hutchinson, Brian	1965 Silver 356C
Ernst, Ron	2014 Black Boxster S
Upton, Chris	2013 Panamera GTS
Bullard, Don	2014 Black 911 Carrera
Wantuck, Adam	2005 Black 911 Carrera S

Welcome to the Longhorn Region PCA

PCA Anniversaries

50 years
(1966)
John Young

30 years
(1986)
Andrew Montoya

5 years
(2011)
John Binion
Constantine Sgagias

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MOTORSPORTS *Tidbits*

[BY: JACK MERRELL, LONGHORN PAST PRESIDENT]

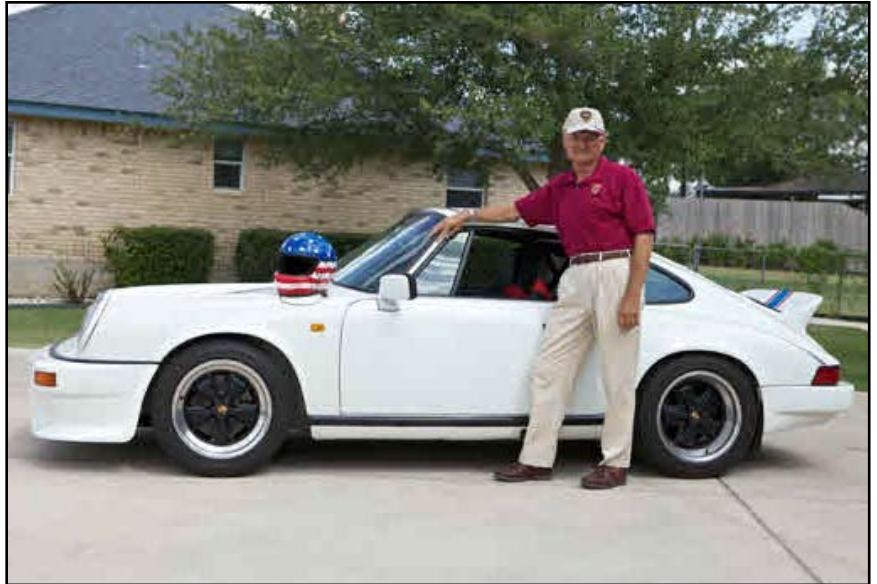
The weather is wintery and the holidays just over so its time to start thinking about the spring and our first autocross.

I hope everyone has had a chance to read the article in the December Panorama titled "Guide to Autocross" as there are some good tips, which I will summarize in three brief statements. First, know the course, second, have a plan and thirdly drive smoothly.

Wow, sounds simple and it is if you will discipline yourself to follow these guidelines.

The first one is know the course. You can best learn the course by walking it and I mean more than once. The first time through is to get the general layout and the flow that the designer set up. The second time through you should frequently turn around and look at that portion of the course you just walked through. You will get a different prospective of the layout. The third and fourth time you walk it, you should walk it, as you would drive it. That means walking it as best you can on the line you plan to drive through the various gates, turns and slaloms. Then in our autocross event we give you a "freebee" and that is a non timed practice run. Drive it at a moderate speed so as to drive the course correctly. It does no good to waste this free run by driving quickly and getting off course. At most autocross events by other clubs you will not get this free run so you will be smart to drive your first timed run at a moderate speed to learn the course. It does look different from behind the wheel.

The second point, is to have a plan. Your plan should be developed as you are walking the course the third or fourth time. The plan not only involves how you are going to take a gate, turn or slalom BUT, should also include the points that you will brake or come on the



power. Of course if you then don't follow and revise the plan as you make your runs you can't expect to improve. Simply said!


Lastly, drive smoothly. As an old German race driver told me many many years ago you should drive as if there is a raw egg between your foot and the accelerator and brake and the last thing you want is to have to clean up the mess. We don't shift that much in our autocross events but he also told me that when you shift visualize the shift lever as a wet noodle and thus select the gear smoothly don't force the gear. People that have earlier Porsche cars with 901 or 915 transmissions understand this all too well. So, smoothly, in practice that means to apply the brake, if needed to smoothly slow the car so you can drive the turn, not skid the turn. The front wheels need to be rotating (rolling) for the car to turn. If you have reduced your speed so you can smoothly drive the turn you will be able to get on the power earlier and exit the turn FASTER and thus reduce your time to the next challenge.

Coming on the power again should be done smoothly, not by jamming the accelerator peddle to the floor. My technique is as soon as I come off the brake pedal my foot goes to the accelerator and a

begin slowly depressing it so that as I pass the apex point I am close to being in the power band of the engine for the gear I'm in and I continue adding power. The worst place for your right foot is neither on the brake or the accelerator because then the car is in control not the other way around.

My goal is simple, I want to keep the car in balance at all times. In balance will be especially noticed in a long slalom where you are quickly changing direction as you negotiate the line of cones. Guess what, you will see some longer slaloms this year in our autocross events.

In summary, know the course, plan how you are going to drive it and execute that plan by driving smoothly. I can assure you the result will be constantly faster times and broad smiles on your face. By the way driving smoothly will not only make you quicker but a better drive on the street because you will keep the car balanced and thus be able to react better to the unforeseen obstacle or challenge. See you at the next event, smarter and quicker.

A Cayman GT4 Clubsport in the first race ever for the GT 4 took a respectable third in the GS class at the Continental Tire Challenge race at Daytona behind two Mustang 350 R's that had far more power. The CJ Wilson team based out of Austin Texas were but seconds behind the leading Mustang as the checkered flag fell. In the ST class Eric Foss drove the number 56 base Cayman to a first place finish followed by another Cayman. In the ST class the Caymans are using the 2.9 base Cayman engine. A great start for PORSCHE and the Cayman in the first race of the year. 



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24 Hours at Daytona

[BY: STEVE FARNHAM]

We attended the 2016 Rolex 24 Hours at Daytona last month. Previously, we had visited Daytona Speedway during the Roar before the Rolex and decided at that time we wanted to come for the actual race. A few years later and air fares at a bargain basement price, we booked our flight to Orlando, only an hour's drive to Daytona Beach.

There are a variety of ticket options for the Race and we opted for the more expensive Rolex lounge, just in case the weather wasn't ideal. The ticket gives you the option of lounging indoors or sitting outside in the grandstand seats high above the finish line on the main straight. From high above you can see the entire racing circuit or just go inside and watch the race on TV without all the noise. We did a little of both.

This year marks the opening of a significant renovation at Daytona Speedway. We were among the first to experience their upgraded facilities and they certainly are nice. Included in the price of a Rolex Lounge ticket was lunch on Friday, breakfast, lunch and dinner on Saturday

and Sunday brunch, plus an open bar. It was truly a first class operation and the food was great! Since we paid less than \$400 for round trip airfare from Austin to Orlando, we rationalized spending extra money on tickets and felt the Rolex Lounge experience was worth the price of admission. However, there are numerous other low-cost options for attending the race.

The infield is where it's at during the 24-hour race. First, that's where you'll find the Porsche Corral. The place is packed with 190 Porsches (maximum number they can pack in the allotted space), their owners and many other Porsche enthusiasts like ourselves who either flew in or couldn't get parking space in the corral. We saw



Zone Rep, Lynn Friedman, during our Friday visit and took a few pictures of the beautiful Porsches parked there. The infield is filled with many other things including campers, food vendors, merchandise sellers, the Fan Zone, the amusement park complete with Ferris wheel and of course the pits and parking garages for all of the race cars. A quick word about camping! You can pitch your tent or park your motor home in the infield. But it rained heavily the day before we arrived so you can imagine what the camping area look like, wet and muddy. I remember the last time we camped out in a tent and it rained. I woke up and rolled over into an ice cold puddle of water. So, you can pick camping as the low cost option for tickets and housing but beware; the weather in Florida in January can be fickle.

The primary reason I wanted to go to the Rolex was not to see the feature attraction, the 24-hour race, but instead to watch the Continental Tire Series race on Friday. The race featured

the debut of the GT4 Clubsport with two teams entered in the GS class and a large number of Caymans entered in the St class, including my friend, Eric Foss, who races in the #56 Cayman with Jeff Mosing, an Austin-based team. Naturally, I took lots of pictures of these cars as wandered through the pre-grid area. The race was exciting especially since Cayman GT4s led a large portion of the race and finished 3rd in class. Not bad for the very first race, a podium finish! What was really exciting was watching the #56 Cayman move up through the ST class from a 5th place starting position and take the ST class win. The Caymans almost swept the podium, finishing first, second and fourth. So, the weekend was off to a great start. By the way, the fickle weather was gone and it was beautiful spring weather all weekend.

The Rolex race is quite an experience and I definitely think you should plan to attend one. We arrived a little later than planned but stopped



by the Lounge for a late breakfast. Then we headed down to the Porsche Corral and wow, what a surprise. There were a lot of cars in the corral on Friday but when we got there Saturday every square inch was occupied by Porsches....what a great sight to see. During the day many guest speakers stop by the Porsche tent. There was a guy giving a talk on the virtues of motor oil. I think he was the Mobil One representative. Drawings were scheduled, including a set of tires to be given away by Michelin. We had other things we wanted to see and do so off we went.

The Rolex is very fan friendly and they allow all of the fans to do a Grid Walk so we went to pit lane and got in line. And what a line it was! You can see from the pictures that there were people everywhere. There was quite a lot of pageantry as the announcers introduced the drivers of all of the cars entered and they rolled the Prototypes on to their starting positions on the grid. Finally, it was time to start the race so all of the fans were shoed away to their seats and the race started. Twenty-four hours is a long time to race let alone watch a race. We opted to take the easy approach. We watched until it got dark, then headed back to the motel and got some sleep so we could head back the next morning and watch an exciting finish. The finish turned out to be very exciting...if you were a Corvette fan. The Porsche 911 RSR couldn't hold off the two yellow Corvettes during the last hour of the race and they ended up crossing the finish line in a virtual tie with the Porsche finishing third. Thus, ended our first trip to Rolex 24 Hours of Daytona! If you haven't been to this race, you should think about scheduling a trip to Daytona Beach at the end of January some year. LH





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Driving with the Eagles

[BY: MIKE VRIESENKA]

As we have for many years, Lone Star 912 members and other air-cooled Porsche owners from Central Texas met on Saturday, January 16, 2016 for a drive and lunch to kick off the New Year. While there may be no such thing as “bad” rain in drought-plagued Texas, Saturday’s rain was heavy enough to make a mess of the cars but too light to help the trees. The Porsches from Austin wore a ghostly veneer, covered in white “mud” from driving a backroad past a quarry.

After meeting in Burnet (that’s “burn it,” durn it, learn it), classic Porsches roared their way up FM690 and RR2341 towards the Canyon of the Eagles resort. Drivers and passengers enjoyed glimpses of Buchanan Lake between dips into valleys and swings around hill sides. The highlight was the fast curving descent from the cleft between Spider Mountain and Cedar Mountain then up, up and around White Bluff. It was the kind of driving that makes owning a vintage Porsche worth the busted knuckles, greasy fingernails and Stoddard parts bills.

Lunch was a relaxing conclusion to an invigorating drive. The Overlook Restaurant frames expansive views of Buchanan Lake between massive stone pillars. The smell, sound and warmth of oak logs roaring in the fireplace banished thoughts of the rainy morning. The staff was well prepared, the food was tasty, and the conversation flowed amicably. The skies cleared so that after lunch folks walked the grounds and enjoyed the lake vistas. As an exclamation point to the day, Chuck and Susie Bush spotted some of the eagles promised by the name of our destination.

It may have started with a “bad” rain, but the 2016 January Roundup was a good Porsche day. 

Photos Above: (Left) Three 912’s parked in the sun. The silver is a 1969, the red one in the background is a 1966, and the red one in the foreground is a 1968. (Top Right) Chuck in front of his 911. There is a 67 911 beside him, and a 912 behind that. (Bottom Right) Susie Bush’s photo heading north on 281 in the rain.

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GT 4

FOLLOW UP

[BY: JACK MERRELL,
LONGHORN PAST PRESIDENT]



In a previous “Round up” I wrote about my first impresion of the Cayman GT 4 as I had the opportunity to drive one on the track and skid pad at Porsche Cars North America headquarters in Atlanta. As those that read my comments, you may remember how impressed I was with the car.

Thanks to the support and efforts of the great people at Porsche of San Antonio I was lucky enough to get an allocation and my Sapphire Blue GT 4 has now arrived. In the brief several days I have driven this outstanding PORSCHE on the streets and highways, I am even more convinced that PORSCHE designed and built an absolutely fantastic dual personality vehicle. The car the Cayman was always hoped to be. Remember Dr. Porsche was always in favor of a mid engine platform as the ultimate performance car.

As easy as the GT 4 was to drive quickly on the track and have very balanced handling on the skid pad, it is equally comfortable and pleasurable to drive on the street. I still rank its shifter and transmission right at the top of any I have used in over 60 years of driving. The gearing is a great compromise between the shorter gears of a GT 3 and gears optimized for the street. They did it right.

The suspension which is taken straight from the GT 3 is outstanding, and equally at home on the track our bumpy streets. To be more exact the front is straight off the GT3 and the rear is specially designed for the GT4. This allows for lots of suspension adjustment to better balance the car for its use. A close look underneath the

car reveals how the chassis was re-enforced over the normal 981 Cayman to handle the increased power. The ride is comfortable, yet firm and thus suitable for long distance cruising or more spirited driving.

The cabin is cozy, yet roomy and not as confining as the older Caymans. The visibility, while never bad in the 987, is better and the sound deadening excellent. Don't get me wrong, when the gas peddle is depressed you can clearly hear the wonderful sounds of that 3.8 ltr. 385 horsepower engine mounted where it should be in the middle. Unless you are hard on the throttle, conversation and listening to music is easy as outside road noise is minimal for a sports car.

I chose the Lightweight sport bucket seats in our car and they are outstanding. More roomy and comfortable than the ones in our 987 Spyder which I thought were great. While they do not recline the rake angle is perfect. They do move for and aft and have a power function to raise and lower them for various height drivers. Absolutely the best seats for my bad back. Maybe a little harder to get in and out then normal seats but once in they are comfortable and very supportive for even long trips.



The rear trunk is slightly smaller than in previous Cayman models but that is the compromise for the slightly enlarged cockpit. there is still plenty of room in the rear trunk and the front one will gobble up lots of "stuff".

The GT4 is not a GT3 although, on all but the most "horsepower" designed long tracks it will be only slightly behind its bigger and more powerful cousin and it is more palatable and honestly more enjoyable to drive on the street, especially in traffic or for long distances as the shifting is easier, the ride is smoother and at cruise, it is quieter.

I will also say it is easier to drive it quickly then a GT3 as it is better balanced and does not have the brute horsepower or shorter gearing of the GT3. Do I want to give up my GT3, NO! and my wife agrees BUT the GT 4 is the real deal and truly a fantastic product that I feel very lucky in owning..... and planning to keep for a long time. LH

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Pictured: The Berry Family with Wolfgang Porsche

A Tale of Two Hats...

(with my apologies to Charles Dickens)

[BY: JOHN BERRY]

***I** was the best of hats, it was the worst of times. OK, this story is not actually about hats. Not really. There are hats involved but it's really centered around the people, memories, and stories that go with those hats and how I found some redemption with some help from the folks of PCA. Once again, it's not just the cars, it's the people. And the memories.*

This story starts out at one of Jack Merrell's famous potluck picnics, must have been 2010, and the after-feasting tradition of handing out door prizes. We were lucky enough to get a hat that Jack had picked up at the Parade that year (St Charles). I was very grateful for the gift since most of my hair has abandoned me and I'm always on the lookout for a hat to protect my bald head. The hat was black and unique in that it had that "P in a triangle" Porsche symbol on the front, as well as "Porsche" on the side and some identifying words on the back about the St Charles Parade. We had not seen one of those before. Jack and Sandy were the only folks from our region to go to Parade that year

so no one else had one like it! I was really smitten by the symbol on the front because it marked the hat as a Porsche product in a subtle way that only the insider faithful would recognize. The triangle pointed down with a P in the center is the "stamp" logo that Porsche uses to mark official new and replacement parts. It's their watermark! (Note - I originally thought this was Porsche Design's logo but Paul Gregor gave me the right story, more on that to follow...) We brought our new uniquely Porsche hat home and placed it on the hat rack, where it quickly fell into frequent rotation as either father or son headwear for Porsche events.

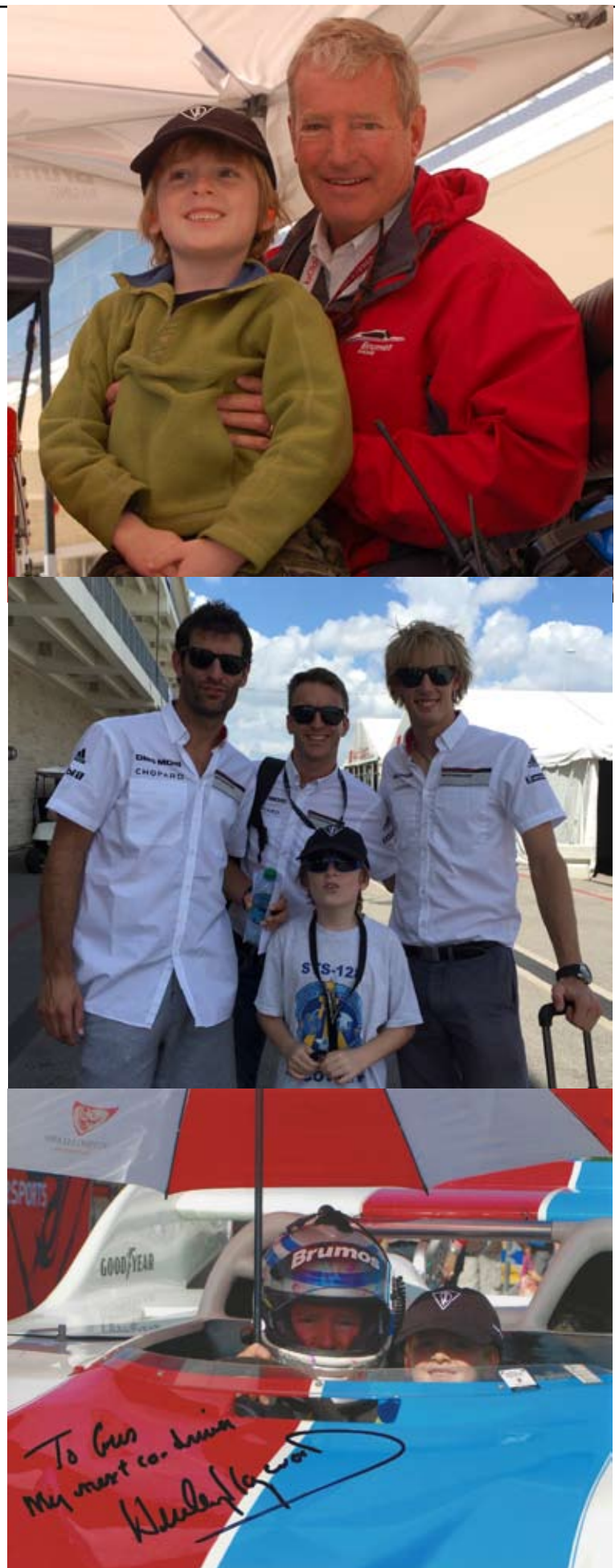
In 2011 the Berry family moved out to San Francisco for the year so I could do some more training in radiology at University of California San Francisco. The big Porsche events that happened that year were Rennsport IV and the Porsche Race Car Classic (PRCC) and we were lucky enough to attend both since they were held just south of SF. What a blessing! And the hat came with us. To paraphrase Frosty the Snowman, there must have been some magic in that old black hat because at the PRCC we were lucky enough to have lunch with Dr Wolfgang Porsche and his entourage, which included Hans Herrmann and Eberhard Mahle. Crazy. I was wearing the hat that day and have a picture with Wolfgang to prove it! Jerry Sienfield tried to muscle in on the action but he and his friends had to sit at another table.

Gus and I were sharing the hat that weekend and both of us enjoyed the good luck it brought us because when it was his turn to wear it he got to meet Hurley Haywood and sit in the Brumos 917! The cars were lined up for some track time during Rennsport IV and we just happened to wander by at the right time. We happened to catch Hurley's eye and he motioned for Gus to join him. It was nice of Hurley to invite Gus into the 917's cockpit for some seat time. A couple of years later, when I was deployed, I sent Brumos a copy of the picture with a request for Hurley to autograph it so I could give it to Gus as a Christmas present. He graciously personalized the picture and Gus was thrilled. The hat came in handy a few years later when we met Hurley again at COTA and he recognized Gus (and his hat). We got another picture and another great Porsche father& son memory.

The hat came in handy on our most recent trip to COTA for the Lone Star Le Mans. It was sunny and hot and Gus was sporting his special cap when we happened to come across the 919 team of Brendon Hartley (who kind of has Gus' hair style!), Mark Webber, and Timo Bernhard. They were gracious enough to stop for a picture and a personal autograph session. Perhaps the luck of the hat rubbed off a little on them as well since they went on to win the race and the championship!

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Pictured right: (top) Gus with Hurley at COTA, (middle) Gus with the 919 Team, and (bottom) Gus and Hurley, signed photo.



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Alas, I misplaced the hat during a trip and despite some extraordinary efforts to try and retrieve the lucky cap, and almost having it within my grasp again, it was eventually lost and consigned to history, at least for us. Perhaps it is on someone else's head, bringing them some luck at Porsche events.

Once I came to the realization I was not going to get back the special hat that I had lost, I set about trying to find a replacement. Not so easy. There was no equivalent on ebay or an obvious source elsewhere on the net. So... what to do? I turned to the only two folks I thought might be able to help me find a new 2010 St Charles Parade cap: Jack Merrell, our most recent past-President, and RJ Wilmoth, local Longhorn member and the PCA National Historian, both lent a hand. Jack didn't have another one tucked away in a closet, he had given me the only one he had. RJ didn't have one, either at home or in the National archives. (Aside: If you have not read RJ's interview in the recent issue of Panorama, I recommend you do so – it's excellent!) However, both forwarded my request to various folks around PCA who might be able to help. Fran Palms and Tom Brown from the region that hosted the Parade were fresh out of caps but Tom forwarded my plea to Paul Gregor, PCNA's manager for Porsche Clubs North America. Paul was sorry to report he didn't have one either. He's the guy who designed the hat so if he didn't have one... I was out of luck! Or so I thought.

If memory serves, I've meet Paul Gregor briefly at a Parade or maybe Rennsport IV, somewhere along the way. I barely remember it and I know he doesn't remember me. Didn't matter. He was determined to

help me in any way he could and generously offered up two examples of a very similar hat, with the same "P in a triangle" on the front to mark it as an official Porsche product and a great slogan on the back, "A Porsche Original". He was traveling in Europe at the time of our email exchange but directed his folks to send along two hats. These arrived, very appropriately, on Christmas Eve. Santa dutifully delivered them, one to Gus' stocking and one to mine.

Christmas morning we found our hats and I told Gus the sad story of how I lost his "lucky" hat, and how I had managed to replace it with the help of the great folks in PCA and PCNA. He shrugged it off as only a 9 year-old boy can and was thrilled with his new hat. We wore them to celebrate the successful Team Berry spark plug change in Fiona, The Little Blue Targa, and look forward to making many more Porsche memories with our matching headwear. All thanks to Paul Gregor and PCNA! Proving once again, it's not just the cars, it's the people (and the hats!). 🚗

Pictured right: Gus with his Hat





Longhorn Faithful Gather to Help Feed the Hungry


[BY: JOHN BERRY]

“T

ogether we can deliver” is the motto of the national Meals on Wheels (MOW) (<http://www.mealsonwheelsamerica.org>) program and sums up the spirit of the project – working together to deliver a hot meal to seniors in need of nourishment. In San Antonio, Christian Social Services (<http://www.christianseniorservices.org>) is the agency that makes good on that promise to our elderly. Last year, they delivered nearly a million meals to homebound seniors in Bexar County. MOW’s efforts helped your neighbors remain healthy and independent, providing food as well as companionship and a safety check. Their signature fundraising event every year is called “Party in the Pasture” and it is a Texas sized, cowboy-themed event full of family fun and an amazing silent auction.

LONGHORN REGION faithful gathered on a sunny fall day at the Party in the Pasture 2015 event, to lend our support to this worthy cause. Marcus Henning, Secretary for LHR, and John Berry, past Vice President, teamed up with Susie Walker-Atchison of Christian Senior Services, a nonprofit organization that supports Meals on Wheels and other services for senior residents of Bexar County.

Marcus and John staged a Porsche parking corral during the event and promoted ticket sales among LHR members. “As the PCA saying goes: ‘It’s not about the cars, It’s about the people’ who support important organizations like MOW,” reported Marcus. The hundreds of visitors to the event admired cars spanning the decades from air-cooled 911s to the latest Boxster and Turbo S models, while everyone enjoyed the live country music, cowboy comedy entertainment, and BBQ. Longhorn members banded together to contribute \$750 to support senior and Alzheimer patient services.

“This was our first year supporting Meals on Wheels and we are pleased to lend a hand to such a worthy cause,” reported John. The region plans on building upon this year’s success with an even larger assortment of cars for the corral and further support for MoW. 

Pictured Above: Marcus Henning (left) presents a contribution to Susie Walker-Atchison in support of Meals on Wheels on behalf of the Longhorn Region.

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