

The

Roundup

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MAY - JUNE 2017



INSIDE

LONGHORN REGION TURNS 55

MACAN ROAD TRIP

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EDITOR'S NEWS & NOTES

HOLLY SANDERS



Happy Summer Ya'll! The hot temperatures sure snuck up on me this year. I am enjoying summer and all my free time. What I am most excited about is my upcoming trip to Germany. I'll be heading over for 2 weeks in July.

Being in Porsche Club is a pretty great thing, especially when you connect with members from accross the world. As I'm putting together this magazine, I was choosing a cover photo, which led me to email Michael Osborn, who is actually living in Germany and a former member of Longhron Region. Michael and his wife will be moving back later this year. As I got talking to him about his excellent photos and experiences at Nurburgring, I told him of my upcoming travels. Michael told me about so many great places that I needed to go while I was there. He also was kind enough to send me an email with a list of attractions.

Thanks again to all for making our region the greatest and always being willing to share your amazing experiences and travels!

Now it's even easier for you to keep in the loop and stay up to date with all we have going on in the Longhorn Region. Our new app allows us to communicate with you better than ever before, you can even receive notifications from us for all the latest happenings! Download it today!



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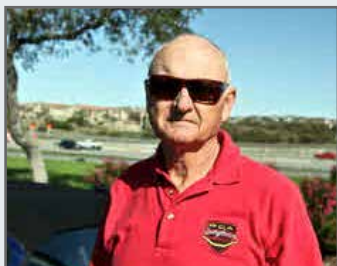
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ON THE COVER



"I've been in Germany for 4 years, the Nurburgring was always a track I wanted to drive, a plus is its only 90 minutes from my home. Currently I have 190 laps on the Nurburgring and many times go up to drive the track, socialize with friends who live there and overall relax." -Michael Osborn
PHOTO COURTESY OF NURBURGRING

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vol. 10 - issue 3
May - June 2017



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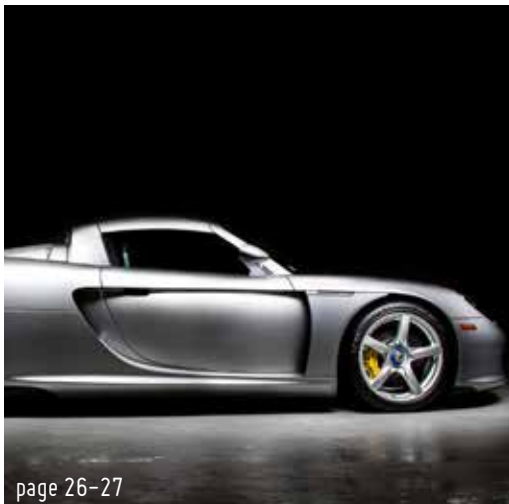
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CHUCK'S CORNER

LONGHORN REGION PRESIDENT



We have had a couple of great events over the last few months, so I hope you had a chance to participate!

Thanks to Sonny Sieffert and Tom Orashan for organizing the drive to Utopia. It was a lovely drive and the Laurel Tree continues to bend over backwards to support our club while “wowing” us with their cuisine! Jim Lowe set up a great drive and lunch to Trattorina Lisina, a new restaurant for our club to try, and with the wonderful location, food, and hospitality, will be on our agenda in the future. Drives continue to be one of our most popular events so if you haven’t been on one, come out and see what everyone is raving about. If you would like to organize a drive, please let me know as we are always looking for new roads and locations.

Our Autocross on Sunday 4 June was a huge success and a definite departure from the ordinary for us. This is the first time we have done an autocross school in a number of years, and it was well supported with approximately 15 people who came out and autocrossed for the first time, and even included a young lady in the Junior participant program. The training included instruction on how to navigate different types of turns on the course.

It was quite the site to see 30 cars out on the course learning how to drive through the different features, and then see folks on their own during timed runs where they put it all together. Everyone learned a lot and had a great time. Thanks to Jack and Ron for setting up a great course, and to our driving instructors- Bob Jones, Mikel Matthews, Steve Farnham, and James Bricken for helping folks learn the ins and outs of autocross.

There are lots of activities planned for the second half of the year, and we are still open to adding more- so if you have any ideas please let us know. We are always looking for new drive routes and restaurants; our best source of ideas is our members! We generally have fewer events over the next few months, but items of note include a Tech day on 12 Aug, and drive in the hill country on 26 August. Please keep an eye on our app or on our website and Facebook pages for updates and more details.

Susie and I are off to Parade in Spokane, WA in a few days and I am really looking forward to hitting the road in our Boxster. There is no better way to see the country than from the seat of a Porsche. In addition to a celebration of all things Porsche, the Parade is also a semi-annual meeting of the the PCA board of directors. The next newsletter should contain all our stories from Parade, travels to and from, and PCA updates from the Board of Directors meeting.

Have a great summer, and I hope you get out to enjoy your Porsche!

- Chuck

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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



New caps: \$10.00 each

The Black caps come with either a Red or Blue trim color sandwiched between the bill of the cap.

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

MEMBERSHIP REPORT

AS OF JUNE 1, 2017

Primary members: 418
Affiliate/Family members: 208
Total: 626



Ron McAtee, Membership Chairman

NEW MEMBERS

Gleason, Tom & Kathie	1972 911T
Mullen, Michael	2014 White Cayman S
Dixson, Rob & Mary	1985 Iris Blue 911 Carrera
Fernandez, Jessica	2017 Sapphire Macan
Hicks, Michael	1982 Wine Red Metallic 911SC
Waring, Lynn	2015 White Cayman S
Wilson, Cleve	2012 Agate Grey 911 Carrera
Anderson, Jeffrey	2017 911 Carrera S
Cain, Mike	2017 Sapphie Ble 911 Carrera S Cabriolet

TRANSFERRING MEMBERS

Vint, Greg	(Maverick Region)	2002 996
Coates, Harold	(Hill Country)	2007 Gray Boxster S

ANNIVERSARIES

5 years Wasif Latif, Michael & Rose Jackson,
James Speights, Andrew & Amy Fisher

10 years Robert Dormer

15 years Robert & Camille Taft

20 years Gene & Tracy Sisk

50 years A.W. & Joyce Knolle



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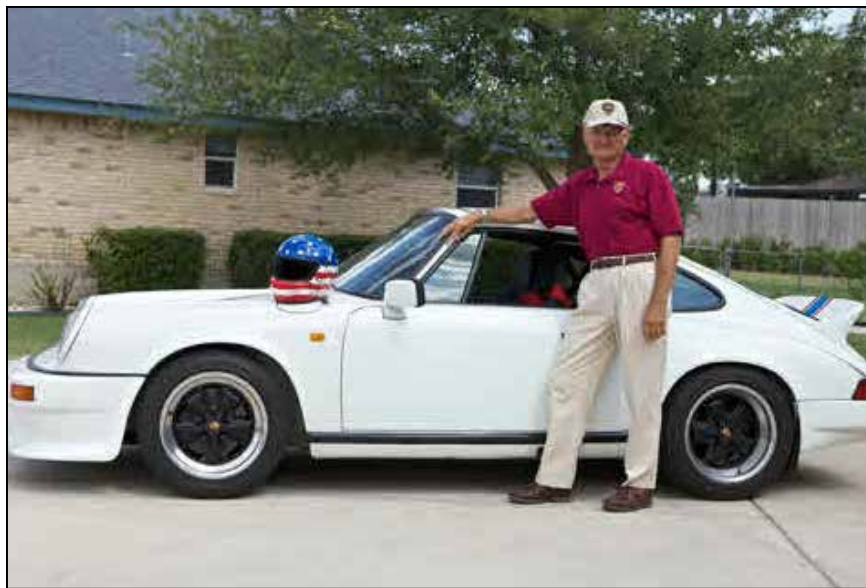
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MOTORSPORTS TIDBITS

JACK MERRILL, PAST PRESIDENT



I have been writing this column for over 7 years and you would think I would run out of ideas. Well, yes I do, but then there is always the need to repeat old topics and that is what I'm doing this month. I'm going to talk about how to quickly drive a turn or where to apex it. First let me define apex. That is the correct point at which you drive the closest to the inside of a turn when driving it correctly and thus the quickest.

Oh, aren't all turns the same and the short answer is NO! There are basically three types of turns and each must be driven differently to get through it the quickest.

The three types or styles are constant radius, increasing radius and decreasing radius. The constant radius is simply a turn that resembles a perfect half circle. The second is increasing radius where the turn opens up on the back side (or get less of a turn). The third is a decreasing radius in which the turn tightens on the back or second half. So how do we drive them?

First let me say a basic rule for driving all turns is to enter the turn as far away from the direction of turn as you can get so as to try and straighten out the turn and get to a point in the turn as soon as possible so you can accelerate out of the turn.

That said, the easiest turn is the constant radius. Assume for discussion all three turns are right hand turns. You should

enter this turn as close to the outside edge as you can (as far away from the direction of turn) and since it is a constant radius your apex is close to halfway through the turn as that will be the point you will start to track out to the outside exit and accelerate so you exit the turn with speed.

The second type of turn, the increasing radius is entered the same way but since the second half of the turn is wider and or looser than the first part you can apex earlier and thus accelerate earlier and exit with more speed. The last turn is the hardest as it is a decreasing radius which means the turn will get tighter as you get into it. To execute this turn the quickest it is VERY IMPORTANT, even more so that the other types of turns to enter it on the outside edge of the turn or for this right hand turn wide to the left and stay there through the first third of the turn. Then turn sharply to the right to execute a late apex (past halfway through the turn) and accelerate out.

The key to each and every turn is to pick and drive to the correct apex so you can accelerate out of the turn and maximize the straight portion of the track or course before the next challenge. You will see each of these turns at the autocross school in June.

I have discussed these turns as right hand turns but the technique is the same for right or left hand turns. Remember first you must understand the type of turn you are facing and then execute the proper technique through the turn SMOOTHLY to drive it the quickest.

My last comment is to study the course before you drive it and have a plan. Drive safe. **LH**

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LONGHORN REGION

55 Year Anniversary

With the Longhorn Region's 55th anniversary approaching in November I thought this would be a good time to take a look back at the beginning, 1962-1969.

■ RJ WILMOTH ■

The Porsche Club of America was started in 1955 by Bill Sholar, a commercial artist in the Washington DC area. His goal from the beginning was a national club with local regions similar to the way the Sports Car Club of America, SCCA, was organized.

The main interest was technical information. In those days there was no national Porsche dealer network. "Foreign Cars", as all imports were called

at the time, were sold through independent dealers who sold many brands side by side. As a Porsche owner you were totally at the mercy of your local dealer. Did he have mechanics and parts for the various brands he sold? Some did, and some didn't. The one below must have known what they

were doing since they are still around today. Brundage Motors shortened their name to Brumos



years ago.

Porsche's factory presence in the US at the time was one representative in New York and one tech rep from Germany, Herbert Linge. From 1950 to 1955 he traveled around the country in a Ford station wagon full of parts visiting independent dealers and training mechanics.

It has been written many times that PCA started in Washington DC and then spread through the country as more people found out about it. That was not the case. If you look at the original 191 charter members of PCA (those who joined before Jan 31 1956) they came from 26 states, DC and Canada. Two were in Texas.

In the first few years of PCA there were groups of members in many parts of the country holding events under the banner of PCA. Only the group in the DC area had actually formed a region, elected their own officers, and was functioning as an independent region the way Bill Sholar had envisioned PCA from the start. That was the Potomac region; they proudly refer to themselves as the Founder's Region.

It took a few years, but by the end of 1957 there were eighteen regions in PCA. The only one in Texas was the Gulf Coast Region, primarily in the Houston area. That region was disbanded in 1960 and was eventually re-formed as the Lone Star Region in 1961. In November 1962 Longhorn was chartered followed by Maverick (Dallas/Ft Worth) in December.



Those three regions covered most of Texas for many years. I don't want to forget one of PCA smallest regions, Llano Estacado, formed in Amarillo in 1966. There are currently Nine PCA regions in the state.

Then as now, if a group of PCA members wants to form a local region the first step is to petition the PCA National office for a charter.

The origin of what would become the Longhorn Region of PCA is a short letter dated June 13, 1962. W.R. Allen writes to PCA National offices in Virginia wanting information on how to start a PCA Region in San Antonio. A number of letters go back and forth for the next five months culminating in a PCA Charter being granted on November 10th 1962 to PCA Longhorn Region. Letters dated prior to the end of October all referred to "PCA- San Antonio Region". After the first letter by W.R. Allen, all others were written

TOP LEFT

The first PCA event. A TSD Rallye, Potomac Region September 1955

BOTTOM CENTER

Brundage Motors

TOP RIGHT

Bill Sholar's 356 in the days of club badges

W. R. Allen
132 Twin Leaf
San Antonio, Texas

13 June 1962

PCA Executive Office
P. O. Box 3025
Alexandria, Va.

Attn: Executive Secretary

Dear Sir:

I am the owner of a Porsche automobile and assigned in San Antonio, Texas.

Since we have no region in this area, I would like for you to send me at your earliest convenience all data, pertaining to starting a PCA region in San Antonio.

Hoping to hear from you in the very near future, I remain

Sincerely yours,

W.R. Allen
W. R. Allen

surprisingly, most of the events and meetings took place in Austin rather than San Antonio.

The year 1967 saw our membership grow to 26, Rallies, Picnics, Gymkhanas at the Austin Raceway and car shows were the activities for the year.

All seemed to be going well for the club in 1968 with a host of new members joining. SCCA races at the Austin raceway were popular events, as was a Wurstfest in New Braunfels. Discussions over raising membership fees and changing Regional boundaries were hot topics this year.

By 1969, membership was now at 38 and No less than 18 races (SCCA Races, TSSCC Gymkhana's, Pro-formula races in Austin and Aqua Festival races) were the events to see and be seen in this year. The fourth annual Wurstfest was a big success and was held in the (then) faraway city of New Braunfels. General membership

by R.H. Mottweiler. W.R. Allen's name is not seen after the first letter, and he is not on the list of charter members in November.

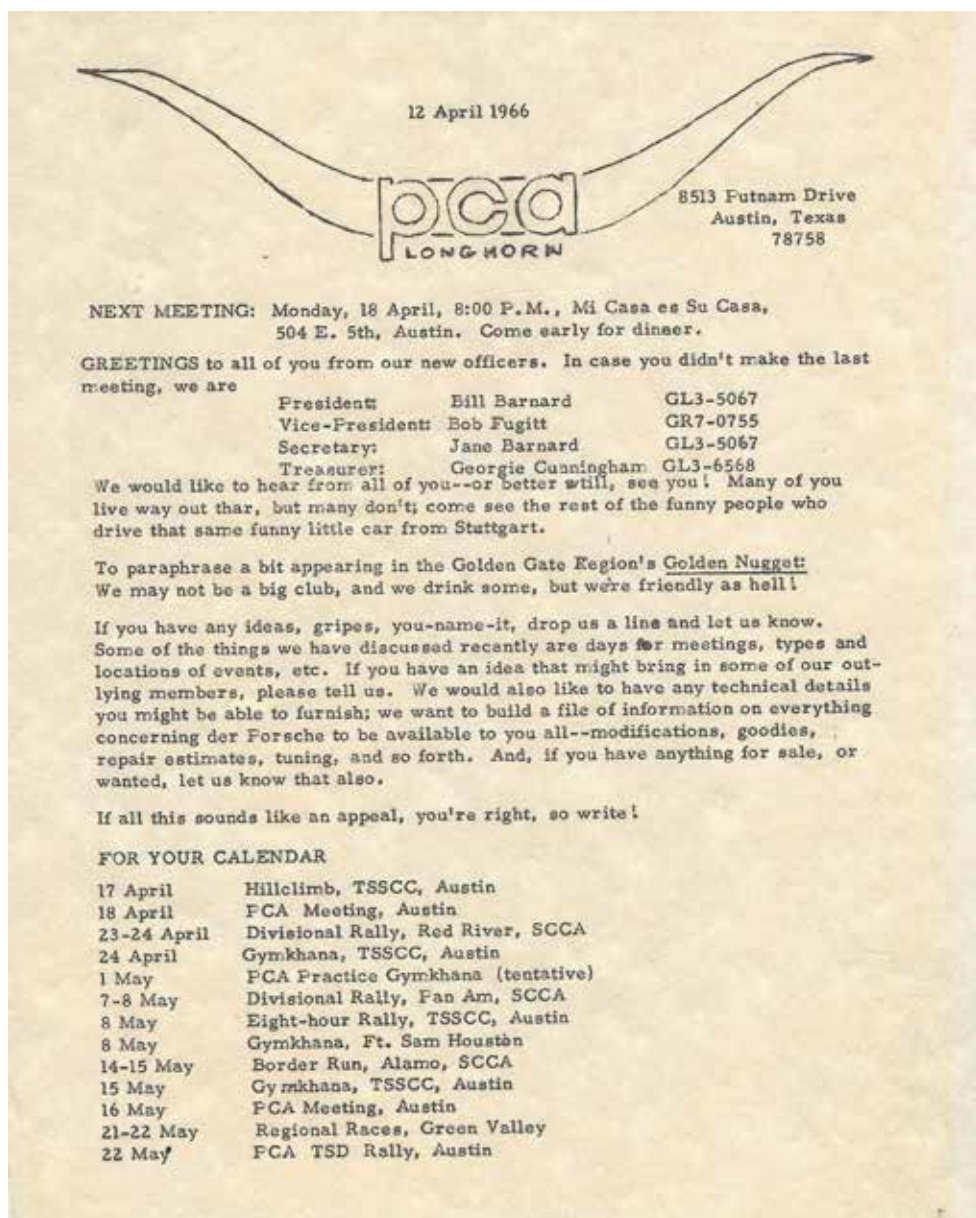
The founding officers were W.H. Turner, Jr. (President), Dr. Herbert K. Eastwood (Vice President) and R. H. Mottweiler (Secretary-Treasurer). Including the three officers there were thirteen charter members. The boundaries of the new Longhorn Region in 1962 were Bexar, Kendall, Wilson, Atascosa, Guadalupe, Blanco, Comal, Frio, Medina and Bandera Counties. For the next 16 years we would be a charter region of the Porsche Club of America before we would


finally become incorporated.

By the end of 1964 most active members and officers were in the Austin area even though Travis County was not part of Longhorn Region. In February 1965 Travis and Hays Counties were added to Longhorn Region's boundaries and the Region's address was changed to Austin.

There is little recorded history of club activity until a newsletter was started in 1966. This first version was a single piece of paper. Later that year it became known as the Porsche Bull or the Bull Sheet. Hill climbs, Rallies, Gymkhana's and pleas for articles were all themes this year. Not





already in his mid fifty's when he started the club. In 1960 Bill took the position of Advertising Manager at the newly formed national Porsche distributor Porsche of America Corporation. He retired ten years later and did what many of us would like to do; Sold everything except an old VW Squareback wagon and moved to the Bahamas! Bill did make it back to the 1979 Porsche Parade where he attended the club's twenty fifth anniversary celebrations. That sounds like a good way to end this story. 

TOP LEFT

Letter petitioning Longhorn Region to join PCA

BOTTOM CENTER

First official Longhorn Region Logo

TOP CENTER

First Longhorn Region Newsletter from 1966

BOTTOM RIGHT

Bill Sholar, PCA Founder, judging cars at the 1974 Parade

meetings were held at Lenzo's Italian Kitchen near intersection of HWY 35 and 290E in Austin.

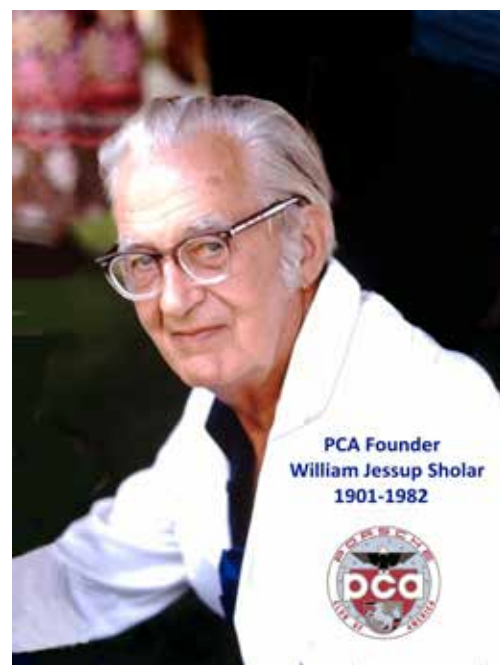
There was no official Longhorn logo in the 60's, that wouldn't happen until 1971. However, the design below was used on the newsletter starting in 1966.

The first official Longhorn logo, shown left, was designed by club member and Austin area artist Gene Mobley in 1971. In the early 2000's Porsche Cars North America asked businesses and clubs using logos that resembled

Porsche's to submit them for approval or change them. Longhorn changed to the current logo in 2002.

The original thirteen members of the Longhorn Region would probably be amazed if they could see it today with over 400 primary members and a total of 600 counting Family and associate members.

Let's go back to the beginning for a moment before I close and see what happened to PCA's founder Bill Sholar. Bill was





to Fiesta New Mexico

A big event was planned by the Roadrunner Region in Santa Fe- their annual Fiesta New Mexico celebration, and this year they were also celebrating their 50th year as a PCA Region.

TOM DRASHAN

Early this year Sonny Sieffert mentioned that the Roadrunner Region in Santa Fe was having their annual Fiesta New Mexico celebration but this year they were also celebrating their 50th year as the Roadrunner Region. A big event was planned. I looked in the Events section of the PCA web page and they had planned accommodations and a reception at the Hilton Santa Fe Historic Plaza, breakfast each

morning, your choice of two of ten drives cruising around New Mexico, a concours, an autocross, a rally, and an awards banquet. This was to take place at the end of May, Thursday to Sunday. Sounded like fun! Judy and I hadn't been to Santa Fe in over twenty years. Plus, I thought, we could zip over to one of my favorite places to visit, southern Utah, and re-visit some of their national parks. So along with the Siefferts and

Rascos, we signed up.

My plan was to take the back roads to Roswell, NM, spend the night and then go to Santa Fe. Our 2017 Macan S is a wonderful car for traveling: quiet, comfortable, roomy, and handles like a sports car (almost). With four days in Santa Fe, five planned in Utah, we packed enough clothes for eleven days. And put in a large and small cooler, camera bags, picnic stuff, food, snacks, and more.

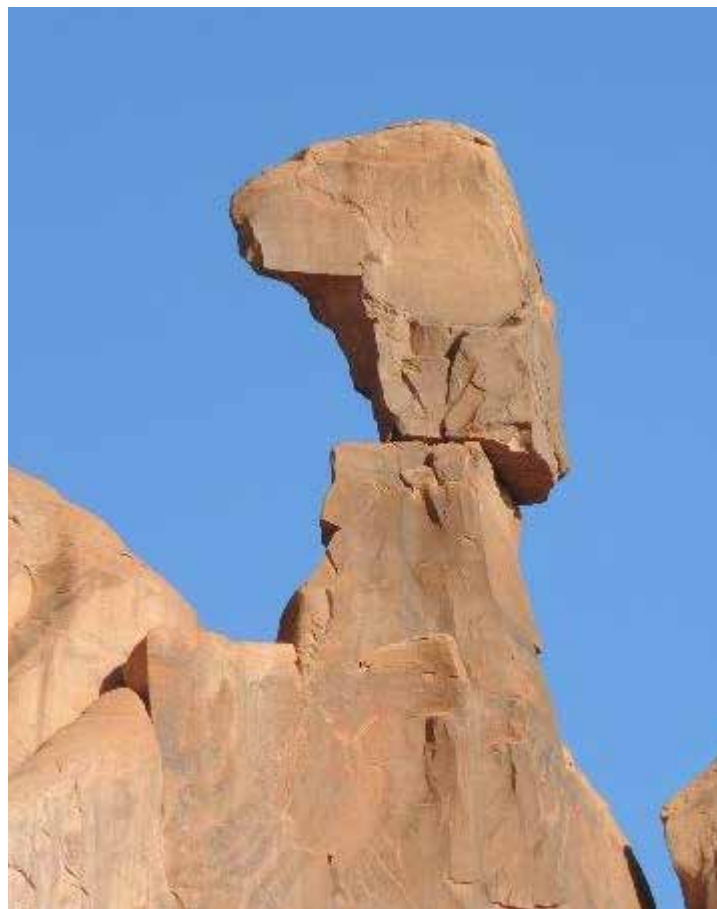
Left out the kitchen sink but there would have been room for one. The drive to Roswell took longer than I thought it would, eleven hours. But we made frequent stops since Judy had just had heart surgery and got a new valve two weeks before. But no problem, the Macan has some of the best seats, perhaps the best I have ever sat in for long travels.

The next day we arrived in Santa Fe. The hotel is three blocks from the town square and at over 7,000 feet elevation, some, like my wife were noticing the thin air. At the sign-in/reception we received a packet with a schedule of the events we had entered, a Fiesta New Mexico 50th Roadrunner Anniversary embroidered gym bag filled with a 50th anniversary blanket, a 50th

anniversary t-shirt with an original Nicolas Hunziker painting on the back specially commissioned for the event. And more, the same painting on a poster, pins, pens, letter opener, local information, and just lots of stuff. There were 106 cars and about 190 Porsche lovers there from as far as California and St. Louis (the farthest) and a few Texans from Corpus Christi too.

The next morning was the concours on the square. I did not enter but had brought cleaning supplies in a bucket and found how difficult it is to clean a car in a parking lot in the sun with the wind blowing dust and sand everywhere. It made me glad I hadn't entered and a tip of my hat to Bill Rasco who did. The city issued a proclamation declaring

it was Roadrunner Region/Fiesta New Mexico Day and closed the town square so all the concours cars could be parked there. Quite a lovely display of Porsches, new and old. That afternoon was a drive to the top of Sandia Peak. The peak is around 10,600 feet and the road up was jumble of curves, switch backs, and hair pin curves with few straight stretches. I was following about a dozen 911s and managed to keep up with them. The hair pin curves had a suggested 20 mph speed, but that's for trucks, not Porsches right? Let's just say the group might have exceeded the suggestion a bit. It was the first time I had ever driven the Macan fast through very tight corners and I was amazed at how extremely well it handled them. I had PASM in



Scenery outside of Santa Fe



Sport Plus and never felt it slide or get out of shape. One of the guys in a new 911 4S noticed I had stayed up with him and said he now was considering getting a Macan. At the top you could see forever and we certainly enjoyed the view.

Santa Fe is a lovely city and all around the town square are shops-jewelry, paintings, pottery, carvings, restaurants, and more jewelry shops. We saw them all during our stay. On one side of the square are Native Americans displaying their hand crafted wares. Judy was especially interested in all that.

One drive that was very interesting was the Landmarks Rally. It was like a gimmick rally with directions instructing you to turn at specific streets and write down the color of the flying pig's wings or name the pictographs on a sign. Around 100 questions to answer and a time limit of four hours. Our route took us through the city to the outskirts, to the suburbs, to the Governor's mansion farther out, to the opera house way out and more. We saw parts of Santa Fe you would never find yourself and

it was great. Every now and then we would see a Porsche coming from the opposite direction and then not see them again. Since we had turned around a few times trying to find answers we had missed I thought maybe that's what the others were doing. But it didn't make sense until the route was explained by the man who set it up. The route consisted of three circles that started around the hotel. Each route took you out into the outskirts and then back close to the hotel. There were instructions for three starting points and sets of instructions to run a route clockwise or counter clockwise. Therefore


making six different routes. No wonder Porsches were coming and going from all directions! We had a great time seeing the sights and when out in the countryside came across a restaurant. So with plenty of time we stopped for lunch. In the rustic restaurant a man noticed my Porsche shirt. He was a local and not part of our group. He said his father owned a Porsche 959. Small world.

The awards banquet was quite nice. Each person was given a playing card and a raffle ticket. After dinner they did drawings, speeches, awards, and more drawings. The first items drawn out of the bowl of raffle tickets were for a men's and woman's Porsche Design watch. Big smiles on the winners. They must have had over several hundred prizes to give away. Besides raffle tickets they drew ten cards from a deck and those of us with one of the cards won a Porsche book, a special and limited edition Fiesta New Mexico hat, and a \$100 certificate for work on your Porsche at the local shop. I returned the work certificate since I figured it was a little too far to drive for a service.



Photos: Tom Orshan

The next day we turned west and headed for Torrey, Utah, which is near Capitol Reef National Park. Another ten hour drive on some rough secondary roads that were handled comfortably in the Macan. A lot of desolate desert was traversed as quickly as possible. Capitol Reef NP has a beautiful display of red, white, and green rock formations. And pictographs from ancient peoples. Then on to Goblin State Park where the red rocks look like red snowmen and goblins and spires or whatever your imagination could think of. Very unique. Next was Moab, UT and Arches NP. Over 2,000 natural stone arches in the high desert make for an intriguing and fascinating visit. Some are over 100 feet long and there are many you can walk up and sit below them. Also near Moab is Canyonlands NP. As the name suggests it's a huge canyon in the middle of flat plains. Very beautiful and the clear air allows you to see very far. We spent several days in Torrey and Moab. One suggestion, these parks, especially Arches, get very crowded when school is out so go before or after summer vacation if you can.

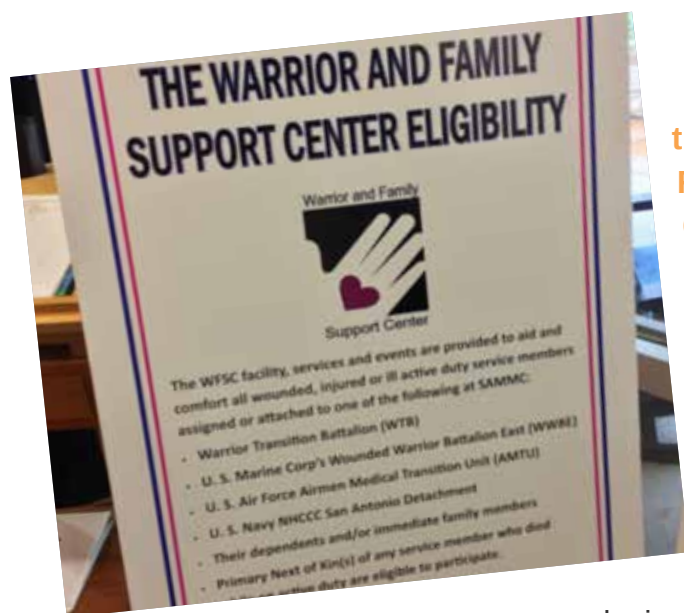
We left Moab and drove back to Roswell (10+ hours) for the night and then home. It was a 2,040 mile trip which we both enjoyed very much. And no small part of the enjoyment was how competently the Macan can do anything you want. Highways, back roads, twisty, curvy, fast, slow, it does it all in competent comfort. It really is a great car and no wonder it's the best selling Porsche accounting for 42% of all U.S. Porsche sales this year. If I had to choose between keeping my 911 or my Macan, I would keep the Macan. 





Warrior Family Support Center

CHUCK BUSH



One of the great things about Longhorn Region's Fiesta Challenge is that we all pull together on behalf of a local charity to help our community. As we have mentioned, this year we selected the Warrior Family Support Center as

our designated charity. Thanks to our member's participation, support from Porsche San Antonio, and individual donations, this year we were able to almost double our donation over previous years.

The Warrior Family support center provides services and events to aide and comfort all wounded and injured active duty service members assigned to the medical center and service transition

detachments. This is a tough time for these service members as many of them are undergoing long periods of treatment, rehabilitation and transitioning out of the military service. As a Joint Base, the medical center services Soldiers, Sailors, Airmen and Marines.

Thanks to your generous support, on 17 May, a small contingent from the Longhorn Region and Porsche San Antonio presented a check for \$9,000.00 to the Warrior Family Support Center. Thanks again for your generosity and support!

LH



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A DRIVE TO UTOPIA

SUSIE BUSH



Saturday, June 3rd, we took a Longhorn PCA drive to Utopia and the lovely restaurant **The Laurel Tree**. The weather was perfect, sunny and cool. The route was smooth, with just enough curves and hills to make it fun for a Porsche. The Laurel Tree has been a Longhorn Region favorite, and they did not disappoint. In addition to greatly increasing how many folks they could support, the meal was wonderful as usual. For those of you that had not been to the Laurel Tree in a while, they now have a large treehouse in the back tree that you can rent and have dinner for up to six. It was an amazing site. We will definitely have drives ending up there in the future.

Thank you to Sonny Seiferth and Tom Oshram for setting it up! 



LIES & FRIES

PATRICIA BROYLES

These are photos from the after autocross "Lies and Fries" luncheon. Lies & Fries is held every Wednesday from 11 am to 12:30 at Houlihans on loop 1604 between Blanco and Stone Oak. Longhorn PCA members gather together, eat fries, and tell lies about our autocross times (Ron's timing records set us straight though). All members welcome weekly!

Kudos to the women who attended the last autocross on June 4... It was the highest number of female participants to date! LH



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Autocross: Planning & Execution

RON MCATEE

Planning for an autocross starts several months prior to an event.

A venue has to be decided upon and once that is done, a contract is drawn up for a specific date or several dates. Execution follows planning. Since the planning is several months prior to an event, we assume there will be fair weather (partly cloudy with a slight chance of rain). Of course, our crystal ball doesn't give us all the information we'd like to allow us to make the decision on a date. We go along for weeks or months at a time still hoping our decision was a good one.

2017 was an unusual year. Our January event was canceled due to heavy rain. The March event was canceled for severe lightning and possible rain so I had to go back to the venue folks and negotiate a new date which was June 4 at Retama. There was again the possibility heavy Rain and severe weather, but as it turned out we only received a few sprinkles. We had to stay with the revised date since we could not reschedule the event. We were nervous about the outcome for the day, but it all eventually worked out.

A normal autocross for us is to

show up, tech inspect the cars, get required insurance waivers signed and prepare for the driving event. The June 4th was a little different since we introduced "autocross drivers training" to the scenario. Jack set-up several separate training areas so folks could see how each type of training when put together in an autocross provides for an exciting experience. As usual, when the "classroom training" was over and folks were asked if there are any question, everyone nods no, and the training moves to the driving portion of the event. And as you might expect, once on the course, there are many questions that come up. Usually, because participants didn't really know enough to ask pertinent questions. I was the same way 49 years ago when I first started auto-crossing. Jack would like to thank all of the instructors who provided excellent support for the event. Additionally, we had our first entry under the new Junior Participation Program (JPP). This program allows 16-18 year old licensed drivers (with their parents approval and signing of waiver documents) to begin their "Porsche Driving Experience".

After training was completed we prepared to get the autocross underway. As I always do, I had split the entrants into Run Group 1 and Run Group 2. To make the event run smoothly Jack Merrell wants at least one experienced corner worker on a corner. From my listing of participants, Jack puts a mix of experienced drivers, new members, and/or experienced helpers, to ensure we have a safe and fun course to use.

After the event is over, everyone helps tear down any equipment that was used, puts it in the club trailer or my car. We clean up the area we used and leave it, usually, much cleaner than we found it. For this reason, we have a very good reputation for policing whatever venue use. Most venues look forward to us returning again in the future. LH



June 4, 2017 Autocross Results

RUN GROUP 1

Name	Car#	Model	Run 1	Run 2	Run 3	Run 4	Run 5
Deats, Jason	47A	Boxster	58.546	48.477	49.597	1 47.542	46.81
Mancera, Nelly	52-1	911 C4S	89.577	89.751	78.7	74.995	72.182
Broyles, Patricia	996	911 Cab	62.713	55.157	54.099	54.286	52.644
Fletcher, MaryLynn	43A	911 C4S	dnf	61.819	61.231	59.069	59.752
Ogawa, Lester	20	Cayman	47.206	46.098	46.101	46.327	dnr
Gleason, Katie	88A	72 911 T	76.581	82.15	79.445	76.505	70.911
Vriesenga, Mike	66	912	57.112	53.418	52.545	53.17	52.855
Lewis, Rodney	90	Boxster	55.549	52.225	50.142	49.337	48.99
Collins, Gladys	55	911 Turbo	65.365	57.634	57.146	55.74	56.081
Upton, Chris	65	Cayman	51.118	dnf	47.938	46.794	46.932
Sims, Bill	95	Boxster	57.942	52.861	50.766	49.251	48.962
Howell, Ted	3	Boxster	49.727	48.001	47.191	47.036	53.608 1
Farnham, Sherry	417	Cayman	48.906	50.185	47.462	46.862	46.112
Bush, Chuck	7A	Boxster	51.086	48.778	47.387	46.673	46.094
Kampschmidt, Bernie	100	911	48.244	54.475	51.394	51.716	50.174
Matthews, Mikel	32SSM	Boxster	46.136	45.136	45.928	44.919	47.376 1

RUN GROUP 2

Name	Car#	Model	Run 1	Run 2	Run 3	Run 4	Run 5
James, Joe	86	Cayman	52.201	51.703	52.253	51.245	51.037
James, Teresa	53	911 Cab	53.06	57.741	55.722	53.399	53.026
Hatchell, Lonnie	47	Boxster	50.202	1 48.707	48.109	47.387	46.991
Henning, Marcus	52	911 C4S	47.311	46.08	44.848	44.303	44.428
Martinez, Juan	69	911 Turbo	55.434	52.109	53.002	50.014	51.027
Broyles, Jake	996	911 Cab	54.005	49.877	49.838	47.504	48.444 1
Garza, OC	43	911 C4S	54.261	51.581	50.242	48.777	50.505
Bogue, Steve	46	Boxster S	dnf	51.752	49.994	50.534	48.664
Ogawa, Angela	20A	Cayman	58.235	1 53.608	59.227	55.006	54.827
Sanders, David	96	Boxster S	53.413	50.227	49.481	50.874	1 49.936
Gleason, Tom	88	72 911 T	65.991	59.725	59.162	56.571	1 54.931
Collins, Terry	5	911 Turbo	dnf	47.611	1 47.113	46.616	44.666
Upton, Britt (JPP)	65-1	Cayman	dnf	52.687	49.395	dnf	52.154 1
Farnham, Steve	417	Cayman	43.71	43.467	43.604	43.909	43.18
Boudreaux, Bob	2A	Boxster S	52.567	50.93	49.903	48.928	1 48.312 1
Bush, Susie	7	Boxster	57.059	55.268	54.455	53.161	51.747
Talcott, Tom	xx	911	59.39	56.73			

PORSCHE

Carrera GT

BRIAN HUTCHINSON



The Porsche Carrera GT is known to be one of the most driver-involved and rewarding supercars of its time. Produced from 2003 until 2007, Porsche made 1,270 examples of this exotic roadster. It faced tough competition from Ferrari with the Enzo and Mercedes-McLaren SLR, but this rear wheel drive, 5.7 liter, 605 horsepower, V10 Porsche proved to be a visceral and more raw experience. It was made for a true driver. It was only offered with a six-speed manual transmission, while it's competition offered only a paddle shifted automatic.

The Carrera GT is not without strange quirks like its other supercar brethren. Only 500

examples were slated to be produced, but demand increased production to 1,500. Of the 1,500 to be produced, only 1,270 were ever made. In 2006, the United States introduced more stringent airbag laws, causing Porsche to ultimately lower production.

When walking around the Carrera GT, you'll notice that the driver's side and passenger's side wheels have color-coded center locking nuts. Red nuts go on the driver's side and blue on the passenger's. The distinction is important because one side has right-handed threads while the other side has left-handed threads. Another unique characteristic of the Carrera

GT is in its storage capabilities. The removable roof sections fit snugly in the trunk leaving not much more room than where else, the doors! Open the doors and you will find a small compartment in each door. You can pop open for a little extra room – the perfect place for your Porsche driving gloves!


Market value of the Carrera GT has skyrocketed as fast as it's three and a half second zero to sixty time over the past three years. Owners are seeing values up from its base MSRP when it was new of \$448,300 to appraised values north of one million dollars. Like the car that preceded the Carrera GT, the 911 GT1 and the car that succeeded it, the 918 Spyder,

the Carrera GT has become more and more sought after in the supercar playing field. Porsche has produced an amazing supercar juggernaut that can lap its competition day in and day out.

Originally owned by renowned California collector Jack Corwin, the Bell Family Collection in San Antonio is now the second home of one of the most well-preserved and original Carrera GTs ever made.

This example is a 2004 GT

Silver Metallic over dark grey leather interior with only 678 miles on the odometer! In addition to the low miles, this Carrera GT is still on factory manufacture statement of origin (MSO). It is one of the few known cars, outside of the factory examples, to still be on MSO. This car, number 304 of 1,270, is well supported by the San Antonio automotive community. Maintained and cared for by Vault Automotive Service, this car is set to be shown at the most prestigious

auto shows throughout the United States. It is wrapped in San Antonio-based company Xpel's paint protection film and is a registered car of the Longhorn Region PCA chapter. It recently won first place in the Supercar Class at its first competition appearance in 2017 at the Longhorn Region Spring Concours, hosted by Porsche of San Antonio. The owner is excited to showcase this car and share it with the automotive community he is proud to be a part of. 



THE PORSCHE LOGO

Did you ever wonder where the iconic Porsche logo came from? What are those black squiggles in opposite corners of the shield? What's with the horse in the middle? What about the black, yellow, and red color scheme? Here's the story...

PETE HARRELL

My wife and I recently returned from a river cruise down the Rhine from Basel in Switzerland to Amsterdam. Along the way we had excursions to several scenic and historically important villages and sites within easy driving distance of the river. The village of Riquewihr in the Alsace region of France prompted me to do some research when I saw the same graphic features in the Porsche logo prominently displayed on the sides of houses and buildings dating back to the middle ages.

The Alsace region is perhaps one of the most contested regions in the history of Europe. While now part of France, political control of the region has shifted back and forth between France and what is now Germany for centuries. Originally, the region was German and more specifically under the control of the Duchy of Württemberg, followed by the Kingdom of Württemberg, then the Free People's State of Württemberg. After France regained control of Alsace following WW-II the remainder of the Free People's State of

as his coat of arms a shield displaying stylized stag antlers supported by two rampant stags and the now familiar red, black, and yellow colors of the German flag.

The Württemberg Coat of Arms

This coat of arms or portions thereof, are prominently displayed all through the village of Riquewihr, which was claimed by the Duke (though originally founded by the Romans).

The symbols in the coat of arms were freely used by the people of the village in their architecture. If this was done as a display of local pride or fealty to the Duke is a matter of conjecture, but the practice was so obviously widespread it must have been condoned and encouraged by the Duke and his heirs. So much for early copyright claims!

The story now shifts to Ferdinand Porsche and the city of Stuttgart. Porsche was born in what was part of Bohemia in the Austrian Empire to German speaking parents. At the end




of WW-I he chose to become a citizen of Czechoslovakia which claimed his ancestral home after the break-up of the Austro-Hungarian Empire. He became a naturalized German citizen in 1934 as his fame and reputation as a superlative automotive engineer and innovator spread. After an early career working for several different early automotive manufacturers he moved to Stuttgart in 1931 and founded his first consulting firm, *Dr. Ing. H.c. F. Porsche GmbH*.

The city of Stuttgart was founded in the year 950 by Duke Luidolf of Swabia as a stud farm for his cavalry units, hence the adoption of the Stallion Crest as Stuttgart's identifying coat of arms.

The Stuttgart Coat of Arms

Porsche then (issues of copyright infringement, plagiarism, etc., apparently of no concern) combined the Coat's of Arms of Wurttemberg and Stuttgart to arrive at the iconic badge that now adorns the front of each Porsche, as well as the ball cap I wore while walking through Riquewihr a few weeks ago!

The Porsche Logo

I think the it is proper to call it the Porsche Logo or Porsche Crest instead of the Porsche Coat of Arms since not being of royal blood or lineage, Porsche was technically not privileged to have the latter. I also think it humorous and significant that prancing stallion in the Porsche logo predates Scuderia Ferrari's claim on the horse by roughly 1000 years! 



Images from Riquewihr – June 2017



The Stuttgart Coat of Arms



The Porsche Logo



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JUNE ZONOTES

JON JONES, ZONE 5 REP

One of the remarkable things to me in my PCA experience has been the variety of interests that members have in different types of events. Thankfully, PCA does a great job, including all of the Regions, in providing different types of events to suit the varied interests.

For my own part, I have mostly been focused on track events throughout my PCA experience. I love being involved with Club Racing and Driver's Education. I have been involved at all levels of these events, from grid worker to event chair. All as a volunteer, by the way. So for me, these types of events meet my PCA experience to a "T".

A confession – I have never attended Parade. Not that I was apathetic to the premier PCA event, just that I had different interests, and still do. That will change this year as I will attend Parade in Spokane as Zone 5 Representative. I'm looking forward to the experience as a way to round out my PCA knowledge, and I am planning on attending next year's Parade in Osage Beach, MO, from start to finish.

Just as with my own experience, PCA members have different interests, expectations, and goals for their PCA membership. It is a common axiom that many members join for the monthly Panorama, and with that, they are happy. That's great, and Panorama has made huge strides in content and presentation. Other members prefer the social events, or the drives, or the technical resources, autocross, or the track events. PCA leadership, in whatever role, strives to schedule and conduct events which meet all of these various interests. And for the most part, individual Regions do a great job, some with limited options and resources, to get this done.

With all of these events on the calendar, how do we make sure that the word gets out? Most Zone 5 Regions have some form of social media outlet; most have some form of newsletter, electronic or otherwise,


and the Zone 5 website has an opt-in master event calendar. It's an easy process if you're going to be in Dallas, for example, to check the calendar or Facebook and see if there is a PCA event coming up.

Sometimes we are concerned about too many events between Regions, and we worry about stepping on our own events by promoting a neighboring Region's event on our Facebook page. I would suggest remembering that we are all in this together, and our primary interest is in serving the members. Sharing information is a good thing, and to the benefit of all members, their varied interests, and it serves the club well to cross-promote events.

My home Region, Cimarron, typically hosts Mayfast DE on the first weekend in May. The IMSA race at COTA was the same weekend this year, and the Cimarron President was concerned that promoting COTA and the associated Porscheplatz would put a dent in Mayfast attendance. But for the good of the members, she included links to both events on Facebook. As it turned out, Mayfast attendance was good, if not great, while Porscheplatz at COTA was down a bit from last year.

It is good to remember that we are drawing from different pools of people for the different types of event because of the different interests across PCA membership. Because we promote a concours in a neighboring region does not necessarily mean we will hurt attendance at our own drive on the same weekend. Ultimately, we want members to attend all of the events that enhance their PCA experience, even if they are in a neighboring Region.

As Zone Rep, I would encourage each Region to not shy away from promoting events within the Zone if only for the "one hand washes the other" rationale.

Each region has dinners, drives and other fun times for all of you, the members of PCA. Get out there and enjoy your friends and your Porsche! 

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