



Roundup

SEPTEMBER - OCTOBER 2014

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News & Notes

Sunday, October 19 - Autocross @ Retama Park

October 22 - Officer Nominations due to Ron McAtee

Thursday, November 6 - Dinner Meeting @ Pompeii Italian Grill

Saturday, November 22 - Autocross @ Retama Park

Saturday, December 13 - Christmas Party (More info to come!)



Tom Ryan's cat seems to love his Boxster as much as he does!

Join our Facebook group and share photos, videos and articles with Longhorn PCA members!

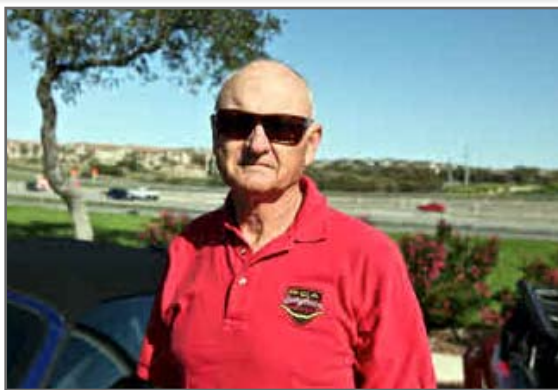


www.facebook.com/groups/longhorn.region/

Check Out our Longhorn Region website for more information!

longhornpca.org

2014 Longhorn Leadership



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on the cover

October Picnic at the Merrill's house had a great turn out!

PHOTO BY: DAVID SANDERS

roundup

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Jack's Corner

[BY: JACK MERRELL,
LONGHORN REGION PRESIDENT]

WOW, September is gone as is most of the year. By the time you read this the annual Pot -luck picnic will also be history. Looking forward to a great one as we have over 70 people signed up and the weather appears to be favorable.

That said we still have plenty to keep everyone entertained and busy this year. Of course, we have the monthly dinner meetings, the Wednesday's lunches, two more autocrosses, a November drive and the Christmas party. I'm hopeful of good turnouts for all.

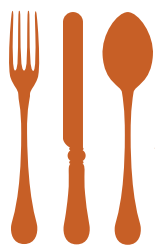
Additionally and very important is that we have elections for regional officers whose responsibilities include leading the club

for the next year. We also have elections for the National PCA Executive council and I do hope you support the slate drawn up by the nominating committee. Among them is our own Caren Cooper who hopefully will be the next President of PCA..... and she will do a fantastic job.

MY corner is short this month, but hopefully you will find it informative. Again, I ask all members that if they have an activity that is interesting to them and we are not doing it, please contact me or a member of the board and we will consider adding it to the calendar.

I must say though, that if you offer an event you are expected to help organize and run it as we are all volunteers. That said, I'm sure there are things we are not doing that if we were doing them we would bring members "out of the woodwork" and participating.

In closing this month, I honestly look forward to see lots of smiling faces and shinny Porsche cars of all ages at our upcoming events. Remember it is not the cars but the people that makes PCA enjoyable and great to be a part of. Drive safe and see you all soon. LH



GOING BACK TO *low* *cali-cali*

Enjoy craveable lighter fare items from our Specials menu — each under 590 calories — available for a limited time only.

seasonal food

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MISO GRILLED SALMON (CAL 540)

RICE NOODLE SALAD WITH GINGER-SOY TOP SIRLOIN (CAL 590)

KEY LIME MOUSSE (CAL 420)

CHOCOLATE MOUSSE (CAL 410)

seasonal cocktails


COCO BASIL FUSION (CAL 140)

X-RATED MOSCATO MARTINI (CAL 140)

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MISO GRILLED SALMON (CAL 540)
miso-marinated salmon over stir-fried quinoa
with steamed edamame

We hope to see you soon!



Membership Report

As of September 16, 2014

Primary members	356
Affiliate/Family members	<u>196</u>
Total:	552

New Members

Locke, Stacey	2014 991 Black Turbo
Fissel, Jeffrey	2015 Agate Grey Macan S
Rilovick, Christine	2009 Red 911 Carrera S
Gray, Nicholas	1987 Nautic Blue 944
Logsdon, Jeffrey	1984 Silver 911 Turbo
Grable, Cameron	1984 Green 911 Carrera
Manuel, Emmanuel	2007 Arctic Silver Cayman S
Witten, Will	2006 Black 997 Carrera
Rasco, William	2009 Malachite Green Metallic Boxster

Welcome to the Longhorn Region PCA

PCA Anniversaries

40 years

Donna Marie Carder 10-74

Terry Jones 10-74

30 years

Bill Carder 10-84

10 years

Vanessa Hagan 9-04

Jeff Skokan 10-04

5 years

Syl Mauro 9-09

Todd Baker 10-09

Tony Infante 10-09

Jim McDermott 10-09

Jim McDougal 10-09

Ron McAtee, Membership Chairman



Please pass on to the membership Sandy's and my appreciation for the great turnout and to the many people that helped us get ready and get the hanger put back in order after the party. We truly have a great group in Longhorn PCA. Group efforts like this make it all worthwhile.
- Jack & Sandy



[PHOTOS BY: DAVID SANDERS]

MOTORSPORTS *Tidbits*

[BY: JACK MERRELL, LONGHORN REGION PRESIDENT]

September was an exciting month if you like things that go fast, especially things made by Porsche. COTA was an exciting weekend with all the weather you want mixed in with exciting racing. The following weekend we had our second track day of the year and from all the feedback I got, everyone had a great time.

Great times happen because some of your fellow members give of their time and energy to make it so. In the case of our track day, people and fellow members like Ron McAtee, Bob Jones, Steve Farnham, Ron Redanz, Jon Parkoff and who can forget Yama and his very fast Yellow Cayman R... nice red wheels. I don't want to forget my wonderful wife, Sandy, who puts up with me and insures the waivers are all signed. I also want to thank Mike Mathews for helping with tech inspection. These are the people that allowed members to enjoy a day at the track safely learning the handling qualities of their cars.

I said it was a good day, but there was disappointment or two. My main concern coming away from the event is the number of drivers that still do not understand the importance of "driving the line". "The line" not only is the fastest way through a corner it is also the safest. Too many drivers are driving right down the middle of the track. This may be Ok when traveling and slower speeds but as speeds increase "driving the correct line" will help to keep you out of trouble as well as making you quicker. A great example is the mild left turn as you come on to the short front straight. The key is to take it as far to the left (driving the track clockwise) as you can (and there is a cone there to assist you). In this portion of the track you are accelerating and mildly turning to the left. These two actions will push the car to the right



due to centrifugal force and a mild slope of the track to the right. If you are far to the left as you should be when you pass the apex cone you will have plenty of track to your right as the car moves right. However if you are in the center or right portion of the track as you negotiate this mild left corner while accelerating you will quickly run out of track surface and be in the grass and dirt. The other corners are similar and you should always leave plenty of asphalt to the outside so your car can safely be pushed outward as you accelerate out of the turn. To ensure this concept is learned and practice, we will have more "follow the leader" sessions and discussions at our next track event.

I was very pleased that almost everyone noticed and adhered to the various flags that were displayed. They are for your safety and that of fellow drivers. At all Driver Education (DE) adherence is strictly enforced.

At our next track event I will introduce the blue flag with yellow strip that indicates a faster car is closing on you and that you should give way. All in all, it was a great training day and my thanks to everyone that participated. Our next autocross is Sunday 19 October. LH

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Goody Store Products

There are club logo patches that can be ironed-on or sewn to your specific garment/cap, etc (shown right). Additionally, we have a club logo decal for the inside of your window(s) that peels off and is transferable to any car. These are available immediately.

Name Tags	\$16.00 ea. (Contact Ron to order)
Longhorn Logo patches	\$4.00 ea
Longhorn Logo decals	\$2.50 ea

Caps:

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

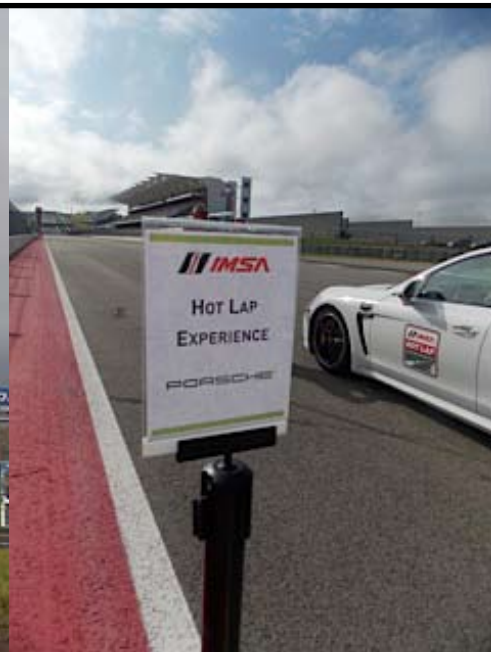
Black with Red stripes Black with white stripes

Putty with Black stripes Khaki, plain

Red, plain



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



Top to bottom left: Hot Lap cars, Porsche chasing ugly yellow car, Mark Weber, and RJ Wilmoth & Bob Jones Listening to speaker.

Top Middle to bottom Right: Storm coming in, hot lap experience sign, Linda & Sandy working, Patrick Long talking to fans, and Porsche 919 #14, one of two SUPER CARS brought by the factory.

Photos by Jim Basey





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Trip to Porsche Werks Reunion

[BY: TILDEN SMITH]



Jacques Vaucher (www.artauto.com) & I left his ranch in Harper around 09:00 on Saturday morning. Jacques is driving his Ford E150 van loaded with automotive art, vintage car posters, car brochures, car programs and bronzes. We are headed to the "Inn On Spanish Bay" in Carmel. Jacques was invited to display some very special paintings at AFAS (Artists) on the lawn. (18th fairway Pebble Beach). I am in the 2008 Boxster S RS 60.

For some reason on Saturday morning we encountered a number of Smokey's on Hwy 87 between Harper & Mason. However we were OK & did not disturb them. Jacques likes the back roads.

Some 600 miles later we approach San Antonio (New Mexico) on the way to Socorro where we will spend Saturday night. After you pass Roswell the scenery improves as you drive near Ruidoso, passing thru small towns like Lincoln (home of Billy the Kid) & the home of Smokey the Bear, Capitan NM. Upon his death on November 9, 1976, Smokey's remains were returned by the government to Capitan, New Mexico, and buried at what is now the Smokey Bear Historical Park. The plaque at his grave reads, "This is the resting place of the first living Smokey Bear." Cute little town.

Sunday morning we depart Socorro for a beautiful drive on Hwy 60. Practically deserted & very smooth, we drove fifty miles due west and at 7,000ft elevation you come on the Very Large Array. Looks like star wars! This was a very high valley with unobstructed views.

The Very Large Array is one of the world's premier astronomical radio observatories. It consists of 27 radio antennas in a Y-shaped configuration on the Plains of San Agustin, fifty miles west of Socorro. Each antenna is 82 feet in diameter.

After a brief stop we head to Springerville AZ, passing thru Pie Town.

Passing the Petrified Forest we hit I 40 at Holbrook. We made this same trip in 2011.

I 40 on to Needles (112 degrees of hot air). This stretch of I 40 is the most boring part of the drive. We have a very nice dinner in Barstow & spend the night before heading to Carmel. We pass thru Tehachapi, home of some of the first Wind Turbines in CA.

Lunch at Cambria (Hwy 1) on the coast. Refreshing sea breeze. We encounter heavy & slow traffic as we past San Simeon (Hearst Castle) on a very twisty road.

Not to worry, Jacques (ex race car driver) never hesitated in passing slower cars with the fully loaded van. I had to follow. The southbound traffic was extremely heavy with more Mustang convertibles than I ever encountered at one time. Ford must have made a hell of a deal with rental car companies.

Finally we arrive in Carmel & head to The Inn at Spanish Bay. Sitting in front of the Inn is an array of cars. McLaren P1 in brilliant Black & Green carbon fiber, Red Ferrari, Yellow Lambo, Bentley's etc. & Jacques Blue van. It drew a crowd.

Wednesday is set up day for the vendors. RetroAuto has long been the destination for the true automotive enthusiast; it features an elegant and thoughtfully curated collection of exhibitors offering rare collectibles and memorabilia from our automotive past, as well as the latest luxury goods and technological tools to enhance today's driving experience

Wednesday evening our wives arrive at the Monterey airport. As you already know, much smarter way to travel! Then a great dinner with car friends at Casanova's. We share a home near Clint Eastwood's Carmel Valley Ranch restaurant. Very beautiful area near the ocean.

Thursday Linda & I do a whale watch. Plenty of Humpbacks chowing down on anchovies. I like them as well.

Friday is the Werks Reunion at Rancho Canada Country Club. Carmel Valley is about 2 miles from the house. We arrive around 7:30 & see hundreds of Porsches covering the golf course. The RS60 was show only. All Boxsters & Caymans were relegated to a lower section of the course. Not quite to the golf cart storage area. Still a beautiful setting. Too many special Porsches to cover. Met a gentleman from Toronto with his 2007 GT2 with some 700+HP. His car was delivered to Carmel by Reliable trucking.

Saturday was track day for me at Laguna Seca Porscheplatz. Long story on why I did not receive my Blue parking pass to get into the special parking area. Some 2 hours spent in tracking down Ginger Mutoza to get the pass that was not included with my mail. I have been to Laguna Seca 5 times over the last 6 years & I never tire of walking the pit area. Monterey Bay Region does an excellent job with the Porscheplatz on turn 5. I try to find Mitch Leland's friend Jeff Lewis (Newport Beach). Jeff always brings one of his Porsches to race. This year a 1980 935 K3 (3.2), Bruce

Canepa in his '79 935 (3.0). Bruce did very well. Jeff also brought a 1988 Argo JM19c2 (3.3). Very pretty.

Sunday. Pebble Beach Concours. What can I say Cars, Cars, Cars, Celebrities (Jay Leno, Sir Jackie Stewart), Beautiful people, gorgeous scenery. Richard Atwell & his son Blake displayed a 1931 Rolls-Royce Phantom 1 Brewster Convertible Coupe' from his vast collection. Thanks to Jacques & Karen, we were invited to Richard's suite at the Pebble Beach Hotel. A clear view of the judging stand. Great place to sit & be refreshed with food & drink. Richard & his lady friend, Karen, are very gracious hosts.

Monday, Jacques leaves for Harper. Linda, Karen & I go to the Monterey Aquarium. Enjoyable day & then dinner with Richard & Karen at their home in Carmel.

Tuesday I leave for LA & had planned to visit a friend in LA. Jim Loving installed his exhaust design (dream two) on my car in 2011. Less backpressure. However when I arrived in LA on Loop 210, the traffic was so congested I decide to continue & get the hell away from this area. Arrive in Buckeye AZ around 9PM. Wednesday morning I take HWY 85 south to I8 & bypass Phoenix. Smooth & fast. There is a new bypass around El Paso. Loop 375 Woodrow Bean Trans Mountain Hwy. Beautiful mountain highway. Night in Ft. Stockton & home Thursday afternoon. Boxster did very well for 3600 mile round trip. LH



MONTEREY OR Bust!



[BY: JOHN BERRY]

Two kids, one SUV, and a 1,923 mile road trip across America's diamond deserts. Sounds like a recipe for a complete disaster, doesn't it? Well, the kids are pretty good travelers, the SUV is a Cayenne Diesel, and the road trip included too-many-to-list awesome stops along the way, including hiking through redwood forests and playing on the beach, while concluding in Monterey, California for the 59th edition of Porsche Parade. So, it was actually a complete success!

We took the scenic route, hitting our old haunts in Albuquerque, visiting with good friends at Edwards AFB, and staying at an old favorite location on the coast in Big Sur, before rolling into Porsche Parade in Monterey. What a sight! More Porsches than you are going to see in one place again any time soon!

It's impossible to describe all of Parade in this article. One apt metaphor that comes to mind is a Disneyland for Porsches. More events and get-togethers than one person, or one family, could do in a week. Some highlights for us were the kids events, including the Remote Controlled (RC) car Concours and races. Gus won 1st place in his division for the Concours (with a miniature version

of Daddy's dream car – an orange GT3 RS) and did well in the race, placing second, which is not too shabby when you consider that I switched him to another car after the first heat when I realized his little GT3 was not competitive with the loaner cars. So, with no practice in the bigger car, he more than held his own. The answer to winning next year? Better equipment and more "seat" time! My heart grew three sizes when he asked me that question that all Porsche Dads want to hear: "Dad, what is oversteer and can you teach me to do it?" Yes, son, I can teach you that...

Our daughter, Mei-Li is the creative type and put together a beautiful abstract Porsche watercolor for the art show. She took home 2nd place and got many

great ideas for next years project. I see the art show as a place for people to really express themselves regarding their love of Porsche. Yes, there's a place for professional photographers and artists to promote and sell their work, that's part of the experience, but I found the more amateur efforts to be even more interesting than the more polished pieces. I was so very pleased when the Peter Porsche selected a portrait of his mother for the prize the Porsche family picks out, with the award going to the matriarch of a multi-generational Porsche-loving family who had spent some time with his mother at her last Parade. That's what it's all about folks – the people, and the cars (and people) that they love.

Mei-Li also took home a 3rd at the RC races and had a blast. Both kids also participated in the Anycross, sort of a “run what ya brung” race on an autocross type course. She and Gus shared a scooter and were all business out there on the track. She also learned that if you persevere, you can accomplish the elusive (as in, the only way to win is to stop DNFin and make it happen).

Mom and Dad enjoyed the Concours, the wine/vineyard tour (well, Laurel went and had a great time, I watched the kids), the Porsche Parade at Laguna Seca, kids night out with some new great friends, many other events, and lots of banquets. We even did the gimmick rally. Well, we did the first part of the gimmick rally and did OK but not great. As we started the inland part of the tour, we drove by a sign for the Monterey Bay Aquarium and bailed out of the rally and into a very fun family time. It's an amazing place and the kids really had fun and saw things you aren't going to see in Texas. We missed the 17-mile drive on that leg but picked it up on the way out of town. It's a beautiful look at the coast, that's for sure.


As for the track time at Laguna Seca – wow! We went early and staged up for an historic photo-op with about 1,000 of our closest Porsche friends then did two parade laps. Spirited parade laps. Yes, I have now done the Corkscrew at Laguna Seca, with my family in the back of the Cayenne. I will never forget the “uh-oh!” sound from the back seat as we started down the Corkscrew on the first lap. The kids enjoyed getting tossed around in the back and I drove it as hard as I

could under the circumstances. Big fun. Would do it again in a 914-6, a Boxster, or any 911 I could get my hands on for an encore event. I enjoyed the autocross and the tech quiz but had no chance at placing in either. That's OK, it's about the journey.

One highlight for The Berry Family and the Longhorn Region was of course our very own El Presidente, Jack Merrell, winning the Enthusiast of the Year, a prize given out, well, not necessarily every year, but only when there is a deserving recipient. Jack steps up and makes not only our region happen but also things happen in our Zone and on a National level. He and his lovely wife Sandy are a treasure and we are blessed to have them in Longhorn. Well deserved and well done!

Porsche Parade is a spectacle and a hands-on playground for Porsche fanatics like us. Highly recommended for young, old, and any mixture of the two. Volunteering was a great way to meet new friends and should be considered, even if it's your first Parade. It's simply more enjoyable, I think, if you are contributing along with a fun-loving group. Plus, you get a cool t-shirt just for helping out!

After Parade, we drove to San Francisco for a few days, where I left the wife and kids to housesit for some friends while I took the scenic route home - Yosemite's northern pass, Joshua Tree, some fantastic stars and hot springs in southern New Mexico, and some outstanding food along the way. But that's another story.

See ya on the road, at the next Longhorn event, and at French Lick next year! 





DRIVING A PORSCHE - Good vs. Evil

[BY: DAVID SANDERS]

I've been driving a Porsche a little over a year, which compared to most of you is nothing. Driving such a fine car has given me so much joy and passion after my retirement. Icing on the cake is being a member of the Longhorn Region PCA Club with all the racing, drives and social events, not to mention the friendships I've made.

The Good -AKA The Fun Part

On a recent trip to the Gulf Coast I was driving through Corpus Christi on IH37 when I came upon some road work. As usual no one was working.

This is a straight three lane road with all traffic being directed to the left lane, separated from the oncoming lane by barriers and grass. The outside lane which traffic was on had orange cones separating it from the first two lanes. Traffic was bumper to bumper traveling about 35 mph. Knowing the person behind me, I got this sudden urge to auto cross. Yep, you guessed it, I played auto cross, doing the slalom between the cones for about a quarter mile. What a rush I got, not to mention the thrill experienced by my passenger. The car behind me (Beth) just said, "I knew you were going to do that". That just set the tone for a fantastic vacation.

The Evil - The Not So Fun Part

As you all know, there is an overabundance of idiot drivers on Texas roads. I'm not surprised after working 35 years in the auto insurance industry.

Maybe I attract their stupidity as I drive a bright yellow Porsche with license plates that say "ROJO". Long story, but I got new plates now that just have my initials. At least now RJ won't tease me anymore.

I was driving south on IH35 between Waco and Temple where I was harassed by some dude that looked like a hungover Ricky Bobby. He was driving an old souped up Dodge that was louder than a 747. Traffic was bumper to bumper traveling about 65 mph. He kept pulling up even with me, then dropping back, then speeding ahead of me dangerously

changing lanes, weaving in and out of traffic. Scared me as I didn't know what this NASCAR wanna be was going to do next. Thank God he finally exited. Was really hoping the Highway Patrol would of been there.

Other experiences include pick ups riding my bumper, changing lanes then cutting me off and slowing abruptly. I know they wouldn't do that if I was driving my truck.

I'm sure most of you have experienced far worse than what I've seen in my first year as a Porsche owner.

Research - Interesting Results

I googled "road rage against Porsche's". To my surprise, most of the reported cases were by others against Porsche owners. I had a hard time coming to grips with the fact there were any idiot Porsche drivers.


There was one report where rednecks in a 4x4 threw a handful of coins at a Porsche causing glass and paint chips. It was reported to the local Barney Fife who did nothing to the good ole boys. Seems they were interrogated over some snuff and Lone Star and determined no charges would be filed.

Conclusion - What I've Learned

Good wins over evil. The joy of driving a Porsche outweighs the evil Porsche haters.

You all know the joys so I won't list them.

Having driven auto cross and Harris Hill has taught me about the car and my driving skills which has increased my love of the car. You were right Jack.

Enjoy your car and be aware of your surroundings, far more evil than good on our roads. Share your stories with other club members as it will make us all more aware of the joys of owning a Porsche and maybe even help us avoid the evil. 

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ClearPlex: Clearly Better.



[BY: JOHN BERRY]

SNAP! You know that sound all too well, the sound of a rock impacting the windshield of your precious Porsche, at a high rate of speed, leaving a small chip (if you are lucky). Or much worse, if you have my luck. Is it just me, or are Porsche windshields made of some special kind of glass that attracts errant rocks? I've lost a few windshields over the years to rocks and it's no fun, even if you have a great no-cost or low-cost glass replacement insurance policy. You still have the hassle of getting a new windshield and your Porsche is no longer so pristine.

I went looking for a way to prevent these unsightly and damaging rock chips and I found ClearPlex, an optically clear film you can apply to the windshield to absorb the damage and add a layer of protection. First question... is it legal in Texas to apply something like that to the windshield? (You know, they have a law for everything these days...). The answer is yes – I found this with a little help from Google:

“A clear (un-tinted) UV film is allowed anywhere on the front windshield without a medical exemption being required.” Texas Administrative Code, Title 37, Part 1, Rule 21.3. (accessed 7 August 2014)

There's actually more to that law so read it if you are going to do anything with your windshield in Texas, but that's the part I was concerned about.

Now, where to get my hands on this stuff? You can order big sheets of it uncut but what I was looking for was something

pre-cut for the Cayenne's windshield and with an installation kit. There are several places to get ClearPlex but I found my source on rennlist, a guy named Gus Torres (www.precision-autowerks.com). For around \$245 I got a pre-cut piece with instructions, including shipping. Not cheap, mind you, but better than the price of a new windshield and worth it to avoid the angst, in my opinion.

There are lots of sources for self-help videos on how to install the film but I opted to head over to a place recommended by our own David Campbell of XPEL (he didn't have a film to sell me – yet – but was very helpful in suggesting the right person). I discussed the job with Ron at Concours Auto Salon here in San Antonio. They had not installed ClearPlex before but were up for the challenge and really put forth the effort to do the job correctly. Ron and his crew had me come in early one Saturday morning and they set to work. Suffice to say, since you are laying down what amounts to a giant iPod screen protector

on your windshield, cleanliness is essential. First step is to scrub the heck out of the glass and get it pristine. I won't make this a step-by-step how-to but the key is cleanliness, followed by test fitting and trimming as needed (mine didn't need trimmed), and using copious soapy water to get the film in position and laid down. Lots of squeegee work, and the judicious use of a heat gun, and we were done. Ron fussed with some corners to get them as perfect as possible and let it dry. Not easy, but the folks at Concours Auto Salon are known for their practical perfectionism and I was pleased with the result. Total cost... \$45 for installation. With some help at home, I might have been able to do the job but I might not have had a happy marriage at the end of it all. Worth the money. Ron at Concours says if he had it to do over again he'd do it during the week, with the help of his guy who does window film, and the price would be a little different, based on labor rate. Talk to Ron if you are thinking about getting ClearPlex installed at his shop.

So, after all that – what's the end result? Well, I will tell you the nit-picky things first so you'll have realistic expectations.

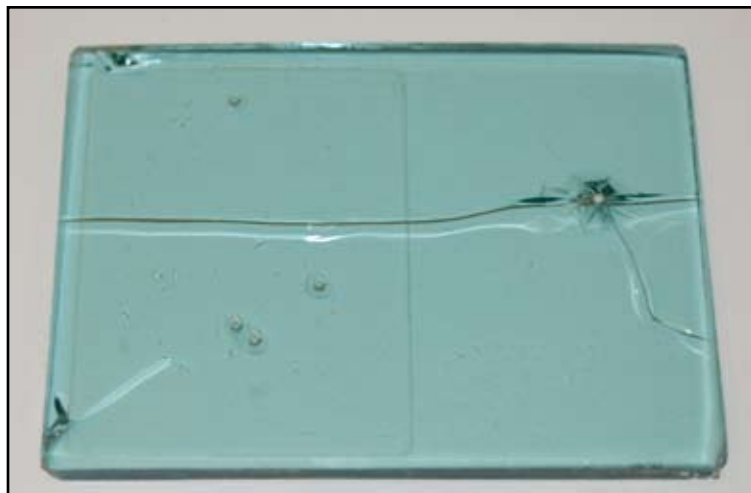
-Tiny bubbles in my film (to paraphrase Don Ho) around the edges, don't seem to bother me a bit. They are way out of the line of sight and not really visible when driving. You have to get right up on the film to even really see them. Bottom line is they don't affect the usability of the film or detract from the appearance so, who cares?

-Some very minor optical distortion. And I mean minor. While the film is essentially optically clear, there might be a subtle ripple in the film or other factor that results in some subtle waviness if viewed off the centerline of the driver's position (say, turn your head to the right a little). I used to do optics work in another lifetime so I might be a little sensitive to this but it really didn't bother me after I realized it had no practical affect. And I'm easily bothered. You essentially look past it when you are concentrating on the road.

-Polarization! This is perhaps my one gripe (an expected one, given the reviews on rennlist and my discussion with Gus). Our Cayenne has polarized glass (part of the Thermal and Noise Insulation glass package) and we didn't know how well it would work with ClearPlex. Gus and ClearPlex had agreed to refund my purchase (less shipping) if the film was found to be unsuitable for use with my glass. It's actually fine – no prism effect from the polarization – as long as you are not wearing polarized sunglasses! My new favorite pair is polarized so I had to learn to live with some prism-effect when I looked off-axis (to the side), but I seem to have survived the ordeal. It's not bad, and I am used to it now. There was some of that effect before the ClearPlex, actually, this just increased it somewhat.

And that's about it for small issues. About two-thirds of the way to California (we drove out to Parade shortly after getting the film) I forgot ClearPlex was there and just enjoyed myself. Forgot all about ClearPlex until... SNAP! Somewhere in Arizona. Big rock, hard hit. Left a small divot in the film but no damage to the underlying windshield. Sold. I suspect as hard as that hit was, ClearPlex paid for itself right then and, more importantly, did not leave me with a broken windshield and a sour disposition on the way to Porsche Parade. We took a few other smaller rock hits along the way with no visible damage.

Lo and behold, who do we see in the exhibition area at Parade? ClearPlex guys! Including Peter Jensen, who is the President of ClearPlex (www.clearplex.com). We chatted and he did a live demonstration of the level of protection offered by ClearPlex. Using a spring-loaded center punch, he SNAPPED down on the side of a sample piece of glass without ClearPlex and then the side with ClearPlex. The center punch clearly replicated that dreaded SNAP! and



Pockmarks = ClearPlex


Bullseye = No ClearPlex

did the expected damage bulls-eye damage on the untreated side of the glass. The ClearPlex side suffered a small divot in the film and may have had a very, very tiny defect in the glass, but was essentially unscathed. See pictures of the glass. Laurel was so impressed with the protective effect of the ClearPlex that she asked for a received the sample piece of glass as a souvenir.

A few more thoughts... You do have some care and feeding to attend to with the ClearPlex. They recommend using mild soap and water to keep the windshield clean and their cleanser once a month to treat the film. I used it about 3 days after the film was applied (was advised to let the adhesive on the film set up a little first). It makes the surface super slick and water just beaded right off. Road grime and bugs were also fairly easy to remove, probably in large part to this stuff. I didn't replace the Cayenne's windshield wiper blades but I did (and do) make sure they are clean when I clean off the windscreen.

ClearPlex is essentially an ablative layer – it will get scratched and dinged up, probably lasting at least a year, depending on driving and care. But your windshield won't get scratched or dinged up over the year – think about that. Some people use ClearPlex on their track cars and those take a more of a beating. YMMV. Come up and look over the film at the next event where we have the Cayenne and see what you think.

Bottom line – I like it, and more importantly, the wife likes it, because she doesn't really have to worry about the windshield glass anymore. We have XPEL for the rest of the front of the vehicle, why not give this a shot at protecting the windscreen?

Your results may vary, and we are only a few months into use on this new thingy so our results and opinions may change, but so far so good. SNAP! does not bother me nearly so much anymore. And I'm thinking about getting ClearPlex for the 997... but that's another story. 



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PORSCHE PARADE PHOTOS

[BY: ROBERT CADENA]

My wife and I went to our first porsche parade. We went to San Francisco since it was so close for a few days. I played golf at pebble beach drove through big sur in Carmel and enjoyed the Monterey weather. These were some of the cars they had on display. **LH**



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