

NOVEMBER-DECEMBER 2019

The

Roundup

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INSIDE:
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PCA HISTORY



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EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

This issue brings the **end of my first year** as Editor of the Roundup. It has certainly been a learning experience and I am still learning. I thank all of the members for their support and feedback. Keep it coming! I especially thank Robyn Barnes for editing many of the articles. Your expertise has been invaluable. Also, we can always use more contributors. Think about writing an article or submitting your pictures to share with the membership!

This issue will also begin a new column I've been wanting to start - **Meet the Longhorn**! As the name suggests, we'd like to get to know members of our club - some that you may have had a chance to meet and talk to and others you may not have had the chance to meet. Each upcoming issue will highlight several Longhorn members. In the future, I'll put the questionnaire on the website for people to fill out and submit for future issues. I'd love to incorporate a picture too. Watch for more information to come later!

I'd also like to take this opportunity to **welcome the new board**! Congratulations to Dennis Halmai - President, James Bricken - Vice President, Jud Walford - Treasurer, and Susie Bush - Secretary. They will be looking for volunteers to serve on committees so consider chairing or being a member of a committee. Contact Dennis or any of the new board members for information. Look for more information in the next issue and we all look forward to a great 2020!

With the incoming new board, we have to **say goodbye to several board members** that will be leaving the board and one that will be changing positions. We say goodbye to Jim Hamilton who has been Treasurer for over 10 years. Also, Chuck Bush will be stepping down as Past President but will continue his busy schedule as the Zone 5 Representative. Lastly, Mike Matthews, President in 2018 and 2019, will now serve on the board as Past President.

In closing the 2019 issue of the Longhorn Roundup, I'd like to say Merry Christmas and Happy Holidays. I look forward to seeing and hearing from all of you in the new year!

CHECK OUT OUR LONGHORN REGION WEBSITE AT LONGHORNPCA.ORG AND FACEBOOK AT FACEBOOK.COM/GROUPS/LONGHORN.REGION/ FOR MORE INFORMATION!

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!



2019 LONGHORN REGION LEADERSHIP



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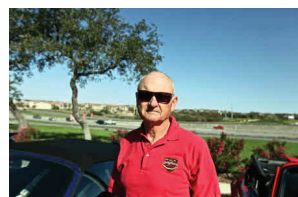
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Jim Lowe
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Events



Eric Kelner
Insurance

REGION CHAIRS



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Membership



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Roundup

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Forward all publication submissions or to reserve advertising space please contact the Editor, Shelley Matthews at 830-438-0471 or email to:
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ON THE COVER

There's always got to be one in the crowd! Picture taken by Mike Matthews of the drive to Big Bend National Park in Texas. Pictures to the right also of the Big Bend drive take by Susie Bush and Shelley Matthews. More pictures and article on pages 20-23.

2019 CALENDAR

Longhorn Region Events

2019 EVENTS: *Subject to change*

For full calendar, go to longhornpca.com

All dinner meetings are first Thursday of the month unless otherwise noted and begin 6:15-6:30, meeting to start at 7:00.

November:

7 - Monthly meeting, Pompeii's Grill

16 - Autocross at Retama

December:

8 - Autocross at Retama

14 - Holiday Party at Petroleun Club

2020 (Tentative Schedule - will add as dates firmed up)

January:

11 - Tech Session (see right)

25 - Drive to Johnson City

February:

23 - Drive to Medina and Apple Store

March:

28 - Drive (TBD)

April:

18-19 (Tentative) - Fiesta Challenge



Longhorn Region PCA TECH Session



Longhorn Region, with the support of Porsche of San Antonio, is holding a Tech session **on Saturday, 11 Jan 2020, from 9AM to 11AM**

This tech session is focused on Porsche technology, and will review how some of the new features work, as well as give a demo of the new Porsche Taycan! This session will include plenty of time for Q&A, so bring your questions.

Location will be at the Porsche dealer, 9455 West, I-10, San Antonio, TX 78230.

Point of contact for this event is Chuck Bush, at (703) 577-0562.

Hope to see you there!





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MIKE'S CORNER

BY MIKE MATTHEWS, LONGHORN REGION PRESIDENT

Hello and good-bye,

It has been a good two years as President for me and I hope for you. We've been through a number of changes and I hope most of them have been good for the club. We've seen changes in our auto sports programs. The number of members who participate in the track days and autocross have gone down but the number of people attending our drives have gone way up. I don't know if this is a local trend or national. Maybe I should get in touch with Vu and ask.

For the past four years I have worked with some awesome people. Chuck Bush, James Bricken, Susie Bush, Jim Hamilton, Jack Merrell, Sandy Merrell, Ron McAtee, and my wife Shelley Matthews. Many of these people were my mentors but all of them are my friends. You know like forever friends. All of these people have been Porsche fanatics and PCA members for years.

The new incoming President is Dennis Halmai and the new incoming Treasurer is Jud Walford. Along with returning VP James Bricken and Secretary, Susie Bush, they will provide great leadership to the club as well as the other existing board members. Jim Hamilton is retiring after being the treasurer for many years. I appreciate Jim's friendship and the work he has done for the club. I will become the Past President, so I'll still be around for at least another year.

A club is as good as its membership and leadership and we have a great club. They say if you get 8-10% participation from a club it is really a good active club. We vary in our participation numbers, with the drives being the favorite, but we are close to the average. Things have changed over the years as



people's time has become more precious as there are more and more things that take up their time.

Shelley and I love to go on the drives. We get to visit with some great club members, forging new and better friendships, eat at some great places AND we get to drive one of the best vehicles on the road. I am a competitive person and I love to run on the track and run the autocross courses. Adrenaline is awesome when you complete a great run and have to sit a while to catch your breath. I hope I can continue to do this as I get older. It helps to keep my ticker running!

I just have one more thing to say and that is support the local dealership. Don and his crew provide a great service to us as a club and I think as a dealership. If you have good service let them know and if you don't, talk to them about it.

It has been an honor and a privilege to serve you these past years.

Mike



ZONE 5 NOTES



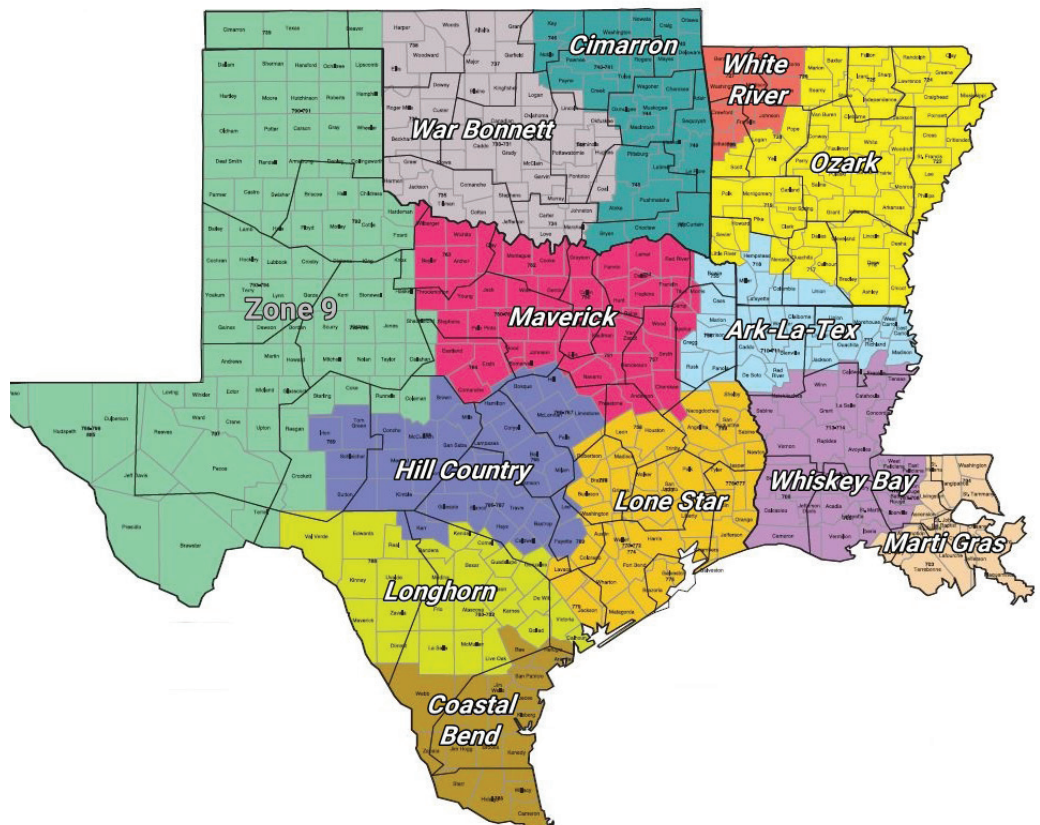
CHUCK BUSH, ZONE 5 REP

Susie and I recently returned from the PCA Palooza sponsored by White River, Cimarron, and Ozark regions. What a great event. Thanks to Melody and Leonard Zechiedrich for leading such a fun and family oriented event. It is my favorite kind of PCA event - fun people, fun cars and fun events. I know it takes a lot of planning and preparation to pull off so thanks for everyone who helped make this event and so many others this year possible.

are enjoying time with friends and family. I personally am thankful for all the comradery I have enjoyed in Zone 5 this year and look forward to a great year in 2020. I look forward to seeing you all at regional and national events in the new year!

Chuck

As we are well into the holiday season, I hope you



MEMBERSHIP REPORT

BY RODNEY LEWIS, MEMBERSHIP CHAIR

Primary members:	476
Affiliate/Family members:	258
Total:	734
Jr PCA members:	8



NEW MEMBERS as of December 1, 2019

Robert Biechlin	2013	Boxster S
Christopher Claus	2017	911 Turbo S
Rusty Gilbert	2015	Boxster S
Troy Hintermeister	2011	Panamera Turbo S
Jason Jablecki	1982	911 SC Targa
JM Ramirez	1976	912E
Richard Roy	1978	911 SC
Nils Schlebusch	2009	Cayman
Evan Slate	2006	Cayman

TRANSFERS IN:

Robert & Teresa Bruce	2002	911 Carrera	From Los Angeles
Scott & Susan Jennie	2017	Macan GTS	From Schattenbaum
	2010	911 GT3 Carrera	

TRANSFERS OUT:

Matt Hughbanks	2006	911 Carrera 4S	To Rocky Mountain
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Photos by Mike Matthews

LH ROUNDUP 11

Meet the Longhorn...

Jim Hamilton

Tell us a bit about yourself/family/background?

Married three children, four grandchildren with a fifth on the way. Graduate of Baylor University in Liberal Arts and University of Texas in Petroleum Engineering. Registered Professional Engineer. Still working but expect to retire in 2020.

What year did you join PCA?

2007 when I bought my first Porsche.

What regions have you belonged to?

Only Longhorn.

What offices have you held and where?

Only Treasurer since 2008 when Ron McAtee was elected President for the second or third time and he said he needed me.

What committees have you been on?

None other than the Board.

What Porsche(s) have you owned?

2001 Boxster, 2010 Cayman (Jack's Car), and currently 2016 Cayman.

What's your favorite Porsche memory?

(1) Autocrossing the 2001 Boxster at a SASCA event and my son telling me to go faster and (2) Autocrossing the 2010 Cayman at a Longhorn event and Jack telling me to go faster.

What do you enjoy doing with your Porsche (drives, autocross, track day, etc) and why?

Done it all but enjoy the drives best because my wife Debbie enjoys the drives and will go with me. Since my Porsche is a daily driver, I enjoy it every day!



Meet the Longhorn...

Ron McAtee

Tell us a bit about yourself/family/background?

I was born and raised in Oklahoma. I lived in Midwest City, OK until 1961 when I joined the Marine Corps. I was stationed at Camp Pendleton, CA until I was transferred to Honolulu, HI in September 1963. In March 1965, a small group of us were transferred to Vietnam. I was a Naval Gunfire Spotter (called in Naval Gunfire in support of ground troops (Army & Marines)). The Fire Support Team I was a part of was in the jungles quite frequently calling in air strikes, also in support of Navy, Army, and Marines. We operated out of DaNang South Vietnam (also known as I Corps). Upon my return to the States, I was assigned to 1st 155mm self-propelled Howitzers at Twenty-Nine Palms, CA. I found out after the war was over that those guns were sent to Khe Sanh, South Vietnam in late 1966. I was discharged from the Corps in April 1966 and started back to college. I received my Bachelor of Business Administration (BBA) from Central State University in Edmond, OK. Its name has changed to the University of Central Oklahoma (UCO). Upon returning to Oklahoma City in April 1966, I was hired by the Air Force at Tinker Air Force Base (also in Midwest City, OK). I spent 11 years at Tinker before being transferred to Wright-Patterson AFB, OH. I worked in Acquisition Logistics procuring and ultimately fielding several propulsion systems. In January 1981, Phyllis and I were transferred back to Oklahoma City to set-up the offices for the newly acquired systems.

In 1993, I was transferred to Kelly AFB, TX to help set up the Directorate of Propulsion office. I spent the remainder of my career in that capacity until my retirement on 1 September 2000. My career spanned 40 years.

What year did you join PCA?

I joined PCA in August 1968 when I bought my first Porsche, a 1957 356 Normal.

What regions have you belonged to?

War Bonnet Region in Oklahoma, Ohio Valley Region, and Longhorn Region.

What offices have you held and where?

President 4 times in War Bonnet Region
Vice President 5 times in War Bonnet Region
Secretary 2 Times in War Bonnet Region
Treasurer 3 Times in War Bonnet Region
Autocross chairman for 15 yrs in War Bonnet Region

I was the Vendor interface for the War Bonnet tech sessions held in Oklahoma City for 24 years
President 4 times in Longhorn Region
Vice President 2 times in Longhorn Region
Secretary 2 times in Longhorn Region
Treasurer 1 time in Longhorn Region

What committees have you been on?

Co-chairman of the 1997 Porsche Parade held in San Antonio, TX

Various other committees in each region to promote Region and PCA guidelines

What Porsche(s) do you have you owned?

I have had 1957 356, 1961 356 Super 90, 1969 911 T, 1969 911 S, 1976 912E, 1977 924, 1973 914, 1987 911 Carrera, 1978 928, 1990 944 S2, currently own a 1988 911 Carrera I've had for 21 years.

What's your favorite Porsche memory?

I was chaperone for Dr Helmuth Bott at War Bonnet's 1986 Tech Session. He was the Director of Engineering at PCA at that time.

What do you enjoy doing with your Porsche (drives, autocross, track day, etc) and why?

Autocrosses mainly, but I help out with track days, if needed. I enjoy seeing the look on new members faces when they achieve or become more familiar with their cars on the course.



Meet the Longhorn...

Jack Merrell

Tell us a bit about yourself/family/background?

Retired Air Force Fighter pilot and golf pro. Porsches have been my passion since childhood. Happily married to the same wonderful lady for 52 years with two great kids and 5 wonderful grandkids. I still fly my own airplane and get the same big smile as when spiritedly driving my Porsche. Greatest honor and surprise in PCA is when I was chosen PCA Enthusiast of the year in 2014.

What year did you join PCA?

First joined in 1968 and was active through the early 80's - raising kids caused me to go inactive and rejoined in mid 90's

What regions have you belonged to?

Germany, Gold Coast, Los Angeles (now called something else), Longhorn

What offices have you held and where?

In Longhorn President for 6 years, still Safety Chair, Motorsport chair, Advertising chair and dealer Liaison. Additionally, ran the grid at Porsche Parade for 8 years and helped with registration.

What committees have you been on? See above

What Porsche(s) do you/have you owned?

Have owned over 20 plus Porsches since 1968 currently have a 1983 modified 911SC, a 2012 Boxster Spyder, a 2018 GT3, a 2014 Cayenne Diesel and a 2015 Cayenne diesel

What's your favorite Porsche memory?

One would have to be winning a National Concours in 1974 when in those days the entire car was judged including underneath and the judges used white gloves, mirrors and flashlights

What do you enjoy doing with your Porsche (drives, autocross, track day, etc.) and why?

Use to enjoy tracking and autocross but some skeletal issues have closed that down now just helping people enjoy driving their cars in these events



Meet the Longhorn...

Sandy Merrell

Tell us a bit about yourself/family/background?

Registered nurse and when I went in the Air Force I was sent to Laredo AFB where I met Jack and the rest is history

What year did you join PCA?

First joined in 1968 and was active through the early 80's - raising kids caused me to go inactive and rejoined in mid 90's

What regions have you belonged to?

Germany, Gold Coast, Los Angeles (now called something else), Longhorn

What offices have you held and where?

Waiver checker for Autocross and track days. Worked for the Parade registrar at numerous PCA Parades

What committees have you been on?

(Editor's note – Sandy did not fill this in but (even unofficially) she has done it all!!)

What Porsche(s) do you/have you owned?

Have owned over 20 plus Porsches since 1968 currently have a 1983 modified 9112SC, a 2012 Boxster Spyder, a 2018 GT3, a 2014 Cayenne Diesel and a 2015 Cayenne diesel

What's your favorite Porsche memory?

Favorite Porsche memory is each new car we purchased, my favorite one is my 2014 Cayenne Diesel which just turned over 100,000 miles. Probably need to include the purchase of our first Porsche where we travelled from Puerto Rico with a six month old baby to Miami to buy our 1966 912, or carrying 15,000 marks through the streets of Stuttgart to the front steps of the factory on Christmas Eve 1977 to take delivery of our 1977 911S. Our Porsche journey has been interesting to say the least and a happy journey at that

What do you enjoy doing with your Porsche (drives, autocross, track day, etc) and why?

I enjoy driving my 2014 Cayenne diesel every day.



Autocross Results

November 16, 2019

Name	Car #	Model	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Best	Pax	Score	PTS
Slate, Evan	36	Cayman S	BS	44.741	44.992	44.700	44.728	44.692	44.692	0.81	36.201	35
Fisher, Peter	15	GT3	SS	49.048	49.156	48.072	47.330	46.679	46.679	0.821	38.323	34
Mullen, Mike	13	Cayman S	SS	48.986	49.419	49.132	48.322	48.833	48.322	0.821	39.672	33
Bush, Chuck	7	Boxster	BS	55.607	49.936	49.674	50.344	49.104	49.104	0.81	39.774	32
Pearce, William	21	Cayman	BS	51.705	50.308	49.371	49.445	49.314	49.314	0.81	39.944	31
Ranft, AJ	17	GT4	SS	50.859	50.309	49.627	50.403	50.559	49.627	0.821	40.744	30
Dorsey, Bill	87	911	SS	54.019	51.602	50.613	51.298	49.746	49.746	0.821	40.841	29
Bricken, James	154	Carrera	BSP	49.444	48.094	46.232	45.699	46.184	48.094	0.851	40.928	28
Matthews, Mikel	32SSM	914-6	SSM	48.604	48.454	46.853	47.020	46.977	46.977	0.875	41.105	27
Kaupila, Clayton	86	Cayman S	SS	53.371	53.544	51.631	52.922	50.187	50.187	0.821	41.204	26
Redanz, Rob	99	Cayman R	SS	51.445	50.323	50.442	65.317	50.222	50.222	0.821	41.232	25
Upton, Chris	65	GT4	SS	51.850	52.290	50.990	50.695	50.339	50.339	0.821	41.328	24
Greentree, Steve	83	911	SS	56.879	54.820	55.283	52.204	50.976	50.976	0.821	41.851	23
Fortuno, Ignacio	112	Cayman S	AS	54.621	52.055	52.116	52.191	51.962	51.962	0.817	42.453	22
Gibson, Andrew	127	Boxster	BSP	50.826	51.179	51.226	51.284	50.008	50.008	0.851	42.557	21
Grigory, Stephan	96	Cayman	BS	56.425	54.285	52.680	53.978	52.733	52.680	0.81	42.671	20
Milne, John	79	911	BSP	53.419	51.461	51.326	89.391	50.457	50.457	0.851	42.939	19
Morrison, William	9	Boxster S	AS	55.525	54.169	54.639	53.112	52.580	52.580	0.817	42.958	18
Reid, Patrick	10	911	SS	61.452	54.807	54.003	52.616	52.696	52.616	0.821	43.198	17
Bustamante, Adolfo	777	Targa 4S	SS	52.985	51.367	60.349	51.620	51.652	52.985	0.821	43.501	16
Neiman, Alan	189	911	SS	54.164	53.726	54.796	52.804	53.190	53.190	0.821	43.669	15
DePeralta, Alex	11	911	SS	56.171	54.433	55.279	54.639	53.199	53.199	0.821	43.676	14
Butter, Donovan	54	911	BSP	54.687	55.326	53.702	53.049	52.496	52.496	0.851	44.674	13
Del Toro, Fred	27	Boxster	X	45.339	45.288	45.154	45.046	44.843	44.843	1	44.843	12
Cagianut, Joe	50	Cayman S	BS	61.178	57.657	55.757	56.847	54.223	55.757	0.81	45.163	11
Orashan, Tom	59	Boxster	CS	62.258	61.991	59.139	59.902	56.228	56.228	0.809	45.488	10
Ryan, Paul	37	370z	X	46.573	47.263	45.702	45.809	45.512	45.512	1	45.512	9
Bleich, Robert	90	911 SC	CS	60.302	57.081	57.267	71.819	64.264	57.081	0.809	46.179	8
Cox, William	310	Boxster S	AS	60.184	58.714	58.040	57.297	58.948	57.297	0.817	46.812	7
Hughes, Philip	317	Cayman	AS	58.276	58.665	64.945	58.747	58.289	58.276	0.817	47.611	6
Holbrook, Jeff	62	Miata	X	53.564	53.718	52.776	53.479	52.081	52.081	1	52.081	5
Huges, Jane	313	Cayman	BS	85.113	74.819	70.178	67.997	14.848	67.997	0.81	55.078	4
McKinny, Shawn	26	Charger	X	60.796	57.467	59.019	59.411	57.573	57.476	1	57.476	3
Bustamante, Jr.	77	Gti	X	88.641	77.342	68.993	63.200	60.415	60.415	1	60.415	2
Hemphill, Duane	0.007	Corvette	X	77.697	71.765	67.447	61.608	63.516	63.516	1	63.516	1

Autocross Results

December 08, 2019

Name	Car #	Class	Model	Run 1		Run 2		Run 3		Run 4		Run 5		Raw	Pax	Score	Pts
Mullen, Mike	13	SS	Carrera S	41.66		42		40.786		40.954		41.517		40.786	0.821	33.485	24
Bush, Chuck	07	BS	Boxster	43.711		43.704		43.555		43.466		42.236		42.236	0.81	34.211	23
Dorsey, Bill	87	SS	C4S	43.135		42.744		43.155		43.562		41.849		41.849	0.821	34.358	22
Kaupila, Clayton	7	SS	Cayman GTS	44.648		44.275		42.453		42.784		42.548		42.453	0.821	34.854	21
Wright, Stephen	33	AS	Cayman S	44.752		44.54		43.836		43.753		43.510		43.510	0.817	35.548	20
Upton, Chris	65	SS	GT4	45.436		43.915		44.09		43.382	dnf	43.870		43.382	0.821	35.617	19
Matthews, Mikel	32	SSM	914-6	42.762	2	42.765		42.227		41.498	1	41.160		41.160	0.875	36.015	18
Grigory, Stephan	96	BS	Cayman GTS	45.583	dnf	47.342		45.078		45.316		45.578		45.078	0.81	36.513	17
Neiman, Alan	189	SS	911	45.861		45.382		45.094		44.579		45.157		44.579	0.821	36.599	16
Auerbach, Andrew	351	SS	Cayman S	47.769		44.949		44.885		45.338		44.67		44.668	0.821	36.672	15
Hughes, Philip	317	BS	Cayman	47.59		dnf		45.467	dnf	46.859		45.56		45.564	0.81	36.907	14
Farnham, Steve	117	XP	GT4	43.229		42.591		42.551		42.277		42.142		42.142	0.885	37.296	13
Stubblefield, Joe	72	CSP	944	46.31		45.66		44.214		44.894		44.087		44.087	0.857	37.783	12
Cox, William	310	BS	Boxster	52.698		49.846		48.323		47.008		47.086		47.008	0.81	38.076	11
Butter, Donovan	54	BSP	2.7 Carrera	46.245		46.436		45.916		45.2		45.123		45.123	0.851	38.400	10
Orashan, Tom	59	CS	Boxster		dnf	52.384		49.821		48.404		48.723		48.404	0.809	39.159	9
Deltoro, Federico	27	X	Boxster	39.241		39.458	1	40.515		39.238		74.992	dnf	39.238	1	39.238	8
Bricken, James	154	X	2.7Carrera	41.82		41.448		41.263		40.364		40.752		40.364	1	40.364	7
Hendry, Jim	77	SS	Cayman GTS	59.173		57.056		55.88		51.535		52.118		51.535	0.821	42.310	6
Bricken, Lauri	107	BS	Boxster	74.185		66.663		61.456		41.054	dnf	56.110		56.110	0.81	45.449	5
Dehart, Conner	112	X	Corvette	46.703		46.978		46.519		57.214	dnf	46.738	1	46.519	1	46.519	4
Vazquez, Rafael	51	X	Miata	54.386		49.433		50.775		48.525		52.867		48.525	1	48.525	3
Hemphill, Duane	7	X	Corvette	56.992		53.598		52.296		51.45		51.742		51.450	1	51.450	2
Lopez, Oscar	1	X	Fiat 124	64.111		63.978		61.521		61.485		59.455		59.445	1	59.445	1

Final year-end results will be in the next issue.

AUTOCROSS NEWS

■ BY JAMES BRICKEN

THE END. Strange way to start an article, I know, but this commemorates the end of the first season for me as autocross chair for Longhorn Region. I can only hope I did right by everybody. The year had its challenges for me as the position of autocross chair was kind of dropped in my lap a little late. I struggled to get dates for Retama and get people out to the events. In the end we were able to five events and we had to shelve two.

I'm already working on dates for next year. I hope to have 6-8 events for next year starting in late February or early March, alternating between Saturday and Sunday to give opportunity to greatest number of people. I think I also want to change up how we score events to add extra challenges and make things more interesting. We will still be using the PAX index and the same classes, but final scores might be determined based on a single run picked at random, or an average of all the runs. I'm looking for feedback and additional ideas in this area. Since I hope to have more dates, we might also be able to allow competitors to "write-off" one or two events and only use their best five events for championship scoring.

I'm also looking into special Ladies and Novice classes. The ladies class will only work if we get a minimum number female of participants for each event. Novice class will only apply to participant's first calendar year of experience. In other words: if your first autocross was last November then you don't qualify for next year's novice competition. Awards will be based on the number of qualified participants.

Last things first: Dec 8th autocross. Originally our December autocross was supposed to be at Fiesta Texas as has been the case for the last few years but at the last minute they moved the mouse hole on us and we decided to cancel the event. This left us in the position of securing Retama at the last minute. Thankfully, based on our past reputation, they opened the date for us on the 8th. Attendance

was lower than I was hoping for, but even with a few cancellations and no-shows, we still had 24 participants. Once again Federico designed a course that everybody enjoyed. It was a pretty straight forward course, pretty quick, but times were still in the 40-50 second range. Best raw time of the day was Federico in his STU prepared Boxster, and best PAX time was achieved by novice driver Mike Mullen. Mike is figuring this out fast and will be a force to be reckoned with next year. Ron McAtee and Shelly Matthews handled timing; Mike Mullen and Bill Dorsey helped with tech. This is a bigger help than you can imagine when I don't have to worry about and follow up on tasks.

16 November Autocross: Our November autocross was a banner event for attendance. We had about 37 participants and I don't think we have seen numbers like this in many years. I think the great upset was when newcomer Evan Slate took both fastest raw time and fastest PAX time in his stock '06 Cayman. I say newcomer, but Even regularly runs with SASCA and SPOKES. This should illustrate that "ITS NOT THE CAR". Its practice, practice, practice. In fact, with the PAX system there should be no advantage with having a faster car. You might actually go faster with modifications, but you can get hurt in the final PAX score and score fewer points.

So the points for the season have all been tallied and awards for the top three champions will be presented at our annual holiday party. We will also be recognizing an exemplary novice driver. I'm really looking forward to next year as I expect out participation numbers to go up and the competition for top prizes will intensify. As I mentioned earlier, I plan to change things up a little to make things a little more interesting. I am always open to new ideas so don't be afraid to hit me up. Till next time: "see you at the track".

MOTORSPORTS TIDBITS

BY JACK MERRILL



The end of another year is almost upon us. Unfortunately, weather and scheduling negated the two fall track days but there is always next year.

Not much to talk about this month, PORSCHE won the GTLM class in the IMSA series with their 911 RSR number 912 even though they did poorly the last two races. Lewis Hamilton has all but tied up yet another Formula 1 drivers' title with only a few races left.

So, what do we talk about? Let's try front license plates. In-route to the annual club picnic three of our member received warning tickets for no front license plates. As an aside, Steve and Cheryl did a fantastic job of hosting the picnic.

Back to license plates, I will be the first to admit that I don't like front plates as most late model cars are not designed for them. Years ago, front bumpers were actually made with indents for mounting the plates. Anyway, they are required in Texas and there is a \$200 fine for not having one. Once you get a warning ticket, the next time you are stopped it's a fine ticket.

Texas law states that a front plate is required, must be forward facing, mounted at least 12 inches above

the ground, rigidly attached to the vehicle and not covered with anything that might reduce the ability to read the plate. This includes smoked covers, and frames that hide any of the numbers or lettering anywhere on the plate.

So, what are the options? You can use the plastic frame that came with your car and screw it and the plate into the front bumper cover - but not on my car. Or, you can use one of the several aluminum devices that utilize the front tow hook for attachment. That's what I use. Yes, they are slightly offset but do not damage the front bumper cover and can quickly be removed for shows or to attach the front tow hook. I use the one sold by Axle Mower company and it works well and is customized for each model PORSCHE.

Did I say that I do not like front license plates but I do have one on the front of each of my cars? That always does not help as in the last several years I have been pulled over three times from officers that approached from the rear. As I handed them my papers and said you know I was not speeding, each time the officer politely said no sir you were not but you do not have a front license plate. With that we walked around to the front of the vehicle and both observed the plate clearly attached meeting all the aspect of the law. Bottom line is many officers assume you will not have a plate on the front and it is a non-negotiable ticket.

My advice: put a plate on the front as required and if you feel strongly against them, write your state legislator. It has come up every year in the legislature and with enough support, will eventually pass. In the meantime, accept the fact it is the law and display one to reduce the hassle and the probability of a \$200 fine ... in my mind a no brainer. Drive safe and enjoy the cooler weather.

BIG BEND DRIVE – OCT 18–20, 2019

ARTICLE BY CHUCK BUSH

A three-day trip to Big Bend was something different for Longhorn PCA and given the feedback, something we will definitely try again.

The drive to west Texas included a stop for lunch at Cooper's BBQ in Junction. Continuing on I-10, we arrived late afternoon in Marfa and everyone checked in. The Hotel Pisano has a lovely courtyard which was a great place for a drink and to relax after the drive. That evening, we had a banquet at the hotel, discussed Big Bend and the upcoming day's drive.

The next morning, we headed out to the park. Big Bend is really too big to see in a day, but we planned to hit a couple of the highlights and whet folk's appetite to come back again. The drive to the park through Alpine and down 385 to Study Butte is very scenic and enjoyable. With 75 mph speed limits on much of the road it was made for our Porsches.

Once into the park, we went to the visitor's center to check out some of the history of the park and load up on souvenirs. Back on the road, we drove into the Chisos Mountains and into the Chisos Basin. This remarkable geological delight made an amazing drive and we took lots of good pictures. We were able to take a short hike around the basin before lunch at the Chisos Mountain Lodge.

After lunch, some folks went to explore the park on their own, and the rest split into two groups. One group headed to Santa Elena Canyon and another towards the Sol Vista Overlook to get some good photographs. Enroute, we tried to stop at every scenic overlook to make sure we didn't miss anything. As we approached the end of the road, Santa Elena Canyon dominated the landscape. With a quick walk down to the Rio Grande, we were able to look down into the canyon. If we had more time, we could have forded the river and walked into the canyon, but that will have to wait for another day. We still had a four-hour drive to get back to Marfa, so off we went. Back through Terlingua (home of

the annual Texas Chili Festival), and through the old silver mining area of Lajitas. We drove the river road to Presidio and then back towards Marfa. The river road was really fun to drive with dramatic turns, dips and rises that kept you on your toes.

Once back in Marfa, we freshened up after a long day of driving (386 miles) and hit the road again for the McDonald Observatory near Fort Davis. We were amazed how much the scenery changes as we were driving on curvy mountain roads through pine forests enroute.

At the Observatory, we attended a "Star Party" where the staff there talked about the mission of the observatory and showed us many of the visible constellations in the dark night sky. It was truly awe inspiring as the Milky Way was smeared across the sky with its millions of stars. That alone is worth the drive out to the middle of West Texas!

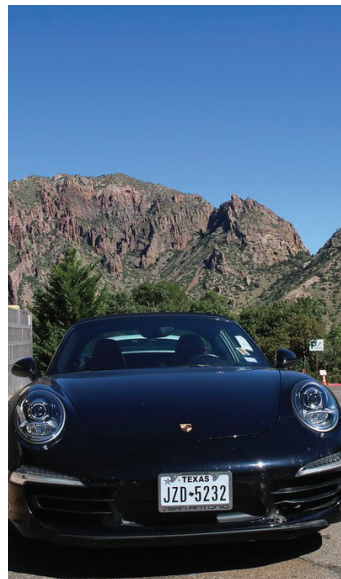
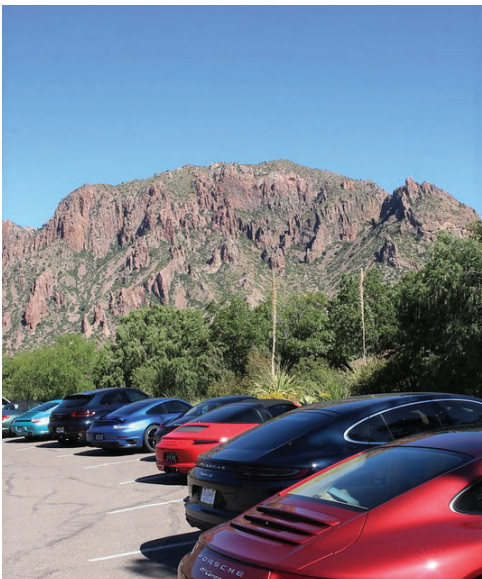
The next morning, it was time to head back home. We took the scenic route back via Highway 90. Stops included a vista overlooking the Brazos river, the Judge Roy Bean historic site, and Rudy's BBQ in Del Rio.

The trip was a blast, and we hope to do another soon!

Editor's note – after the star party at the McDonald Observatory, several of us went out to the Marfa lights viewing center. The Marfa Lights are unexplained lights that often show up in the desert just outside Marfa. The lights don't appear every night but we were in luck! We watched the lights show up, move, dive, bounce and then disappear and reappear for about two hours. Even saw some colors. We talked about there being a mountain with a road in the distance and what the lights could possibly be. But when we left Marfa the next morning, we all looked back as we passed the viewing center and there was no mountain, no road we could see, no way to explain the lights. This left us more confused but most of us that were there left as believers (not mentioning any names). They were amazing and it was well worth staying up late.



THE BEAUTY OF BIG BEND..



...AND PORSCHES



Photos by: Susie Bush, Betty Campbell, Stephen Grigory, Mike Matthews, and Shelley Matthews

LHR FALL PICNIC

ARTICLE BY BETTY CAMPBELL OCT. 26, 2019

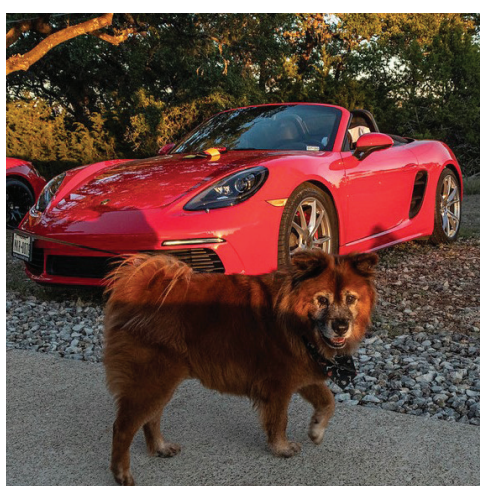
Thirty-nine gorgeous Porsches, 70 Porsche enthusiasts, a beautiful sunny fall day on Canyon Lake in the Texas Hill Country made the perfect setting for the 2019 Longhorn Region Annual Picnic on Saturday October 26.

Hosts Cheryl and Steve Greentree started the roll call with their 1991 Guards Red 964 Cabriolet flanked by their fabulous 2015 Sapphire Blue 991 Cabriolet. As the cars rolled in, their front yard was transformed into a colorful tapestry of special cars. Jud Walford conducted a concours training

session to educate members on proper cleaning and preparation techniques. During the session, judges scored cars for the Concours.

Everyone had a great time with good food and Steve's home brew. There was plenty of time to visit, catch up with friends and meet new members. All too quickly the afternoon slipped into sundown and the fun day came to an end. But for sure memories of this event will endure in the minds of everyone who were there.





Photos by
Susie Bush,
Betty Campbell,
& Mike Matthews

PCA HISTORY

RJ Wilmoth, National Historian

THE HISTORY & EVOLUTION OF PCA

Bill Sholar was a commercial artist in the Washington, D.C. area in the early 1950's. He also was an admirer of well-designed automobiles, and thus purchased his first Porsche, a 1953 356 Coupe. As time passed, Bill met other Porsches on the road, always blinking his headlights in silent greeting.

By late 1954, Bill was convinced that a more personal meeting would be appropriate with other Porsche owners to discuss the positive and, the well, ah, not-so-positive aspects of driving the infrequently encountered marque.

Following a first gathering February 8, 1955 at the Sholar house, several Porsche owners occasionally got together that spring and summer to share knowledge about the unique cars they drove. Eventually they decided to start a club. A brief paragraph in the August 1955 issue of Sports Car Illustrated informed readers that a Porsche club was being formed in the United States; all inquiries were directed to Bill Scholar's attention. Additionally, the Porsche factory was petitioned for recognition of the proposed club.

Unofficially referring to themselves as "the gripe group," they officially titled the new organization the

Porsche Club of America, and held their first business meeting on September 13, 1955, at Blackie's Grille in Washington, DC. Thirteen prospective members showed up, but one reluctantly had to be asked to leave when she revealed that she owned not a Porsche, but a Volkswagen, which didn't qualify under the club bylaws, which remain in effect today.

Those in attendance at that first meeting were Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett, Gamble Mann, Fred Schulenburg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown, and Don Carr.

Sholar was elected President and a press release was sent to the factory magazine, Christophorus, introducing the Porsche Club of America to other Porsche enthusiasts. Word spread, and the 189 Porsche drivers who joined by January 31, 1956 were designated as "charter members" of the Porsche Club of America (PCA).

As more and more members joined outside the Washington, DC area, regions were formed in other communities. The original Washington, DC group became the Potomac Region, which remained the hub of activities.



1st PCA event, Sept 1955

First appearing in December 1955, the club's monthly magazine, Porsche Panorama®, kept all members, nearby and remote, apprised of the latest technical information, factory news and events planned.

Early in 1956, Potomac Region arranged the first "Porsche Parade" as a gathering of all PCA members and a blanket invitation was extended to all PCAers. Held at the Washingtonian Motel in Gaithersburg, Maryland from August 29 through September 1, 1956, this first national convention drew 64 PCA members. Apart from a rally, a gymkhana and technical tips from the factory service reps present, there was plenty of time for socializing and pit talk. Living up to its name, several Parades later actually featured a parade of Porsches through the streets.

By the time of the second Parade, a Concours d'Elegance was added to the competitive events. This Parade also saw the first national officers elected from outside the founding region. PCA chartered six more regions before the end of that year, starting a trend that developed the club into a truly nationwide, and later, an international organization.

These early days always saw a group of PCA members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners; such drivers as Art Bunker, Bob Holbert, Lake Underwood and Charlie Wallace were beginning to develop Porsche's "giant killer" reputation in this country.

With Max Bunnell as President, the 1958 Parade moved to New York state. That year also saw Sholar come up with something new for PCA members: a trip to the Porsche factory in Stuttgart, Germany. Eighty-one members made that first "Treffen" (the German word for "meeting") aboard a prop-driven Lufthansa Super Constellation, arriving to a welcome from not only the factory, but also many of the German Porsche Clubs. The Treffen® presented the attractive option of taking delivery of a new Porsche at the factory, a tradition that is still available today. In October of that same year, Sholar was appointed PCA's Executive Secretary, a job he held until 1962, running the day-to-day operations of the club with the help of a part-time secretary.

The Parade moved west for the first time when Rocky Mountain Region hosted the 1960 Parade in Aspen, Colorado. This event featured Dr. Ferry Porsche's first appearance at a Parade.

Early in 1961 PCA appointed its first committee chair to develop the club's activities even further and to coordinate activities at the Parade. This proved to be a great asset to the club, as over 250 PCAers attended the sixth Parade. After only six years, PCA had earned the reputation as one of the best sports car clubs in the world.

In 1963, Sholar moved to a new position with Porsche of America Corporation, the U. S. importer. Before he did so, PCA's founder recommended his secretary, Jane Nestlerode, as his replacement as Executive Secretary. Until her retirement in 1980, Jane became synonymous with PCA National, running the office out of her home and serving the needs of a membership that grew over 800% during her tenure.

Charter PCAer Ken Twigg was elected President in 1963 and PCA membership reached 2000 for the first time. The 1963 Treffen® saw 40 PCAers take delivery of a car at the factory. Through the mid-1960's PCA racers continued to provide Porsche with SCCA victories, as Bruce Jennings, charter PCAer Don Wester, Bert Everett, Joe Buzzetta and others carried the Porsche banner into winners' circles across America in cars ranging from the ever-competitive Speedster to the more exotic Spyders, 904, and 906.

Regions were not confined to the continental U.S. as Hawaii Region formed in 1959, Germany Region in 1963 and the Puerto Rico Region in 1994.

In 1980, Jane Nestlerode transferred the Executive Secretary position to her assistant, Ruth Harte, who



*Motel Washingtonian Gaithersburg Maryland
Site of the first two PCA Parades, 1956 & 57*



continued to run the club superbly from the basement of her Alexandria, Virginia home, until a year before her retirement, when PCA relocated to an office building in Springfield, Virginia, and later, in Columbia, Maryland.

Although each Region held a wide variety of events and meetings, the Parade became the pinnacle of PCA activity and the focal point for friendships among far-flung Porsche enthusiasts. By the late 1960's, a typical Porsche Parade kept 500 entrants busy for an entire week, not to mention time spent in preparation and travel. Classes in speed events and concours were expanded as the club's focus shifted to include new Porsche types such as the 911 and its many derivatives. The Parade rally offered classes for both equipped and unequipped cars.

PCA has experienced an unparalleled growth, not only in members, but in the quality of its events and services. In 2019, PCA served more than 87,000 families, with over 134,000 members, in 145 local Regions, making it the largest single marque car club in the world. PCA concours standards are second to none. Multiple national committees help members with technical problems, insurance valuations, event safety, region management and newsletters.

Today, activities range from autocrossing, rallying,

concours, and socializing, to growing interests in touring, restoration, Porsche history, and PCA Club Racing. A revised "Treffen®" now allows PCA members to visit the factory, the new Porsche Museum, the area around Stuttgart, Germany, and the R&D unit at Weissach. A professional staff, headed by Executive Director Vu Nguyen, operates the National Office in Columbia, Maryland, where a growing historical section is also housed. The club functions like a finely-tuned, high performance Porsche. One of the objectives stated in PCA's Bylaws is to promote the enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche.

As the phrase goes,

"It's not just the cars, it's the people..."



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Organizing and Managing your Car's history

For most car enthusiasts, the ultimate joy is found in the driving of the cars they love. For a slightly smaller, yet still substantial segment, there is also great joy in working on those cars – bringing them back to life, keeping them purring, roaring and screaming. And then there are the rare few that also find joy in the organizing, managing and documenting of the work – the paperwork, the binders, the categorized receipts, the spreadsheets and picture albums. These are the folks that find real satisfaction not only in a job well done, but also a job well documented. For those of us fortunate enough to be the next owner of a vehicle cared for by one of those individuals, we are deeply grateful for their effort. Most of us truly want to be that person – to be supremely organized, everything documented and in its place – ready for inspection at any time. But the harsh reality is that most of us are lucky to even remember where we put the pile of receipts, much less to find the receipt for the battery we are sure we changed 2 years ago in the 944 that has now failed. Or was that maybe in the 911? Such is the challenge of keeping up with organizing, managing and documenting our vehicle's history.

If you don't happen to be in the group that truly loves the organization and documentation, what is the motivation to keep all your i's dotted and t's crossed and all filed away in reasonable order? There are several reasons:

1. For your own sanity. Many of us are beginning to suffer from the effects of CRS – Can't Remember Stuff – and the effects only get worse with age and the number of vehicles owned. There is no cure, but an effective organization and documentation system has been shown to significantly alleviate the worst symptoms.
2. To increase the value of the vehicle. The reality is that we will not be the last people to own our vehicles. There will be a next owner, either through inheritance or eventual sale, and that owner will care about and to some extent judge the value of the vehicle on the level of documentation provided. Research done with owners and care-takers of high value automobiles indicates that a well-doc-

umented and preserved vehicle history can add 2% or more to a vehicle's ultimate value. The odds are also high that the next owner will be a younger person that has a different expectation level for what and how things are documented. The "app" era has created a new level of appreciation for access to a rich set of digital records.

3. To preserve and tell your vehicle's story. More than likely you truly care about your vehicles and you want to be sure their stories survive for generations to come. You will eventually pass the story down to the next owner, but in the mean time there is the joy of sharing the vehicles with others. A rich documented history can be a rewarding way to enhance this sharing experience. Many owners have created and maintained binders filled with records, receipts and photographs that they can display at car shows and others share their vehicle passion through social media channels like Facebook.

So that covers the why, but what about the what? What exactly should you be keeping up with? You can classify the things to keep into three categories:

1. Things you are required to keep. This includes items such as vehicle titles, state registrations and inspection records, insurance papers, etc. (although even many of these are starting to become available in digital form)
2. Things you may need later. These are items like receipts for parts, warranties, instruction manuals, maintenance schedules and other resources and reference materials.
3. Things you want to preserve as part of your car's history and provenance. These might include items such as records of repairs, modifications and upgrades, appraisals, authentication certificates, awards, records and photos of event participation, brochures and advertising materials, magazine articles, photos and videos, and much more.

So how should you keep track of and preserve all of this information? Before the PC era, a well-managed paper-based filing and organization system was your only option. Today, most car enthusiasts have settled into a hybrid paper/computer ap-

proach with some leaning more heavily one way or the other.

- Paper based. Everyone keeps paperwork at some level, even if it is just the basics stuffed into the glove compartment. The risk with paper records is that they are extremely vulnerable to loss or damage from theft, fire, flood, decay, etc. You should make copies of important cash register receipts that are often printed on thermal paper and become unreadable in only a few short months – either as a photocopy or by taking a digital picture with your smartphone. Important paper based records should be stored in a safe place ideally not susceptible to fire or flood and for the most important documents, it is a good idea to have backup copies stored in a second location to guard against theft and the most extreme disasters.
- Computer based. Many people have taken advantage of standard computer programs like Microsoft Word and Excel, or online tools and repositories such as Evernote and Dropbox, to become more effective at organizing and managing their collections. These are good tools because they are inexpensive (assuming you already own the software) and provide protection from most damage or loss when used properly. But they require as much or more organizational effort than a paper-based system. With files scattered across mobile devices, image galleries and digital camera rolls, hard drives, thumb drives, cloud repositories and social media accounts, it can be a real challenge to find the specific item you are looking for and very difficult to organize and transfer to a new owner when the time comes. To make your computer based system more effective, you should create a well thought out file structure, organize around just a few standard programs or services and be diligent about archiving and backing up all of your vehicle data regularly, preferably to one of the newer cloud-based services.
- Online websites and fully integrated digital services A third option has emerged with the evolution of the Internet and car focused websites. These new options include marque-specific websites and forums, like our own pca.org and associated regional sites, and some more general car-focused websites that sometimes allow

a user to enter and manage basic information about their vehicles. Many of these sites are advertising based or offer very limited functionality. With its introduction early this year, RideCache (pronounced “ride-cash”) is a new option and has taken a different approach by targeting serious vehicle enthusiasts with a professionally developed, subscription-based model that is ad-free and does not promote products or services. The business model is built on the premise that owners that invest significant time and money into their vehicles will pay a modest fee for a professionally developed service that is focused purely on enhancing their vehicle experience and their vehicle’s value. RideCache is organized around the tasks, parts, papers, events and resources that are central to your vehicle ownership experience. The app enables very granular privacy and sharing controls for everything you include, allowing you to determine which vehicles and items are completely private, viewable only to friends, or to the public.

The reality is that organizing and managing your vehicle collection, like most anything in life that builds value, takes a fair amount of work. That is true regardless of the system you use – paper-based, computerized or an integrated online solution like RideCache. Every minute you spend building and preserving your car’s story adds value and provides enjoyment for those that will become involved with your vehicles in the future. Ultimately you will get back what you put in, as increased value when you sell the vehicle and as enjoyment in building, preserving and sharing your vehicle’s story prior to that time.

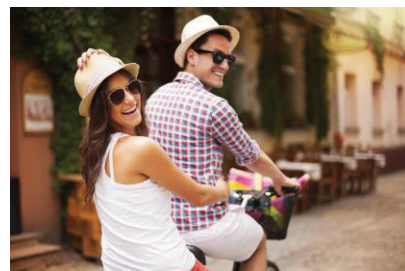
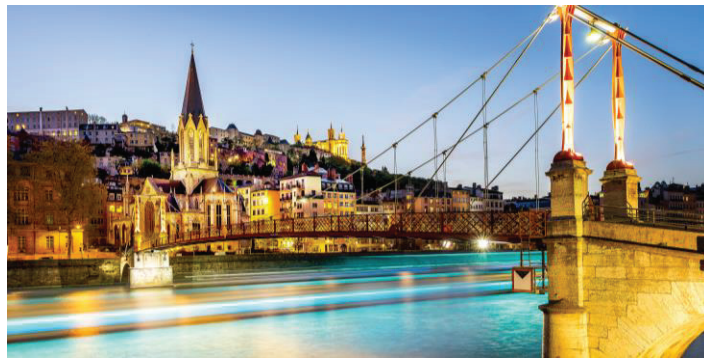
[Sidebar] About RideCache

PCA member Gary Bixler drives a 2014 Cayman S. Their son Brooks is also an active PCA member who just purchased his first Porsche – a 2016 Cayenne GTS (with a big assist from PCA Niagara region!). Gary founded “RideCache,” a paid subscription online vehicle management service, for the purpose of providing car enthusiasts with a better solution to organize, manage and share their vehicle collections. RideCache was also an official sponsor of 2015 Porsche Parade. You can learn more about RideCache at blog.ridecache.com and sign up for your own account at ridecache.com (your first vehicle is free).

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Porsches and Pancakes

Porsche of San Antonio sponsored a Porsche and Pancake breakfast on Saturday December 7th. Porsche enthusiasts were invited to bring one new, unwrapped toy to be donated to Toys for Tots in exchange for an amazing breakfast

provided by the Magnolia Haus. People, Porsches, and Pancakes! A Saturday morning doesn't get much better than this! A very special thanks to Porsche of San Antonio and their employees for putting on another great event!





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34 LHR ROUNDUP



67529



Longhorn Goody Store

Longhorn club logo patches that can be ironed on or sewed on to your own garment/cap, etc. \$4.00 ea.

Longhorn club decals for inside window(s). Peels off and is transferable. \$2.50 ea.

Name badges \$16.00 ea.
Contact Shelley Matthews to order.

Sun shades \$9.00

Car Organizers \$10.00

Hats (shown below) \$9.00 ea.
Colors available: Pink, Cream, Red, Blue, Charcoal, Black

These items are available immediately (except name badges).
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