

MARCH-APRIL 2020

The

Roundup

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EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

These are interesting times we are in right now. Never in my lifetime have I seen anything like this. Even when the gas shortages hit in the mid-70's - we were stationed in Minot, ND and we did not see any shortages or rationing, or even high prices! (It often took awhile for the news to filter up to ND - they had just learned the JFK was assassinated!) I've actually begun to realize just how spoiled we are in the U.S. We're not used to waiting in line to go into a grocery store. We're not used to seeing empty shelves or things we freely buy being limited to 1 or 2 per customer. We're not used to being told to stay in our houses, to not go to work, to not see friends, to stay away from people - aka - Social Distancing. So this is new territory for all of us. And it certainly puts things into perspective.

In light of all the hoarding and price gouging, **there is a glimmer of goodness.** People reaching out to others to lend a hand, to share what they have, and a willingness to go out of their way to help their neighbors. Often times we need a crisis to bring out the good (and the bad unfortunately) in people. I have to believe that we will come through this crisis and be better people for it.

Many of our **events will be cancelled or postponed** in the coming months. It's a small price to pay to stay safe and healthy. We will ride out this storm and maybe once these events are re-scheduled, we'll have an even deeper appreciation for the phrase - It's not just the cars - it's the people.

Please - STAY HOME!! If anyone needs help or assistance reach out to your Porsche family. We are here to help. And we hope to see you out on the road very soon!!

On a lighter note - we want to **welcome a new sponsor - Associated Collision Center!** They are the only SA Porsche Approved collision center. Welcome and we look forward to working with you.

CHECK OUT OUR LONGHORN REGION WEBSITE AT [LONGHORNPCA.ORG](https://longhornpca.org) AND
FACEBOOK AT [FACEBOOK.COM/GROUPS/LONGHORN.REGION/](https://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!

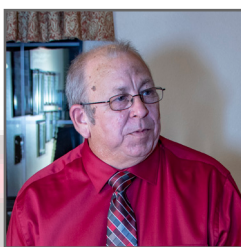


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Roundup

Vol. 13 - Issue 2
Mar-Apr 2020



Meet
the
Longhorn



Cone
killing at the
Autocross?



The Apple
Store -
hamburgers,
ice cream,
apple pie -
mmmmmm

www.longhornpca.org

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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

Cars on track day at HR2. This picture will be up for auction for Fiesta Challenge. Photo by Mike Matthews.

2020 CALENDAR

LONGHORN REGION EVENTS

2020 EVENTS: *Subject to change*

For full calendar, changes, and addresses go to www.longhornpca.com

All dinner meetings first Thursday of the month unless otherwise noted, begin 6:00, meeting start 7:00.

March:

5 - Dinner at Barn Door

14 - Cars and Coffee - Fiesta Texas -
Cancelled

14 - Autocross - Retama Park

21 - Drive to Tapatio Springs

April:

2 - Dinner at Krauses' Biergarten & Cafe -
Cancelled

11 - Cars and Coffee - Fiesta Texas -
Cancelled

18-19 - Fiesta Challenge - Porsche of San
Antonio - Postponed

19 - Autocross - Retama Park - Postponed

29-May 3 - Treffen, Colorado Springs, CO -
Cancelled

May:

2 - Tech Session - XPeI

7 - Dinner at TBD

9 - Cars and Coffee - Fiesta Texas

9 - Autocross - Retama Park

16 - Track Day - COTA

23 - Drive to Altstadt Brewery

June:

4 - Dinner at Blanco BBQ

7 - Autocross - Retama Park

13 - Cars and Coffee at Fiesta Texas

13 - Drive to Laurel Tree in Utopia

21-27 - Porsche Parade - Palm Springs, CA

July:

2 - Dinner at Pompeii Italian Grill

11 - Cars and Coffee at Fiesta Texas

18 - Drive to Shiner Brewery followed by Ice
Cream Social

August:

1 - Tech Day - Jones' Autowerks

6 - Dinner at Chester's Hamburgers

8 - Cars and Coffee at Fiesta Texas

22 - Drive to Salt Lick BBQ

September:

3 - Dinner at Barn Door

5-6 - Boxstoberfest - Fredricksburg

12 - Cars & Coffee at Fiesta Texas

16-20 - Treffen - Greenbrier, WV

19 - Track Day - Harris Hill

26 - Drive to Twisted Sisters/Tree Sisters and
Winery

October:

1 - Dinner at Krause's Biergarten & Cafe

10 - Cars and Coffee at Fiesta Texas

10 - German Motor Car Gathering - Boerne

24 - Picnic

November:

5 - Dinner at Pompeii Italian Grill

14 - Cars and Coffee - Fiesta Texas

14 - Drive to Olive Orchard

December:

12 - Christmas Party and Meeting

12 - Autocross - Fiesta Texas

12 - Cars and Coffee - Fiesta Texas

In response to the Coronavirus, many upcoming events have been cancelled or postponed. For up-to-date information on LHR events and meetings, please go to lonhornpca.org



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ZONE 5 NOTES



CHUCK BUSH, ZONE 5 REP

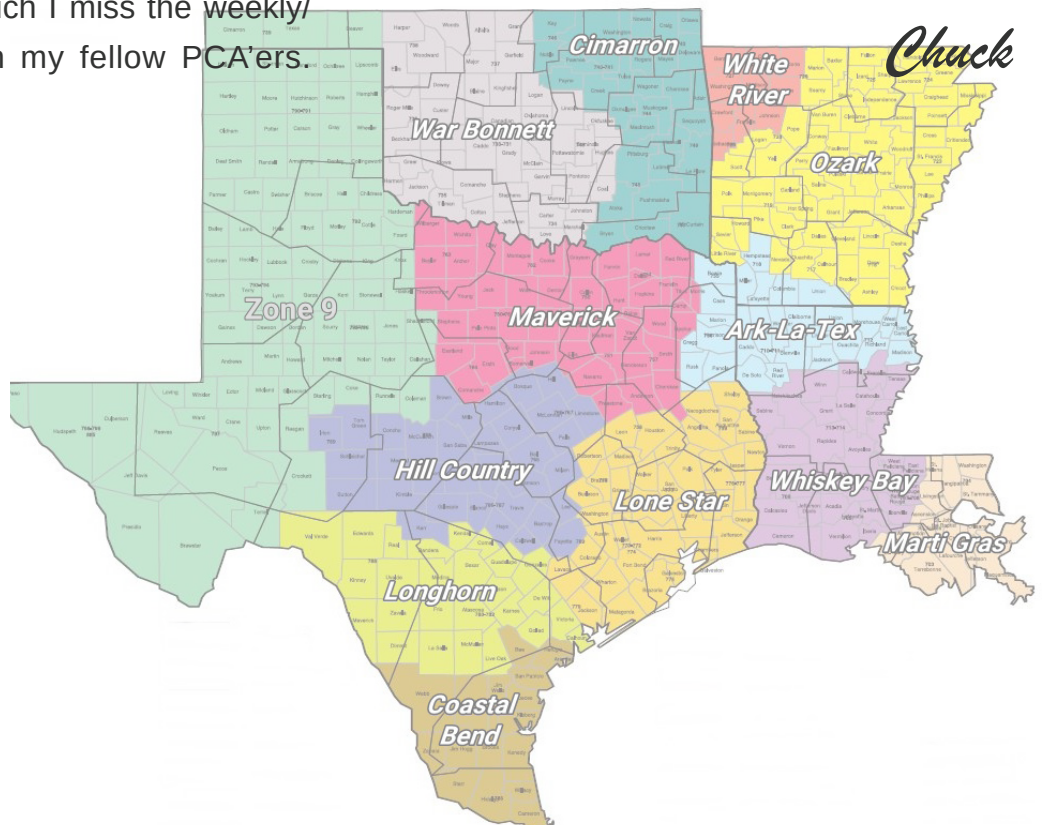
I hope that you and your families are doing well and surviving the Covid-19 flu crisis of 2020. Without a crystal ball, I have no way of knowing how things will look when you probably see this note as the crisis evolved daily. Regardless, the health and safety of PCA members is PCA's #1 concern. In that light, I know you have seen a lot of cancellations, and there will probably be more. In a social club like PCA, it is so hard to just stay home and not socialize with your friends! It sometimes takes an event like this to make you really appreciate what you have, and in my case, how much I miss the weekly/monthly interaction with my fellow PCA'ers.

I encourage you to keep engaged with your PCA friends. I have seen the virtual car shows on Facebook by a couple of regions. Facebook, Instagram, email, texts and phone calls are a great way to keep in touch and make plans for future events.

Everyone wants to know how to help in a time of crisis. One way is to stay engaged with your friends. Check in virtually with them and make sure they are doing OK.

I look forward to seeing you out on the road!

Chuck



MEMBERSHIP REPORT

Primary members:	487
Affiliate/Family members:	255
Total:	742
Jr PCA members:	12



NEW MEMBERS as of April 1, 2020

Louis Barnes	2007	911 Turbo
Paolo Casali	2016	911 Carrera 4 GTS
Joe Duckworth	1986	944
Manuel Garcia	2020	911 Carrera S
Cynde Gibson	2020	Panamera
Dustin Keeth	2020	911 Carrera S
Moe Lazri	1996	911 Carrera 4
Andrew Long	2003	Boxster S
John Moorman	2005	911 Carrera S
Mark Nelson	2016	Boxster S
Mark Pernell	2019	911 Carrera 4S GT
Jason Prooduz	2013	911 Carrera S
Tito Ramos	2018	911 GT2 RS
John Rayfield	2018	911 GT3
Brandon Tyer	1987	911 Carrera
Charles Ward	2006	Cayman S

TRANSFERS IN:

Paul Cox	2001	Carrera Cabriolet	From: Hill Country
Linwood Mosley	2002	911 Turbo	From: First Settlers

TRANSFERS OUT:

Shawn Veach	2002	911 Turbo	To: Hill Country
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Watch for upcoming 2020 Track Day schedule online!!



Meet the Longhorn...Cheryl Greentree



Tell us a bit about yourself/family/background?

I am a retired Air Force nurse and now a fully retired nurse as of 2017. I got bored with retirement so started a business as a travel agent and spend my free time making people's vacation desires come true! If you are planning a trip and want assistance give me a call, I can help!

I have a wonderful husband named Steve and 2 grown children. When Steve and I were engaged he said his dream was to own a Porsche. I laughed and said, "the day you make Lt Col you can get a Porsche." I seriously thought he would forget, however the day the list for Lt Col came out and his name was on it, he said, "now I get my Porsche". I rolled my eyes, but since I said it, I had to let him get one.

I made it to work just fine. I left work early from Brooks Air Force Base so I could miss traffic driving through San Antonio. I stopped at the first stop light off base and a lady rear ended me. No kidding! I then made the dreaded call to my husband and let him know I had been hit. There was silence and then "son of a #\$\$@#". I did let him know I was OK.....that's how I remember the story. Needless to say, it took a long time before I would drive his care again. Now we have the new blue Porsche and I still haven't driven it, not sure when I will.

What year did you join PCA?

We became members in 2006 after Steve returned from his deployment to Kyrgyzstan and purchased his first Porsche.

What other regions have you belonged to?

None, because there is no better region around!

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

A red one with a black convertible top and a SAPHIRE blue (my favorite color) one with a black convertible top. I can't keep the numbers or names of those cars straight. Steve's edit—1991 911 Carrera 2 Cabriolet, 2015 911 Cabriolet.

What's your favorite Porsche memory?

In 2007, my Honda Pilot wouldn't start and Steve had already left for work, so he told me to drive his Porsche. I was a nervous wreck because this car was his "baby".

I made it to work just fine. I left work early from Brooks Air Force Base so I could miss traffic driving through San Antonio. I stopped at the first stop light off base and a lady rear ended me. No kidding! I then made the dreaded call to my husband and let him know I had been hit. There was silence and then "son of a #\$\$@#". I did let him know I was OK.....that's how I remember the story. Needless to say, it took a long time before I would drive his care again. Now we have the new blue Porsche and I still haven't driven it, not sure when I will.



What LHR events do you enjoy most?

My favorite event is the picnic because it has been held the past 2 years at our house. I enjoy seeing all the cars lined up and down the driveway and people seem to have a good time. It's a great time to mingle with people in a very relaxed environment. The food and drink is always delicious.

What's your favorite Porsche?

This is my new favorite Porsche. I told Steve I would be willing to let go of my Nissan Murano for this green one. Why a green Macan? Because my travel business is through Cruise Planners and green and black are the Cruise Planner colors! What a great way to advertise, right? I think Steve might be a thumbs up for this....



What non-Porsche activities do you enjoy/participate in?

I have to admit, we are busier now than we were when we were working. Maybe it's that we make ourselves busy with things we want to do versus things we had to do. We love to travel, love to wine taste, and love to socialize. I spend free time volunteering at the Mammen Family Library in Spring Branch, I volunteer in the food pantry in Canyon Lake and I deliver food for Meals on Wheels.

Hill Country Rallye

Article and Photos
by Mike Matthews

In the past years, Chuck Bush, Mike Vriesenga, and James Bricken have attended the Hill Country Rallye. I've expressed interest in previous years but didn't have proper street tires on my 914-6 so I didn't attend.

So, what is the Hill Country Rallye? It is a group of air-cooled Porsche enthusiasts that meet once a year for three (now four) days of eating, driving though the hill country and now a track day. I did mention that these are air-cooled enthusiasts meaning water-cooled Porsches are not allowed on the drives. Porsches from 1949-1989 are allowed so my '70 914-6 met the requirements. Since my 914-6 (which is street legal) has racing tires on it I only signed up for the track event. Next year I may get a set of street tires so I can participate in all four days of this event.

The track event was held on Thursday, Feb 27 at Harris Hill Road Raceway (H2R). There were around 32 pre-1990 air-cooled cars in attendance. We started off signing waivers and meeting each other. I met some great people and got to see a bunch of awesome Porsches. After that we attended the drivers meeting. It was one of the best briefings I've attended. They had already split the group into three run groups from novice, intermediate, and

advanced. I was placed in the advanced group.

After the drivers meeting, they kept the novice group for classroom work. For drivers that had track experience but had not driven on H2R they had to have a checkout ride with an instructor. Once they were checked out, they were allowed to run the track with their designated run group.

I think we had four run sessions before there were open sessions. I have to say I had a great time driving on the track and my 914-6 was running well. Chuck and I exchanged rides with each other. Chuck was driving his 1973 911 painted in Gulf livery. We spent a few laps out in his and then we exchanged seats. This was the first time I have driven a 911 on the track and I have to say I had a lot of fun driving his car. After driving his, he drove mine. I think he had fun with it.

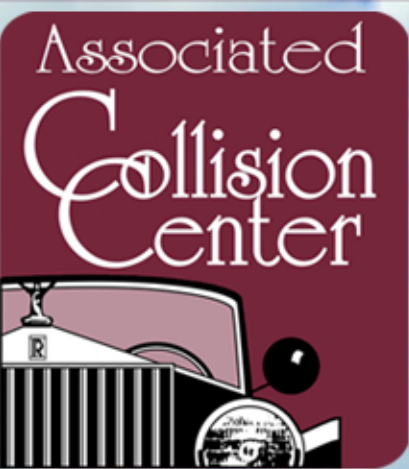
Overall, this was one of my favorite track days. It may have been due to having all the air-cooled cars there or just the cars and the people. Everyone was friendly and would stop by to talk about the cars. As I said earlier, the people and cars were just awesome!





Fiesta Challenge

A woman with blonde hair, wearing a plaid shirt, stands next to a large, colorful quilt. The quilt is composed of numerous rectangular patches featuring various racing-related designs. Prominent patches include the "Porsche Club of America" logo with the number "60" and the years "1955-2015", several "PCCA" (Porsche Club of America) logos, and patches for events like "BoxToberfest", "Pikes Peak", "Brumos Porsche", and "San Antonio Porsche Parade". Other patches show individual cars, drivers' names, and smaller club affiliations. The quilt has a dark central panel with the "60" logo and lighter-colored panels around it containing the various event and club patches.



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KEVIN D. ROBISON - PRESIDENT

Autocross Results

March 13, 2020



Name	Car #	Class	Model	Run 1		Run 2		Run 3		Run 4		Run 5		Raw	Pax	Score	PTS
Mullen, Mike	13	SS	Carrera S	48.153		48.232		46.126		46.402		46.161		46.126	0.821	37.8694	26
Bricken, James	32X	SS	Cayman R	48.611	1	46.918		46.494		46.98		47.105		46.494	0.821	38.1716	25
Pearce, William	21	BS	Cayman	49.434		49.502		48.675		48.19		48.255		48.19	0.81	39.0339	24
Wright, Stephen	33	AS	Cayman S	51.653		50.721		49.393		48.88		47.943		47.943	0.817	39.1694	23
Dorsey, Bill	87	SS	C4S	51.607		49.898		49.402		48.84		48.245		48.245	0.821	39.6091	22
Bush, Chuck	7	FS	Panamera	52.467		51.523		50.941		50.039		50.192		50.039	0.803	40.1813	21
Upton, Chris	65	SS	GT4	50.522		48.975		49.678		49.75		49.039		49.039	0.821	40.261	20
Fortuno, Ignacio	112	AS	Cayman	49.951	1	50.319	1	49.471		49.71		49.669		49.471	0.817	40.4178	19
Poyer, Eric	90	CS	Boxster S	50.297	1	50.256	1	50.257		50.27		50.785		50.256	0.809	40.6571	18
Matthews, Mikel	32	SS	Cayman R	54.574	1	50.287		50.664		49.886		50.075		49.886	0.821	40.9564	17
Grigory, Stephan	96	BS	Cayman	116.909	6	52.904		dnf		50.813		50.858		50.813	0.81	41.1585	16
Hughes, Philip	317	BS	Cayman S	53.246		53.438		53.413		52.448		51.506		51.506	0.81	41.7199	15
Greentree, Steve	83	SS	911	52.628		51.819		51.093		50.997		51.935		50.997	0.821	41.8685	14
Cagianut, Joe	50	BS	Cayman S	52.762		51.915		52.06		52.923		52.482		51.915	0.81	42.0512	13
Reid, Patrick	10	SS	911	54.085		53.879		52.917		52.09		51.67		51.67	0.821	42.4211	12
Galbreath, Ward	11	BS	Boxster	58.878	1	54.141		52.975		53.276		52.684		52.684	0.81	42.674	11
Milne, John	79	BSP	911	56.755	1	49.433	1	54.186	dnf	no run		no run		50.433	0.851	42.9185	10
Harrell, Pete	70	SS	911S	52.501		52.284		52.375	1	52.58		52.352		52.284	0.821	42.9252	9
Claus, Chris	59	SS	911 TurboS	58.579		57.132	1	53.548		53.659		52.351		52.351	0.821	42.9802	8
Garza, Cleo	86	SS	997 Cab	55.099		52.483		52.451		54.555		54.378		52.451	0.821	43.0623	7
Orashan, Tom	159	CS	Boxster	57.265		55.587		54.408		53.976		54.044		53.976	0.809	43.6666	6
Deltoro, Federico	27	X	Boxster	44.59		44.1		44.429		44.086		44.913		44.086	1	44.086	5
Gibson, Andrew	727	CSP	Boxster	52.652		51.866		dnf		51.559		52.091		51.559	0.857	44.1861	4
Boudreaux,Bob	2	AS	Boxster	64.463		60.71		59.168		58.475		55.268		55.268	0.817	45.154	3
Ward, Charles TJ	1	BS	Cayman S	64.207		60.705		54.186		58.257		56.972		56.972	0.81	46.1473	2
Hemphill, Duane	7	X	Corvette	64.93		62.216		61.003		60.806		61.109		61.003	1	61.003	1



Photos by Amanda Jones

Autocross Before the Action



Photos by Mike Matthews

MOTORSPORT RAMBLINGS

BY JACK MERRELL



Happy 2020. It is March and while our first track day is still months away in July, other regions in the area are scheduling Driver Education (DE) events that you might like to participate in. So, this month we will touch on things you need to do to get yourself and your car ready.

Let's start at the top and I mean your helmet. PCA requires that to be on the track you must have a Snell Foundation approved helmet that is 2010 certified or later. This will change later this year when the 2020 certified helmets are approved and available. When that happens 2015 helmets will be the oldest allowed at the track. The Longhorn Region does allow older Snell foundation approved helmets for autocross. Why the rule? Helmets age even while sitting on the shelf and with no scratches, etc. Body oils will deteriorate the foam padding and the sun's rays will age the shell. Plus, the newer helmets have improvements, some minor, that increase protection.

Now to your car. PORSCHE recommends that you flush the brake system every two years and if you autocross and/or track you should flush the system more often. Every time the fluid heats up and cools it attracts moisture which adversely affects future brake efficiency. Likewise, it's always a good thing to check the brake pads and the rotors for wear,

cracks and/or scratches. Remember on drilled rotors pay special attention to cracks that progress from one drill point to another. Good brakes prevent stopping into other things that are all bad.

The next thing is your tires. Tires over five years old are not permitted, nor are tires that have sidewall or tread area cracks. Also tires with less than 2/32 inch tread depth and/or any cords showing are not permitted. In addition, no tire can have a patch or plug in the sidewall and no "R" compound tires can be patched or plugged anywhere.

If your car is equipped with four, five, or six-point harnesses you MUST wear a HANS type neck restraint and your seats must be of the type that the harnesses pass through them. For those members that use normal OEM seatbelts HANS now makes a neck restraint device for you. The Simpson store in New Braunfels has them if you are interested but currently, they are not required but are encouraged.

Also, if you are driving an open car, i.e. cabriolet or Boxster, the OEM roll over protection must pass the broomstick test. That test is, with you in the seat and your helmet on, your head must be at least two inches below a straightedge placed on the top of the windshield frame and the factory roll over bar. If it isn't, you need to add a clamp-on bar to the roll over protection to increase the clearance. It goes without saying that open cars without rollover protection are not permitted on the track ... such as earlier cabriolets without aftermarket rollover protection installed.

When was the last time you thoroughly cleaned out the inside of the car and the trunk? It's amazing how little items ... and sometimes larger ones ... can get hidden or stuck in odd places. These items have the uncanny

habit of coming loose at the wrong time and may find their way to a place blocking normal application of the throttle, brake or clutch. Better to clean them out now rather than when you are rushing to get through tech, etc. on the event day. If your floor mats do not snap or velcro to the carpet you will have to remove them to run but it's a good idea is to remove them anyway. Oh, by the way, while you are cleaning out the trunk check that your battery is secure. At every event we find one that isn't secure and the tools and/or bolts to fix it are not available so we cannot let you run.

Other things to consider doing - a clean air filter will provide more filtered air to the engine and thus result in slightly more horsepower. If you have

not changed your oil in the last six months now would be the time. You are going to be exercising your engine at higher RPM's and more stress than you would on the street. Clean oil running through the system is a good thing. In addition, a good alignment will improve vehicle handling.

Everything mentioned is good common sense to let you and your Porsche safely enjoy your day or days at the track.

Lastly please remember for our track days, as with autocross, we do want clearly readable numbers displayed on both sides of your car and you must have your front tow hook installed.

Upcoming Drive Information

By Chuck Bush

As with everything else, the drives for 2020 are changing. Thanks to some great volunteers, we have had some fun drives already this year and have a bunch more in the planning stages.

Depending on this flu crisis, we have a drive planned for 23 May to the Alstadt Brewery. This is the reschedule of the one that was cancelled last year and we are really looking forward to visiting this venue.

On 13 June we have our annual visit to the Laurel Tree restaurant in Utopia, TX. This is one of our

most popular events and sure to draw a crowd.

Future drives we are looking at are a tour of the Shiner Brewery, visit to the Salt Lick BBQ, and more drives out to the Twisted Sisters.

We would also like to do some more informal drives following Cars and Coffee or via Facebook.

So keep an eye on your email notifications and on our Website, longhornpca.org, and I look forward to seeing you out on the road this year!



Social Distancing while driving a Porsche

By Rob Turner, Maverick Region

Back in 1999 I left behind a job to dive headfirst into dotcom. You can probably guess the end of that story. Dotcom turned into dot bomb and I had to pivot jobs very quickly. The job I left had me going into an office every day except for business travel. Dotcom hipness had me working from home, virtually. I was a telecommuting pioneer. To be frank, I do not know what I would do if I had to go back into an office every day. I suspect, I would hate it.

My usual work attire is jeans and a long sleeve Porsche t-shirt. The thought of dressing up, even just a little, turns my stomach. Most weeks I have fifteen plus conference calls which are usually routine. However, over the past several weeks as COVID-19 has become a major part of our lives, the company I work for, like many others, has mandated that office-bound employees adopt and adapt to WFH, a/k/a working from home. Now phone calls include background noises like dogs and kids, and I hear the frustration in the voices of people who have never done this before. But it's an experience we are all sharing right now.

Every week I usually get out of the house by going to the gym early, then at some point maybe running a few errands, but with the CV-19 thing, not so much. Like a lot of us I've been cooped up in the house for days, now weeks on end and, no surprise, I've gotten stir crazy. The weather hasn't helped. We've had more than a week of very steady, sometimes heavy rain. Every day, same forecast: yep, more rain. Great! But last week I saw a break in the rain. Exactly one day, a Saturday no less. Sunday more rain. But Saturday, chilly and dry. In other words, perfect.

My plan was to head out mid-morning and take my usual run up to a secret bridge over the Red River, the wet border between Texas and Oklahoma. But the more I thought about it, the more I thought – hey, I bet other people have been cooped up, dealing with self-isolation, social distancing and might need to stretch their legs so to speak and do some driving. As a group our PCA region is very socially active every weekend, (sometimes

two or three activities on the same day), mid-week pop-ups and a variety of other regularly scheduled events. I figured others needed to get out of the house and run for a bit.

I posted my idea up on our FB page and was not surprised when many people said, "Hell Yeah." I said we'd practice social distancing, just wave at each other when we arrived and then would be safely ensconced in our cars for the rest of the trip. Many people said they'd join, but you never really know until you go. I'd posted up the route so everyone going would have an idea of our general direction. I asked that everyone have a full tank of gas and maybe water and snacks. I was so happy to see the rain tail off Friday, heading into Saturday. Perfect, the promise of a dry day.

The forecast promised clouds, but lo and behold – the sun! Wow, a sunny day to boot. Even better. I arrived early to find the place I told everyone to meet was blocked due to road construction. What a great start to the drive! Nothing like having to quickly improvise. I asked my wife to post up on FB a nearby location along the highway next to where we were supposed to meet and I added my phone number for people to reach me just in case. There's always that moment when you've put something together and you're not sure if people will show up or not, so it was a relief to see the first Porsche arrive, then another and another. My relief turned to excitement as it appeared there were many people needing to get out of the house. We filled up the side of the road, eleven Porsches strong and one BMW X5M (the owner worried that his older 944 couldn't keep up). We got out of our cars, greeted each other at a distance, maintaining our social distancing protocol and spread out to take photos of our assembled jelly-bean colored cars as the drivers and passengers of other cars gawked at the row of gleaming Porsches. Our group assembled; it was time to hit it.

We managed to keep our social distancing by following each other, no worries there! Everyone keeping pace, our string of cars stretched out over a quarter mile. I had to manage some local traffic but

kept us all together. Once we got out in the country, we found little traffic. One kind driver in a pick-up truck even pulled aside so we could all pass. I must admit, there may have been a time or two (but only a time or two ;-)) when we cooked it up a bit. Just saying. We pressed deeper into the country, the route I selected providing a good combination of fast sweeping corners, longish straights in between crests with good sight lines for a mile, sometimes more. Here the string of Porsches would stretch out, giving the engines a chance to breathe right up to red line.

As we piled on the miles, I could feel it. There is a perceptible change and it sweeps over you. The car helps. Man and machine, the sympathetic beating of human and mechanical hearts. The road makes you focus, pay closer attention to the details. It can transport you if you let it, leaving our trials and concerns behind, if for only a couple of hours. We turned onto a road that leads across the river, the border between two states. There is a sight line of almost two miles down a hill before the bridge. I saw clear road ahead. May have gone just slightly above the speed limit, just a smidge. In the distance I can start to make out a red car shape on the left side of the bridge and I can also see some tiny stick figures near the car. I must admit, I lifted. Then I realized it was Porsche people waiting to cheer us on, so I

punched it again, giving them a show. We roared past them in a blurred whoosh of sound, color and speed.

A brief stop to meet and greet the Porsche people and then we were back at it, a little more relaxed on the return. Cars peeled off as they needed gas or headed home in other directions. The final two cars, my 981 Cayman S and a 951 drove the last few miles together before we finally parted ways. I don't know about you, but I needed that. It helped me reconnect to — me. And every once in a while, that blast in the country is just what the doctor ordered. Pulling into the garage, I turned the key and the great beast of an engine stilled. I let out a long slow breath too. I feel good after a drive like that. Just the right amount of edge, adrenaline and seat time.

Times like this offer perspective on who we are, on our priorities. But it's nice to know that we can escape, even if it's just for a little while, reconnect with others that share a common passion and experience the love of driving our cars. We may be alone in our cars, but in this case, we are together at the same time, practicing a good measure of medically mandated social distancing – at maybe just a few miles over the posted speed limit.

And on that exhaust note, see you all next time.



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Repairing the fresh air vent seal

Ever wonder why you still get a lot of fresh air in your 911 even when you have turned off the vent? There is a little rubber flapper seal in the air box that disintegrates over time and allows air to bypass the flap even when closed. Not an issue in the summer, but can be pretty cold in the winter!

This is a relatively easy fix that you can do yourself with a few standard tools.

Open the hood, and with a philips screwdriver, remove the four screws that hold on the fresh air screen on the cowlings below the wipers and gently pull off the metal frame and screen.

Pull back your trunk carpeting and remove the fiber cover that covers up all the components under the cowlings. There are four 10mm nuts that hold this cover. Remove the top two, just loosen the bottom two, and the cover can be wiggled out. On '73 and later cars, there is a diagonal metal support bar that also has to be removed. Same 10mm nuts.

Now you will see the fan and air box. There is a drain tube at the bottom of the air box. Use pliers to loosen the clip and let it slip down off the air box.

There is an air hose that goes into each side of the fan housing. Loosen the clamp and remove the hose. You can actually peer down into the air box and see if the edges have come off of the flappers, allowing air to bypass the flap. You can also have someone operate the fresh air vent control and make sure the flappers are opening and closing properly. Assuming this is the case, continue on!

Go back to the fresh air vent and remove the two large screws that hold the air box to the cowlings. You should now be able to remove the air box and fan housing. The fresh air control cable is attached to

the control rod going across the fan housing in figure A. Use a 7mm and adjustable wrench to release the cable holding bolt and a pair of pliers to gently pry off the cable housing holder that holds the cable to the air box.



Figure A

Remove the three 10mm bolts that hold the fan housing onto the air box and you should be left with the part shown in figure A.

The air box is held together by little round clips that go around the nubs on the air box housing halves. There are four on each side and can be gently pried off with a screwdriver. Be careful as they are prone to go flying and disappear.



Figure B

When you open up the fan housing, you can see the two flappers and how the foam flaps have disintegrated.

You need 4mm foam sheeting to make the new flaps. I could only find 2mm sheeting in the craft stores, so I used 3M black trim adhesive and glued two sheets together to get 4mm.



Flappers are made of two parts and held together in the middle with a nut and bolt. Remove this, and you can see how the foam is sandwiched between them. (Figure C)



Figure C

Cut out a new piece using an old piece as a model - just bigger outside diameter to cut off the flow of outside air.



Weave the piece around on the metal flapper and then reassemble the flap with the new seal.



Figure D

As you can see in figure D, the flaps are a little flatter on the sides given the way the fit in the air box.

From this point, just reassemble in reverse of assembly. Make sure your new flaps seal properly in the air box and both close when the control lever is operated.

The little clips that hold the air box closed are a little difficult to get on. I used cable ties or tape to hold the air box together while you are fiddling with them. I hold one side of the clip down on the little post with my finger and use a screwdriver to push the other edge of the clip open and down onto the post.

Good luck!

Chuck Bush

Winter Duldrambs

Article by Rob Turner
Maverick Region

LMNHED (aka) my Racing Yellow 981 Cayman S must think it's Groundhog's Day. It sits in the garage gathering dust. Different day, same routine. Wake up, sit there. Mid-day, sit there some more. Sundown? Still sitting there! Only difference is the amount of ambient light in the garage. Day after day the bright yellow Porsche sits in contrast against the stark (newly painted) white wall. Rinse and repeat. The only variation is the overall temp in the garage. This is winter in Texas after all; it could be 70° one day and 22° with freezing rain three days later.

I do have a routine, if the car goes three weeks without getting started, I put a battery tender on it. Oh, there's the occasional break – for instance, our Maverick PCA region does a Cars and Coffee like event called Mavs and Mochas the second Saturday of every month. Rain or shine, hot or really cold. I must admit LMNHED is a fair weathered Mavs and Mochas attendee – we'll do cold, but no rain and it goes without saying no snow – which so far has not been a threat. If by some weird twist of North Texas weather fate, we ever have snow I will for sure bring the Cayenne Diesel out, that car is built for crappy weather! So, on the odd sunny Saturday during the winter we head out to commiserate with other Porsche owners. It is a great event with a great vibe with great cars and their owners. You get the picture.

I keep thinking that spring is imminent. After all, on this year's actual Groundhog's day, the infamous Punxsutawney Phil didn't see his shadow. That means that spring is right around the corner, right!? LMNHED is counting on it. (Remember the

gathering dust part.) What LMNHED counts on is a day above 60°, a little bit of sun and an afternoon with no plans, well with the exception of maybe drinking a malted beverage – or two –and the CAR WASH. Trust me, LMNHED doesn't need it, but I love washing cars. It's one of my favorite things to do.

I have a wash routine. Griots car wash, a special wash mitt from Chemical Guys and a stack of Chemical Guys' soft and plush purple microfiber towels. Every surface is wiped free of water, and then the details: wiping every tiny edge. Free of water, LMNHED drives the whole 20' back into the garage. Then I clean the barrel and outside surface of every wheel. It was during that process I found something. (Hey! You knew there had to be a reason for this column, right?) I felt the grooves of the super sticky Michelin Super Sport S4 rear tires. They had a build date of late 2017. But were already down to the wear bars. Crap! Actually, I love buying tires. So, a visit to my local Discount Tire is imminent.

So, I'm really looking forward to spring. The season of renewal, everything green again. Well, excluding the yellow pollen, but LMNHED hides it well. As if it ever gets that dirty. My wife and I are planning a spring trip to the Texas Hill Country, a chance to celebrate spring, drive the Three Sisters (Ranch Road's 335, 336 and 337), my 60th (OUCH) and our 30th anniversary. (YEA, my wife said I better say that). But mostly we'll enjoy each other's company during the best time of the year.

The tires? Time to break them in!

Drive to Medina and the Apple Store

Article by Mike Sobera
Photos by Susie Bush
and Brian Strang

What a beautiful day for a drive! A little chilly in the morning, but sunny the whole drive! We drove a lovely 2 ½ hour, 182 mile drive through some of the twistiest roads in Texas, culminating with a stop for lunch at Love Creek Orchards Café. We started from a different location to avoid the traffic and it paid off!

We had 32 cars and 57 people enjoy the food at Love Creek Orchards Café. They had some nice heaters going in the semi-open air dining area that made the stay toasty and warm.



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