

JANUARY - FEBRUARY 2018

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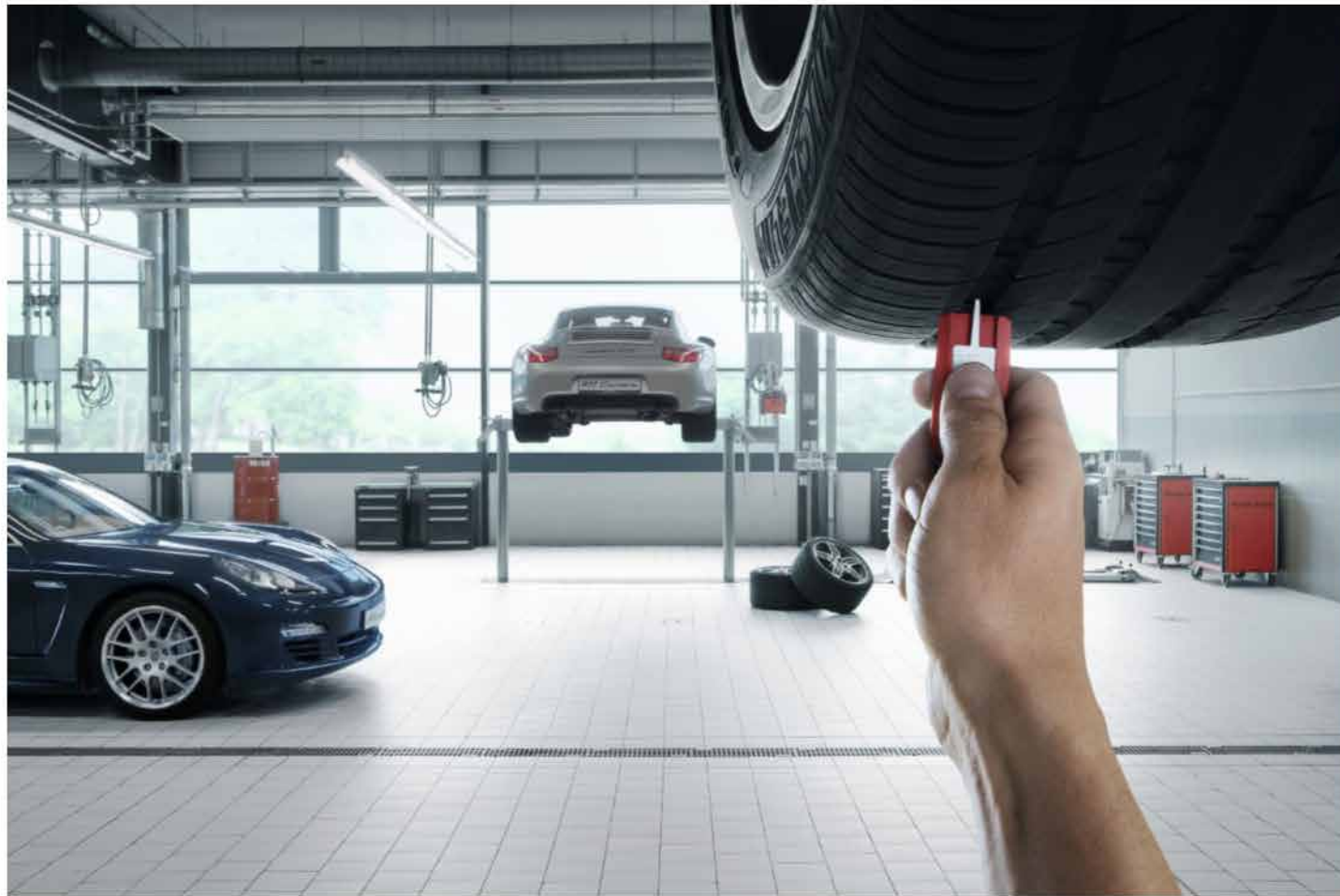
Roundup

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INSIDE

**1956: FIRST PORSCHE PARADE
A CHEAP DAY AT COTA**



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EDITOR'S NEWS & NOTES

HOLLY SANDERS



I am going to keep this super brief this month because I am not totally ready to write all about my amazing dad quite yet! I just wanted to extend my sincere gratitude to everyone in the Longhorn Region who reached out, sent cards and texts, or came to Dad's Celebration of Life. It is truly a community of amazing people brought together by their love of cars. Friendships built upon a similar hobby and passion that blossom into so much more. I am so thankful for the support you all have given me during this time! My apologies for this issue coming out later than expected- it's been rough, but better late than never!

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!



CHECK OUT OUR LONGHORN REGION WEBSITE FOR MORE INFORMATION!

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ON THE COVER



Cover Photo by Jack Merrill at
Porsche of San Antonio

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Roundup
vol. 11 - issue 1
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page 12-13



page 22-25



page 18-20



page 21



page 16-17



FEATURES

12-13 1956: THE FIRST PORSCHE PARADE

The first every "Parade of Porsches" was in 1956, and the name stuck.

16-17 A CHEAP DAY AT COTA

For the second year Lone Star 912 owners gathered at COTA for a car show to accompany the U.S. Vintage Racing National Championship at COTA.

18-20 EXPERIENCE WITH A PORSCHE SERVICE MEISTER

Jim's first dealing with a Porsche Service Meister in Germany was interesting, unique, comical and embarrassing - all at the same time!

22-25 AIR & ASPHALT

Piloting the "Porsche" airplane across the country

COLUMNS

- 3 EDITOR'S NEWS & NOTES
- 6 MIKEL'S CORNER
- 8 MEMBERSHIP REPORT
- 9 GOODY STORE
- 10 MOTORSPORTS TIDBITS

EVENTS

- 14 2018 LONGHORN REGION EVENTS CALENDAR
- 21 AUTOCROSS & TRACK DATES, RACER'S LUNCH
- 27 MOTORSPORTS TIDBITS ADDENDUM

ADVERTISERS

- 2 PORSCHE CENTER OF SAN ANTONIO
- 3 SAFEGUARD BUSINESS PRINTING
- 7 LEE MICHAEL'S JEWELRY
- 9 HARRIS HILL
- 11 PRO-CARE AUTOMOTIVE & COLLISION
- 15 RETIREMENT SOLUTIONS
- 17 JONE'S AUTOWORKS
- 20 GRUPPE 9 AUTOWERKS
- 26 EXPRESS OIL
- RACK X-PEL

MIKEL'S CORNER

LONGHORN REGION PRESIDENT



Happy New Year! I hope y'all had a good Holiday season. This is my first message as the president of our great club and I would like to thank Chuck Bush, Susan Bush, Jim Hamilton, Ron McAtee, Jack Merrell, Jim Lowe, and RJ Wilmoth for the work they did last year (and for many years in the past). I think they did a fantastic job running the organization. If you think so please let them know.

As you know, we lost our VP, David Sanders earlier this year. David was a good father, partner, man, and friend. David had retired from USAA and was an avid Porsche enthusiast. He was our webmaster for the longhorn.org, instagram (@longhornpca) and he was also an amateur photographer. You will see many of his photographs on the website, the Facebook group page (<https://www.facebook.com/groups/longhorn.region>), and on instagram. We miss him dearly. And as we have to do to keep the club functioning we are looking for an interim VP.

Most of you know Jim Hamilton, our

treasurer. Jim has been the treasurer for many years and does a great job of ensuring our money is accounted for correctly. As with the other positions, the treasurer is an important position controlling our money, making sure the bills are paid, and generating the various reports needed for running the Club.

Our secretary is Susie Bush. This is Susie's second year as Secretary. The position is a very important position for the club. Susie will not only be taking minutes but signing legal/official documents for the club.

Now a little about me. I'm Mike Matthews and my wife is Shelley Matthews and we have two adult children. We've been Porsche owners since 1988 where we purchased a new 1987 Porsche 924S. It was the first of five Porsches (924S, 914, Boxster, 914-6, and a Cayman R) that we have owned. We keep our cars for 10-15 years so there isn't a big turnover in our garages. We've been PCA members since 2003 (I don't know why we didn't join in 1988). We were members of the Lincoln Trail Region where I was on the board as the VP and President. My hobbies are Porsche's, racing (track, ax), going for drives, and photography (like David). I enjoy photographing cars (racing, car shows, drives, etc), landscapes, flowers, taking macro photos, water droplets, and hummingbirds.

What do I want to do with the club in the next year? Easy, get more members to participate in our events and grow the club. If you don't find an event type that you like, please let the board know. We are here for you and if there is something we can change or do to get you more involved let us know. We are going to have our first board meeting on Jan 20 (it will be over by the time you read this) where we will talk about committees and where we will be going in the future.

We have many of the events already scheduled so look on the website, on our phone app, or on Facebook.

I wish you safe driving, -Mike 



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MEMBERSHIP REPORT

AS OF FEB 12, 2018

Primary members:	438
Affiliate/Family members:	<u>221</u>
Total:	659

Ron McAtee, Membership Chairman



NEW MEMBERS

Ewers, Kathleen	2015 White Boxster
Devlin, L J	2007 Silver 911 Carrera S
Shumway, Nathan	2014 White 911 Carrera 4 Cabriolet
Deering, Gus	1986 Red 944
Holifield, Dennis	2006 Silver 911 Carrera
Kboudi, Joe	2014 Black 911 Carrera S
Serafin, Sean	2018 Jet Black Metallic Macan S
Wood, Daniel	TI from Lone Star Region
	2017 Black Metallic Macan GTS
Baird, Mote	2018 Black Macan Turbo
James, Stephen	1977 Orange 911
Vanderbur, Steve	2012 Blue 911 Carrera S Cabriolet
Osborn, Michael	TI from Alpine Mountain
	2012 Aqua Blue 911 Carrera
Ochoa, Albert	2014 Black Panamera 4 S
Jones, Mark	2014 Yellow 911 Carrera 4 S
Driessel, Jacob	2003 Red 911 Carrera
McCready, John	1974 914 1.8L Gray
Watson, Mark	2011 White GT3 RS
Liebmann, Wilhelm	2017 Midnight Blue 911 Carrera S
Stevens, Sheree	2006 Silver Boxster
Sanchez, Steven	2007 Guards Red Cayman
Olea, Joe	1999 Silver 911 Carrera
Stewart, Jay	2007 Black 911 Carrera S
Eieuterius, Forrest	1986 Gray 944 Turbo
Pippin, William	2011 Yachting Blue Metallic Panamera Turbo
Parsch, Brian	1999 Arctic Silver 911 Carrera

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Goody Store Products

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

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

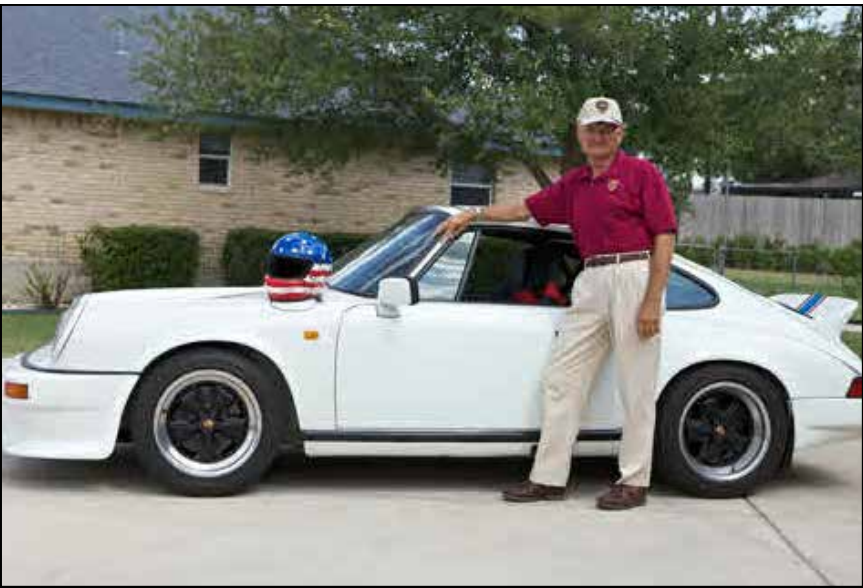


New caps: \$10.00 each
The Black caps come with either a Red or Blue trim color sandwiched between the bill of the cap.

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

MOTORSPORTS TIDBITS

JACK MERRILL, PAST PRESIDENT



It is the middle of winter, it has been a month since our last autocross and a month until our first of the new year. Professional motorsports are also between seasons so there is little to write about.


That said, last weekend was the “Roar before the Rolex” a test and tune event at Daytona allowing teams to shake out their cars before the Daytona Rolex 24 hour event later in January. Steve Farnham was there and reported back on the Continental Tire challenge series that races as the introductory event at most IMSA races.

Continental Tire Challenge has introduced a new class this year that will be positioned between the very popular ST class (race prepared production cars) and the GS class (Mustangs, GT4’s, BMW’s etc... full race prepared cars) that has now adopted the international GT4 rules and thus are pure race cars. The new class is for 2.0 liter turbo charged sedans and hatchbacks not exceeding 350 hp and should be an interesting class to watch. Most likely similar to the European sedan races, the Continental races are always full field events with lots of fender to fender racing and several new reams and cars to sweeten the pot.

IMSA should also offer some new surprises and teams, cars and drivers have re-aligned. PORSCHE will have a presence with several versions of 911 race cars . I can’t wait

for the season to get underway at Daytona and but a month later with the 12 hours of Sebring. Now is the time to plan a quick trip to Florida to watch top notch racing on two iconic tracks.

Closer to home we will have our first autocross of the season on 10 February at Fiesta Texas. We are fortunate that they allow us to use their very large lot twice a year. I have been asked why don’t I use more of the lot and make the course bigger. The answer is simple “NUMBER OF ENTRIES” yes the more members that show up the larger I can make the layout. As the layout grows so does the need for more workers and with but 30 or so entries we have limits the course length as fewer workers can only cover so many corners. Bottom line bring a fellow PCA member with their PORSCHE or as a co-driver in yours and as the number of entries increases so will the course size.

So get your cars ready Longhorn PCA motorsport season is but a month away with three autocross and one track event before June . Hope to see a great turnout at each one. 



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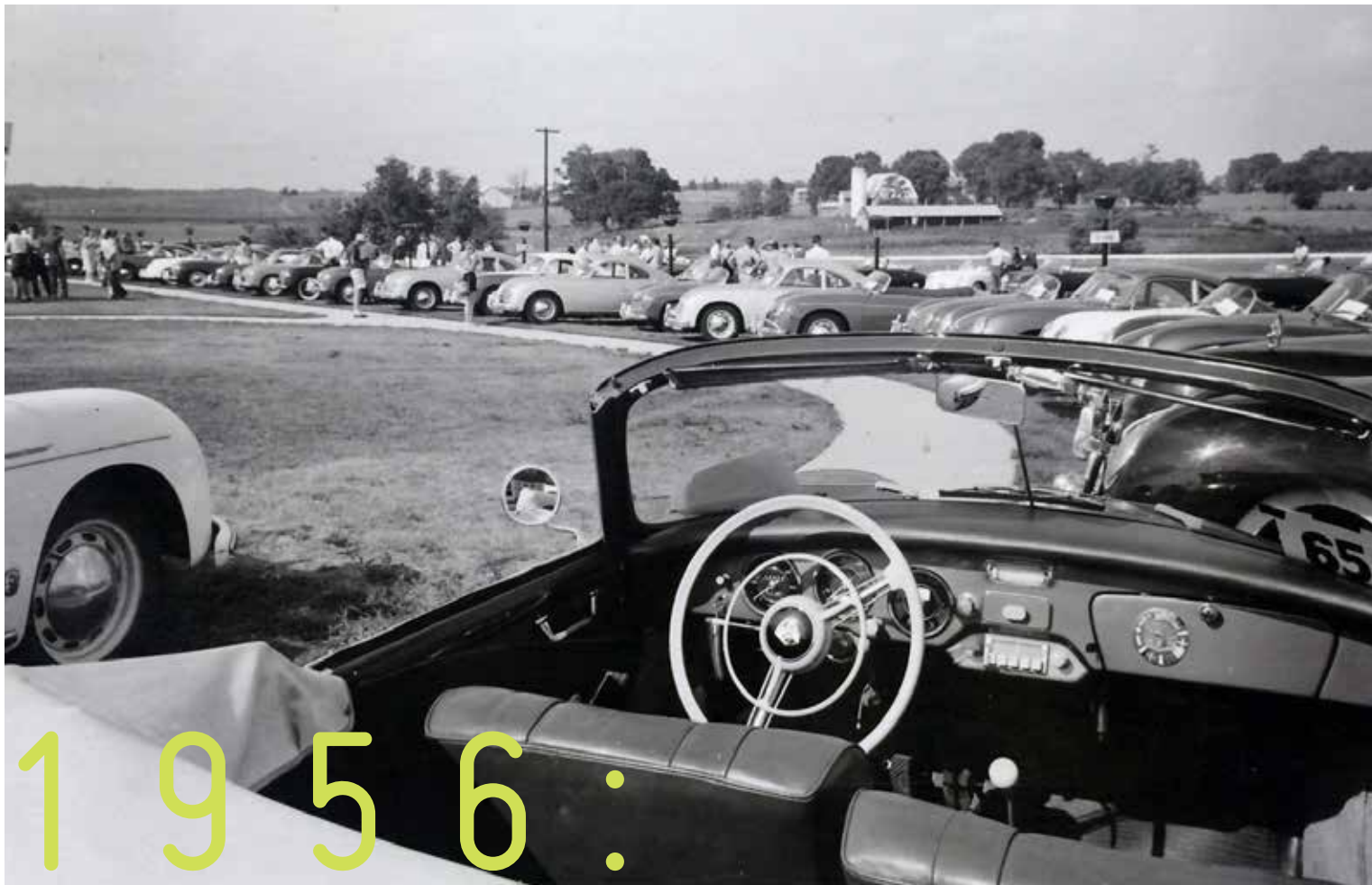
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1956:

The First Porsche Parade

BY RJ WILMOTH

It had always been written in the PCA history that at the first PCA National gathering there was a “Parade of Porsches” and the name stuck.

Nice story, but not true. In fact, there was no Parade of Porsches at the event. It was only four days long and a Parade wasn’t on the schedule. There wasn’t a Concours either, that didn’t happen until the second Parade.

The first mention of what would become the Porsche

Parade is in Panorama #1, December 1955. The membership is asked if they would like a “National Rally” and a few suggestions are offered.

The February 1956 issue has the tentative plans for the “First National PCA Symposium and Rally”. (Glad they chose a shorter name)

In the March 1956 Pano the “Report on PCA National Rally” indicates 67 responses with 50 planning on attending.

The event gets its name; Porsche Parade, in the April 1956 Pano. So, you can see that the name was chosen four months before the first event, not after the fact. The cost may

have scared some people off; Entry fee \$13, Hotel \$12 a night and the Victory Dinner, \$3.00 including drinks.

August 1956 is the first “Parade issue” of Panorama much like what we see today with pictures and results. There were twelve trophies to be awarded. Jack and Ginny Case, active in PCA well into their nineties, won four including 1st overall. We have that trophy at National HQ.

Although most entries were from the Mid-Atlantic and New England, there were one each from Florida, Texas and Tacoma Washington. The couple from Tacoma drove a Speedster twice across the country and pitched a tent for the night along the way.

Held at the Motel Washingtonian in Gaithersburg Maryland the actual numbers of cars and attendees isn’t known for sure, but there were about 85 cars and 120 people at the event. The Second Parade was held at the same location. LH



2018 CALENDAR

Longhorn Region Events

2018 EVENTS: *Subject to change*
All Dinner Meetings begin 6:15-6:30

January:

1/4 Dinner Meeting @ Chester's Hamburgers
1/27 Western Hill Country Drive with lunch in Boerne

February:

2/1 Dinner Meeting @ Blanco BBQ
2/10 Autocross at Fiesta Texas

March:

3/1 Dinner Meeting @ Pompeii's Italian Grill
3/24 Track Day at Harris Hill
Gimmick rally or Drive date TBA

April:

4/5 Dinner Meeting @ Chester's Hamburgers
4/7 Fiesta Challenge Concours, Lunch and Rally
4/7 Bombay Bicycle Club after Rally get together
4/8 Autocross at Retama

May:

5/3 Dinner Meeting @ The Barn Door Restaurant
5/12 Autocross at Retama

June:

6/7 Dinner Meeting TBA
6/16 Drive

July:

7/5 Dinner Meeting @ Pompeii's Italian Grill
7/8-14 Porsche Parade, Lake of the Ozarks
7/28 Drive

August:

8/2 Dinner Meeting @ Chester's Hamburgers
Drive TBA

September:

9/6 Dinner Meeting TBA
TBA Drive and/or Car Show
9/22 Track Day at Harris Hill

October:

10/4 Dinner Meeting @ Krause's Biergarten & Cafe
10/6 Autocross at Retama
TBA Picnic

November:

11/1 Dinner Meeting @ Pompeii's Italian Grill
11/17 Track Day at Harris Hill
Drive TBA

December:

12/1 Autocross at Fiesta Texas
12/08 Christmas Party & meeting combined for one event @ Petroleum Club



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A CHEAP DAY

At Circuit of the Americas

Trust me, it can happen!

BY: MIKE VRIESENGA

A cheap day at the Circuit of the Americas (COTA) sounds like an oxymoron, like military intelligence, political ethics, plastic glasses and jumbo shrimp. Usually it draws the hoity-toity, rather than the hoi polloi, for international events like Formula One or the World Endurance Championship. Porsche 912 owners are famously (notoriously) frugal, having chosen the less expensive version of the air cooled 911. So, for the second

year Lone Star 912 owners gathered at COTA for a caviar day at cat food prices.

The Hagerty Insurance Company puts on a car show to accompany the Sportscar Vintage Racing Association's (SVRA) U.S. Vintage Racing National Championship at COTA. The \$70 list price included admission for two, parking on the Grand Plaza with easy access to turns 15-19, a parade lap, a program and a poster. But wait,


there's more! By entering a code, you could reduce the price. And by waiting until the last minute, you could reduce the price by half. That's right! Admission for two to COTA, a parade lap, VIP parking, a car show, easy access to four exciting turns, shuttles to the pits, a perfect-bound program and a full-color poster for \$35! Those 912 owners aren't parsimonious, they're brilliant!

The car show includes a wide

variety of very good vintage machinery. The classic Mini club made a grand entrance coming into the show in a pack, a scene right from The Italian Job. Speaking of Italian jobs, two DeTomaso Panteras presented a striking contrast in classic car ownership. One was perfectly restored and pristine, while the other was wildly modified. Porsche 912s outnumbered Mustangs, which is unusual. The star of the show was a blue flat-floor Jaguar E-type whose elderly owner had cherished the car for over 50 years.



Vintage races provide an accessible spectacle that's a stark contrast to the conformity of NASCAR or other forms of motorsport. A stroll through the pits is a walk through automotive history, with tiny, efficient Formula V's, antique British sports cars, thundering V-8 powered muscle cars, and retired race cars. We enjoyed a tour of the garage holding the Porsche 356 contingent, but despite my small-bore preference, it's hard not to be impressed by the ground-pounding power and noise of the Cobras and Corvettes. Deafening and awesome!

So next fall if you're interested in a cheap, but remarkably rewarding day at COTA, look to the Hagerty web site for the car show at the SVRA U.S. Vintage Racing National Championship. 

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Experience with a PORSCHE SERVICE MEISTER

JIM VINCI



My first dealings with a Porsche Service Meister in Germany was interesting, unique, comical and embarrassing - all at the same time!

I was assigned in Bad Cannstatt, Germany (a suburb of Stuttgart) as a young Captain/Major in the US Army and decided in 1977 to buy the new Porsche 924. You would think that it would be an easy process to buy a car from a manufacturer headquartered less than 5 miles away and produced in Neckarcsulm, just up the autobahn and less than an hour away – 30 minutes by Porsche! Unfortunately, it wasn't, to say the least.

As I was residing in Germany, I was subject to the VAT, a tax that is placed on all goods and, to the best of my recollection, was about 17% at that time. In

order to avoid the tax, I purchased my Porsche from a Canadian vendor at the Canadian Military Exchange near the French border, who went through a broker in the Jersey Isles off the coast of England, who then went to a Porsche dealer in California who then placed my order for one Porsche 924 to be delivered in Salzburg, Austria, under the tourist delivery program. It seems that I was not eligible for the tourist program in Germany since I was living there and therefore had to take delivery it in another country – Salzburg was the closest non German dealer to me and being familiar with the city, my choice for delivery.

Once my order was placed, Porsche was most understanding of the bureaucracy I was going through and allowed me to work with them directly - even

permitting me to watch part of the build process as they were assembling my very car in Neckarsulm. Additionally, they even arranged for an “engineer” from Porsche to drive my car through the “break-in” from Neckarsulm to Salzburg for a sum of less than \$100, rather than being trucked there.

Well, I digress from the subject of my article, but suffice to say that the delivery of my 924 and my return to Stuttgart was uneventful and very pleasurable, speeding down the autobahn. (I might want to add here that my wife as a passenger often said the Rosary while I was speeding down the autobahn. I thought this to be quite remarkable and a bit odd as she wasn't even Catholic!)

My new Porsche was perfect until I had a problem with the seat belt light, i.e., the warning light did not go on as a reminder to buckle the seat belt. And here begins my first experience with a Porsche German Service Meister:

As there was a Porsche Dealer less than a mile from me in Bad Cannstatt, I decided to take it there as opposed to Porsche, Zuffenhausen, 4.6 miles away – a poor decision, as it turns out, but one that has left a lasting impression and still brings a smile to my face every time I think about it!

When I arrived at the dealership on Monday, the Service Meister was extremely nice and assured me that they could work on US specification Porsche cars. I explained the issue with the warning light and he said, “kein problem”, and that the car would be ready the next day.

Tuesday: I returned in the afternoon to get my car and the Service Meister greeted me enthusiastically, had my car brought out, and showed me that the light was now working. That was good news but now the buzzer that also sounded as a reminder to buckle the seatbelts was now no longer working. After explaining the new issue to the Meister, who seemed a little puzzled, as the German spec cars had no such warning buzzers or lights. He assured me his mechanics would correct the buzzer reminder problem and it would be ready the next day.

Wednesday: I returned for my car and once again the Service Meister greeted me but with a little less enthusiasm this time, had my car brought out, and proudly showed me that both buzzer and light were now working. Great, I thought, until the Service Meister got out of the car with the keys still in the ignition and I realized that the buzzer to warn you that the keys had been left in the ignition did not sound as designed. With great reluctance, I explained to him the new issue while he slowly shook his head side to side. He said he would personally look at the American specs and wiring diagrams and ensure the mechanics perform the proper “fix” for the warning lights and buzzers. Once again I was told to return the next day.

Thursday: Returning to the Porsche Dealer, I'm saying to myself, “third time has got to be a charm”. On this occasion, there is no enthusiastic greeting by the Service Meister or even a pretense of such. Without any greeting, the Meister personally brings out my car, stays behind the wheel and professorially demonstrates to me that all the buzzers and lights are now working according to American specifications. He returns the key to the ignition and “voila” the seatbelt warning light and buzzer both go on until he buckles the seatbelt. He then gets out of the car, leaving the keys in the ignition and the buzzer, warning you that the keys were left in the ignition, also sounds as designed. A great excitement rushes over me that this would be the last time I would have to face the Service Meister. The Meister, now staring at me very sternly says, “All is fixed, auf wiedersehen!”

Well, I got into my car thinking, I had dodged the bullet and began driving away but without fastening my seatbelt. After a couple of minutes, I realized that something was still wrong and thought, “Self, the seatbelt light is still on and now the buzzer is on as well and driving me crazy”. The American spec Porsche in 1978 was designed for the warning light and buzzer to go off after a short time if you decided not to make use of the seatbelt.


I immediately turned around and apprehensively returned to the Dealership where I fully expected the Service Meister would surely be there to greet me with his loaded WW II luger pistol. I was sure that I would not dodge the bullet this time! When I arrived the Meister was still outside, but sans gun. (Thank goodness that the Germans have very strict handgun laws.) “Vas ist los?”, he sternly shouts. I explained the new issue that the warning devices no longer going off and he began to violently shake his head from side to side.

In his long neatly pressed service coat (much like our doctors wear but only in blue), he now begins his lecture to me with his finger waiving in precise synchronization with his shaking head. “Let me see if I have this correct: People in America need to have a warning light to remind them that they should use their seatbelts even though everyone knows that this is the approved and “common sense” thing to do”. Before I could even get a “yes” from my lips, he continues, “and if for some reason the light does not get your attention then a buzzer goes off as an additional reminder”. This time anticipating his continued tirade, I quickly blurted out with a smile, “yes”. He quickly resumes without missing a beat, “Why do people in America also need a buzzer to remind them they need to take the keys out of the ignition – don’t they understand that if they don’t remove their keys, someone will steal their nice Porsche”, which really wasn’t meant to be a question but an additional “add-on” chapter to his lecture that I was receiving on the part of

all American drivers. By this time, I was politely chuckling but embarrassingly could not hold it back any longer and began to loudly laugh when he continued with, “then if you Americans, after all these warnings choose to ignore them, even though you should not, the warnings should the then go off!” By now, I’m not able to keep any resemblance of composure and barely could get the words out while hysterically laughing and responded, “I believe you got it!”. The Service Meister mumbles while still shaking his head and now rolling his eyes, “Americans..... come back tomorrow for your car!” He also was mumbling in German but I did not understand – I’m guessing something like,

“How in the hell did you Americans win the War anyway?”

Friday: Returned to the Dealership, again, to retrieve my car and saw the Service Meister quickly retreat to the back when he saw me coming. His assistant politely greeted me and had the car brought from the garage area. After checking over all the warning devices, I found them to be in good working order. “Alles ist gut” I said and quickly got on my way, never to return as I didn’t think I could ever again face the Service Meister. So much for the difference in thinking and attitudes between American and German drivers.

Until its recent demise as a result of Hurricane Harvey the car was in good hands with my Daughter and son-in-law in Houston with all warning lights and buzzers working in good order! 

New Location! Join us for lunch every Wednesday at Stoneworks Big Rock grill, 1201 North Loop 1604 West, San Antonio, 11:00 a.m. - 1:00 p.m.



Mark your calendar!

2018 Autocross Dates
February 10 Fiesta Texas
April 8 Retama
May 12 Retama
October 6 Retama
December 1 Fiesta Texas



2018 Track Days
Harris Hill
March 24
September 22
November 17



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The Barrett-Jackson Experience

BY: LANCE PHILLIPS

It's not every day that someone gets to pilot a personal aircraft halfway across the country, traversing the southern edge of the Rocky Mountains, all the while anticipating doing and seeing things they have dreamed of since childhood. That's happened when I chose to sponsor part of the Barrett-Jackson in January 2018.

Being a "Porsche guy" myself and regularly flying the only aircraft marque to bear the same name is one of my dreams. Some of you with similar dreams may remember in the late eighties when Porsche's "Amerikanische" CEO, Peter Schutz, whom we lost last November, began a

program to certify an aircraft engine based largely on the 3.2 liter flat six used in the 911. That certification program came to fruition when the Mooney M20L PFM entered the market. Do a quick Google search and you will find quite a few images of this high-performance, single-engine

aircraft proudly bearing the name Porsche across the front cowling – one of which famously donned the Rothman's livery. Interestingly, the fuselage of the then-cutting-edge M20L, affectionately called the "long-body Mooney", is still in production today. Although that long body now belongs to

the M20U and M20V, known respectively as the Ovation Ultra and Acclaim Ultra.

I departed Kerrville, Texas on a beautiful, relatively warm January morning heading west, the sun rising comfortably behind my colleague and me. It was the first trip in a Mooney for my new partner, Jeff Magnus. But for me, it was just the latest in a long series of trans-continental flights occurring over the last few months. After a couple of hours, we needed to stretch and facilitate some bio-breaks, so we decided to stop in El Paso, Texas for lunch. That's where you start to see the first really tall mountains bolting violently up for the sky. We could have flown all the way to Scottsdale non-stop in the Ovation Ultra, but biology takes priority over convenience most of the time.

The M20U Ovation Ultra, is high-speed performer with the capability of class-leading efficiency – that speed and efficiency, the things Mooneys are most known for, is apparent immediately once airborne. Rather than the Porsche PFM 3200 engine up front screaming like a Carrera at 5,000 RPM, Jeff and I listened contently to the slow growl of a 9-liter beast at 2,700 RPM. Also a flat six, the Continental IO-550-G displaces nearly three times the volume as the little 3.2-liter engines of the Reagan-Bush era Porsche 911s (the name designates a 550 cubic-inch displacement). The funny thing is that the Porsche aircraft engine, which was not necessarily known for its incredible technological feats at the time, was able to come close in performance and efficiency to its competitive rival engines in such a small and advanced package. The PFM 3200 broke ground in general aviation by offering the first certified electronic ignition (our Continental still uses magnetos!), the first FADEC or full-authority digital engine control system (we still have to manually control manifold pressure, propeller RPM, and fuel/air mixture on the Continental), the first Mooney long body and the first with internal cooling. It was truly an air-cooled masterpiece.

After lunch at El Paso's L & J Café, which rivals the best Mexican fare anywhere, we prepared the Ovation Ultra for our next phase of flight and lined



up for a westerly departure toward the mountains. By now the sun was to the south and even at our cruising altitude of 10,000 feet, the cabin was nice and warm. At that altitude, the growing mountains fill the landscape and offer an unparalleled vista from the cockpit. A couple of awe-inspiring hours later, we were making our approach into Scottsdale, to the northeast of Phoenix's Sky Harbor airport. As we rounded for final descent to landing, we passed just a few hundred feet above one of the largest temporary structures in the world, the Scottsdale Barrett-Jackson auction campus. It was already brimming with activity.

After a quick Lyft, we threw our stuff into our hotel rooms and bee-lined it to the auction site. Mooney was sponsoring the bidder's office; this is the place where bidders get their financial stuff in order before and during all of the action. Mooney is not a new kid on the block in the

high-performance personal aircraft market, but we are new to Barrett-Jackson, and a lot of the folks who knew about Mooney didn't realize we are again producing new models. It was great to see all of the reactions to our sponsorship-marketing array.


I'll leave the airplane and marketing stuff for other write-ups, this is about the Porsches; and there were lots of them, from all the eras. I grew up in the seventies; and like a lot of you, I developed an early appreciation for Porsche cars, really before I could even articulate why I appreciated them – the air-cooled, metallic sound; the Fuchs wheels; the dramatic, sweeping lines. All of it inspired me.

Even though I was working my day job during the show as marketing director for Mooney, I still took the time to see the majority of the cars for auction. My favorite was a cream-colored 356.

It just seemed perfect from every angle. There was even a Grand Prix white 1990 964 Carrera 4 cabriolet – just like mine (with a few less miles on the odometer). Also a sucker for classic VWs – Beetles, Karmann Ghias, and buses – I was in my element and had the opportunity to inhale the atmosphere to my heart's content.

Although quite different from a Treffen or Luftgekült, where people gather to celebrate Porsche design while soaking up the vibes and taking in beautiful artwork, the auction site offered more of a business or convention scene. That, however, does not mean the attendees, especially those who are long-time regulars, are not passionate or a community. They are a tight-knit brother and sisterhood who like to party and have a good time around a lot of varied automotive works – whether those works represent American muscle, Italian power, German refinement, or British presence. Almost everything you can imagine, from every era, is available to absorb and study.

We met a ton of great people whom we look forward to ongoing business relationships and friendships. One of those was Bucky Worboys of the duPont Registry. Jeff and I, along with Richard Simile, our west coast sales guru and Mooney pilot extraordinaire, took Bucky to see the new Ovation Ultra, which we had parked at the Scottsdale airport. Bucky was enamored, and he and Richard sat in the aircraft on the tarmac for an hour-long introduction to this unique aircraft platform.

For those who love cars, whether Porsches or anything else you can imagine, I recommend the Barrett-Jackson experience. Even for those who don't stray too far from the Stuttgart brand, the event will surely please. And if you need a new Mooney with a strong heritage of Porsche speed and efficiency, call or send me an e-mail. I'll make sure you're not disappointed. 



addendum

MOTORSPORTS RAMBLING

JACK MERRELL

During a DE (Drivers Education) event at Roebing Road Raceway in Savanna GA over the weekend of 10 February a mishap occurred in which a driver lost control going into turn one causing the car to roll into a barrier. The driver was killed and the passenger, an instructor in the right seat was critically injured and had to be air evacuated.

Some have said that the driver, a 70 year old man, had a medical event but that is conjecture at this time as the facts have not been released and are really not important to what I'm going to say.

ADE, much like our track orientation days are learning events taking place on closed courses for SAFETY. They are not races, time trials or the like. They are NOT competitive events..... you have heard me say this at every drivers briefing.

Our events are specifically designed and executed as a learning laboratory to allow each participant to practice and improve their driver skills and become familiar with the handling qualities of their car. IT IS NOT A RACE, TIME TRIAL or COMPETITIVE EVENT!!

The reason I stress and insist on this is multifold. While our cars can approach the speeds of a race car, we and they are not equipped, safety wise, as is a race car. For the majority, the cars do not have 5 or 6 point harnesses, nor safety seats that will protect the spine in a mishap. Additionally while PORSCHE cars are manufactured with some rollover protection they do not have full roll cages to protect the driver in a violent track accident. Likewise we do not have fire suppression equipment nor do we wear a full fire retardant race suit and a "Hans" device for neck protection. That said, many feel they can go "all out" and not get hurt. Do it enough times and the law of averages WILL CATCH UP. Don't ever let your ego exceed your talent or the capabilities of your car.

We all want to be winners but to drive on a track in

a street car beyond the safe speed that your safety equipment will provide should you have a mishap is foolish and endangers not only you but others. We, and everyone else can be a winner by throttling the ego a little, treating the event as it was designed to be and walking away with your car still shinny and a smile on your face.

If you want to race, buy or build a race car, meet all the requirements of the series you want to race in and have fun. Our track orientations are not races or competitive events and if you want them to be, you have come to the wrong event.

My intent is not to scare anyone away, nor do I want readers to scuff this off with the "it won't happen to me." Instead I want to instill a little soberness so we can have safe fun events improve our skills in a safe controlled environment and walk away having had a fun and productive day with no incidents.

By the way- when is the last time you have checked out your car? Is your brake fluid fresh? How old are your tires? is there plenty of tread and no cord showing? If on "R" compound tires, how many heat cycles? Are you healthy and not on any meds that would effect your performance and judgement? When did you have the last alignment on your car? What about oil leaks? Are your seat belts and helmet current and in good shape? Did you get a good nights sleep before the event? All these things are important to ensure you, the driver, are ready and that so is your car.

Sorry for the length and the sermon but accidents are not fun for anyone and the majority can be prevented, and the one mentioned above may have been one of the preventable ones. Drive safe, enjoy the event and most of all remember safety does not mean don't do it but instead respect the potential dangers and act wisely to minimize them. **LH**

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