

SEPTEMBER-OCTOBER 2019

The

Roundup

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INSIDE:

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EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

LHR Picnic is coming up October 26. This is a fun, casual, social event to celebrate the (Texas) fall and get ready for the holidays. There will be a concours and an instructional session on how to get your car ready for a concours. Sign up online at clubregistration.net and indicate how many are attending (just so we know how much meat to order) and let me know (at shelley.l.matthews@gmail.com) what side dish you plan to bring.

Also coming up on Dec. 14th is the **Christmas Party/December meeting**. Registration will be set up online sometime soon and an email later will be sent out. We are limited to 120 people so you'll want to sign up as soon as it's available. We will once again be participating in the Toys for Tots with the Marines. Please bring a toy to the party or if you cannot attend but want to participate, bring the toy to the November meeting or contact me and I will make arrangements to get it from you.

With the **end of the year** coming quickly, it also comes to the end of my first year as Editor of the Roundup. I had never put a newsletter together before and had to learn Adobe InDesign from scratch. It has been a bit of a learning curve and I'm getting more comfortable but there is always room for improvement. I would love to hear comments, suggestions, ideas - what is good, what is not so good, too many pictures, more articles, what you'd like to see added or deleted. As a member of LHR, this is YOUR newsletter. And as always - PLEASE - anyone can write an article and/or submit pictures! Drop me an email (shelley.l.matthews@gmail.com) or catch me at one of our events. Help me make the Roundup the best newsletter for LHR!

We will be welcoming a **new leadership** board very soon and they will be setting next year's calendar. They will be looking for committee chairs and members to help out. There will be plenty of events that need volunteers. Even if you don't have a lot of time, you can always volunteer for a single event. Let the new board members know you're interested in helping out! It's important for the club to grow and expand with new blood and new ideas. And it's a great way to get to know your fellow PCA members!

CHECK OUT OUR LONGHORN REGION WEBSITE AT LONGHORNPCA.ORG AND FACEBOOK AT [HTTPS://WWW.FACEBOOK.COM/GROUPS/LONGHORN.REGION/](https://www.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



Mike Matthews
President, Safety
217-419-6110
president@longhornpca.org



James Bricken
Vice-President, Autocross
210-867-5106
vp@longhornpca.org



Chuck Bush
Past President, Driving Tour, Rally
703-577-0562
past_president@longhornpca.org



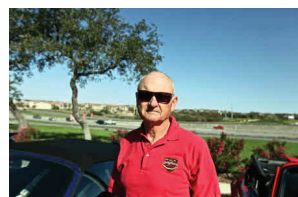
Jim Hamilton
Treasurer
210-326-0049
treasurer@longhornpca.org



Susie Bush
Secretary
703-577-0563
secretary@longhornpca.org



RJ Wilmoth
Historian - Regional and National
210-241-4382
historian@longhornpca.org



Jack Merrell
Chief Driving Instructor,
Dealership Liaison, Market-
ing, Safety, Track



Jud Walford
Concours



Jim Lowe
Driving Tour



Robert McWhorter
Events



Eric Kelner
Insurance

REGION CHAIRS



Rodney Lewis
Membership



Shelley Matthews
Newsletter Editor



Cleo Garza
Social Media

John Barnes
Webmaster



Roundup

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Picture above of the Porsche of San Antonio sign displayed at the German Car Show in Boerne, TX. Picture by Mike Matthews.

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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:
editor@longhornpca.org

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ON THE COVER

Mike Clement cleaning his car at Boxstoberfest in Fredricksburg, TX. Picture by Mike Matthews.

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.

September:

- 5 - Monthly meeting at Barn Door
- 6-8 - Boxtoberfest in Fredericksburg
- 16 - Drive to BBQ in Lockhart
- 21 - Track Day - Harris Hill Raceway - Cancelled
- 29 - Autocross at Retama

October:

- 3 - Monthly meeting at Krause, NB
- 6 - Autocross at Retama - Cancelled
- 18-20 - Drive to Big Bend
- 26 - Picnic at Steve Greentrees

November:

- 7 - Monthly meeting, Pompeii's Grill
- 9 - Drive to Olive Orchard - Cancelled
- 16 - Autocross at Retama

December:

- 7 - Autocross at Fiesta Texas
- 14 - Holiday Party at Petroleum Club



*Photo by Mike Matthews.
from 2018 LHR picnic at
Steve & Sheryl Greentrees.*



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MIKE'S CORNER

BY MIKE MATTHEWS, LONGHORN REGION PRESIDENT

Greetings to all!

It won't be long until Halloween is upon us and speaking of Halloween, we have our annual picnic coming up. The Greentree's graciously offered their home again this year for the event. This year we are going to have a Concours event and a Concours training session so if you like to shine your Porsche or would like to learn how to do it, come out and join us!

We just finished an autocross and everyone seemed to have a great time. Federico Del Toro did an excellent job of designing a course for us. A lot of people talked about how much fun it was. We had a number of first timers out and they all had smiles on their faces when they were done. It was rewarding for the instructors to see their students cut multiple seconds off their times and become more confident in their abilities! Thanks to James Bricken for setting this up. When you see James, please tell him thanks.

We also had a couple of drives this month one to Lockhart Texas for some BBQ and the other to Tattorina Lisina Restaurant in West Driftwood, Texas. It looks like members like the drives as we always have a big turnout. Don't believe me? Come to the next one and see. 😊 The drives were put together by Chuck Bush and Jim Lowe and everyone had an excellent time. Please let them know that you enjoyed the drives.

We have a drive coming up in Oct to Big Bend, TX where the scenery is beautiful and the nights are dark. I hope to get a lot of photographs (scenery and some astrophotography) while Shelley and I are there with some of our closest friends.

By now you may have heard that we've had to cancel two events (track and autocross) due to lack of participation. Jack has a good article in this issue of the Roundup, take a read.



Now for the important news, we have an election coming up. You may have seen our email blast asking people if they would like to run for an office. I've had a lot of replies, some saying they would like to run and others saying they wouldn't or couldn't. All I can say is thank you for replying as I know some people are reading the email blasts. One of the first things the board has to do is put together the events for next year. It isn't an easy job finding a place for up to 50 people to eat at and then having to consider the parking! The President has to find people for the various chairs and submit them to the board for approval. Then they need to get together and plan their events. I thought about making a motion to triple their salaries, but I forgot we don't pay them.

I want to put in a plug for John Barnes who is our webmaster. John has transformed our website into something that is easy to navigate and looks great. If you haven't been on the website for a while, take a look at <https://www.longhornpca.org>. Tell John thanks when you see him.

I also want to thank my wife, Shelley, for her work as Editor of the Roundup. Being an editor for a club newsletter isn't an easy but I think

she has done an excellent job but then again I am biased. If you take a trip with your Porsche could you write a short article and include any pictures you may have taken? For those of you who just like to sit back and stare at your Porsche, write down why and send it to her (shelley.l.matthews@gmail.com). It doesn't have to be a long article and we have people that edit the articles so don't be afraid to send one in.

If you're on Facebook come and join us at <https://www.facebook.com/groups/longhorn.region>.

To all of the committee chairs, thank you for

your efforts.

This is my last President's corner as I am not running for election. I believe the club should have the board turn over every two to three years to keep fresh ideas coming. I wish the new board all the success in the coming year but you aren't seeing the last of me since I will become the past-president and I will still be on the board.

Thank you for your support of the club, the board, and me for the past two years.

Mike



MEMBERSHIP REPORT

BY RODNEY LEWIS, MEMBERSHIP CHAIR

Primary members:	478
Affiliate/Family members:	258
Total:	736
Test Drive Participants:	1



NEW MEMBERS as of October 1, 2019

Angiono, Michael & Shawn	2004	Boxster
Barlow, David	2018	911 GT3
Bartlett, Ben	1978	911 Turbo
Cagianut, Joe	2006	Cayman S
Falcon, Laurie & Eric	2019	Boxster
Lurz, David & Priscilla	2017	Boxster S
Peters, Tim	2013	911 Carrera S
Poyer, Eric	2004	Boxster S GT
Romo, Joe	2015	Cayman S
Russell, Scott	2007	911 Carrera 4S
Taylor, Gordon & Catherine	2001	Boxster S
Valuk, Frank	2019	911 Turbo
Valuk, Kenneth	2017	Macan S
Webber, John	1989	928 S4

TRANSFERS IN:

Jenkins, James	2006 Cayman S	From First Settlers
Pearce, Elsa & William	2007 Cayman S	From Coastal Bend

TRANSFERS OUT:

Bossard, Ronald	1957&65 356	To Hill Country
Sanders, Holly	2017 Macan	To Hill Country

Save the date.



Winter is coming...

And so are the Holidays!

Save the date - December 14th
for the Longhorn PCA Holiday Party
at the Petroleum Club!



We will once again be collecting toys for
TOYS FOR TOTS!
Sponsored by the U.S. Marine Corps!

Please plan to join in the celebration of
the season, installation of the new board,
and say goodbye to 2019 and hello to
2020!!



ZONE 5 NOTES

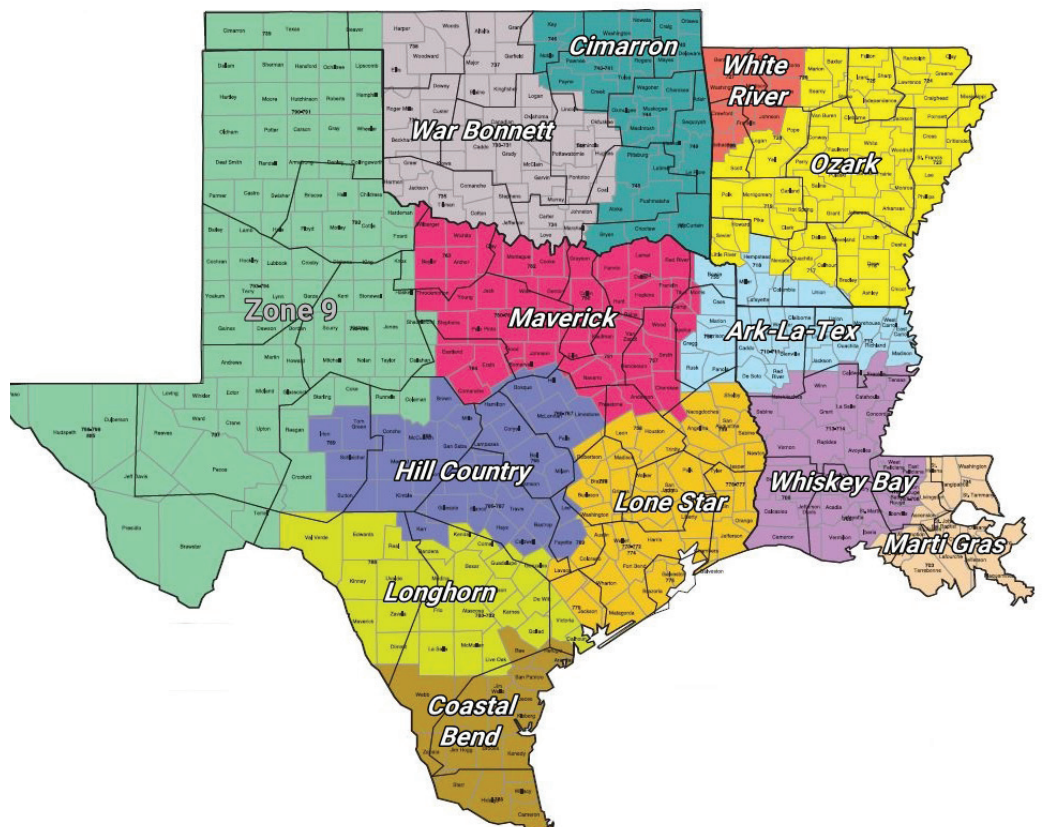


CHUCK BUSH, ZONE 5 REP

I have been to a couple of driving events lately that make me proud to be a member of PCA because I feel really good about the great opportunities we provide our members. The first was a DE Event at Circuit of the Americas put on by Maverick, Hill Country and Lonestar regions. It was just such a well-run DE, folks were having a great time and the instruction between the runs was truly world class. I know that people leaving that event are better and safer drivers on the road, while also having a greater appreciation for their cars.

The second event was an autocross put on by my local region, but I know that all our region autocrosses are similar in that they provide an outstanding venue to improve the driving capabilities of our members. I know from personal experience that autocrossing improved my situational awareness, visibility down the road, reaction times, and ability to respond to unexpected dangers. There have been at least three times that my experience autocrossing helped me avoid an accident in my car.

I am not trying to imply that you need to take up racing to improve your driving skills. I am the kind of guy that would prefer to be under an old car turning a wrench. But I highly recommend you take some time out of your busy schedule to get out on a track or parking lot, and practice driving. It is a win-win: fun and good for you!



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Watch for next year's calendar for new Track Day dates!!!



Photos by Mike Matthews

LH ROUNDUP 13

AUTOCROSS NEWS

■ BY JAMES BRICKEN, AUTOCROSS CHAIR

...and that folks is why I don't like to cancel events. A couple days before our Sept 29th autocross we were promised a 50% chance of rain. But as usual, the weather forecasters only have a 50% chance of being right and they lost the coin toss this time. Even if it were to rain not all is lost (as long as it's not a monsoon). Wet conditions can be a good opportunity to fine tune some skills at slower speeds. The physics are the same and the car basically behaves the same, but you must be a lot smoother with the controls. You should try it sometime.

Once again Federico Del Toro designed and set up a great course that everybody enjoyed. I want to especially thank Tom Orashan and Ron McAtee for coming out and helping with the event even though they weren't driving. This kind of help is always appreciated because there are always things that I need help with. Thanks also to Chuck Bush who maintains and delivers our trailer. Chuck sacrificed his regular Sunday responsibilities in order that we could put on a good event. Speaking of help...I need more help.

I used to do the tech inspections for our motorsport events, but since being appointed as the autocross chairperson I don't have time to do everything. I need a person to fill those shoes. The ideal candidate would be somebody who can commit to attending every event and have at least some basic mechanical skills. An assistant is also really needed since it goes a lot faster with two people. And even a third person would be helpful to fill gaps if one of the primary people can't make the event. It would also be helpful to have a regular person to make sure the waiver is signed, and people are wearing their arm bands. Finally, it takes a lot of people to make these events happen; a lot of boots on the ground. When you arrive on site please ask what you can do to help. I'm sure your help would be appreciated somewhere.

So, the event itself went off as usual. A few problems with timing but nothing out of the ordinary. One odd thing was the timer failed to trigger as a

car backfired going through the lights. The greatest problem was with radios. A couple of the radios weren't working so well and that made necessary communications very difficult until we could get a working radio to replace the bad one. We obviously need a few new radios.

The event ran a little longer than usual but we also we also had a few more drives than usual. One last comment, and related to how much time the event took, is that we need to see little more hustle between heats. When it's time to line up cars or work the course we need to see more hustle getting that done. With few exceptions, everybody is needed to work their shift. Too many people hanging around the paddock jaw-jacking just slows down the event and holds everybody up. It's everybody's responsibility who sees this happening to correct the situation.

On the positive side of having a few more entries we finally have made a profit on the event. I think this is a first time in a long time. In spite of having a few no-shows, the way we increased our numbers was to open the event to non-PCA members. To spite some fears our guests were well behaved, and it worked out well. For now, our events will be capped at 40 entries as to not overwhelm our logistical abilities and entry priorities will still be to PCA members.

Finally something needs to be said: Last month we had to cancel 2 events due to lack of participation. I understand people have a lot of demands on their time, it's the same for me. But the bottom line is we can't keep taking losses on these events. At a minimum we need to break even in order to justify the expense and effort. We should be thankful that we can even have these events since many clubs can't due to lack of venue opportunities. I only ask that you please make more of an effort to join our events so they will be around for future generations.

Watch for our next autocross coming up on November 16.

AUTOCROSS RESULTS - 09/29/19

OVERALL RESULTS

Run Group 1	#	Class	Car	Time	Cones										
Matthews, Mikel	32SSM	SSM	914/6	47.343		47.651		54.012		60.885		47.783		47.343	0.875 41.425
Butter, Donovan	54	BSP	2.7 Carrera	49.24		49.094		48.833		47.835		47.91		47.835	0.851 40.708
Grigory, Stephan	96	BS	Cayman	50.986		49.917		49.034		48.526		48.399		48.399	0.81 39.203
Hughes, Philip	317	BS	Cayman	54.893		54.029		52.939		53.467		53.218	1	52.939	0.81 42.881
Upton, Chris	65	SS	GT4	50.11		49.079		48.099		47.784		47.167		47.167	0.821 38.724
Mastin, Brian	972	SSM	Cayman	50.009		49.935		49.888		49.015		49.928		49.015	0.875 42.888
Bonnette, Steve	60	AS	Boxster S	59.793		57.229		56.052		54.862		54.136		54.136	0.817 44.229
Cagianut, Joe	50	BS	Cayman S	74.402		58.595		54.741		54.715		57.863	d	54.715	0.81 44.319
Del Toro, Federico	27	STR	Boxster	43.903		44.274		0		0		0		43.903	0.827 36.308
Farnham, John	117	X	GT4	48.058		46.788		46.349		46.744		46.343	1	46.349	1 46.349
Fisher, Peter	15	SS	GT3	46.677		46.555		46.192	d	45.879		45.595		45.595	0.821 37.433
Birt, Matthew	1	X	Pon Sol	46.003		46.975		45.441		44.925		44.903		44.903	1 44.903
Brunkhorst, Adam	2	CS	RSA	59.186		56.715		56.087		55.845		53.324		53.324	0.809 43.139
Huntsmann, Brandon	75	X	Scion	57.668		56.382		56.079		56.266		56.104		56.079	1 56.079
Milne, John	79	BSP	911	54.112		49.375		49.429	d	47.999		48.339		47.999	0.851 40.847
Soria, Alan	29	X	MR2	90.305		62.617		58.456		54.74		55.014		54.74	1 54.740
															0.000
Run Group 2	#	Class	Car	Time	Cones										#####
Bricken, James	154	BSP	2.7Carrera	46.398		46.264		44.911		46.001		46.754	3	44.911	0.851 38.219
Bush, Chuck	07	BS	Boxster	49.532		49.236		47.637		47.6		47.678		47.6	0.81 38.556
Cox, William	310	AS	Boxster S	59.179		dnf		57.024		55.729		54.513		54.513	0.817 44.537
Mullen, Mike	13	SS	Cayman S	47.279		46.353		47.47		46.912		46.828	1		0.821 0.000
Wright, Stephen	17	AS	Cayman S	dnf		48.433		48.031		dnf		47.673		47.673	0.817 38.949
Fortuno, Ignacio	112	AS	Carrera	47.461		48.654		47.075		47.238		46.022		46.022	0.817 37.600
Kelner, Eric	722	SS	Boxster GTS	48.361		46.763		46.717		49.603	1	46.516		46.516	0.821 38.190
Farnham, Sherry	117	X	GT4	50.108		49.913		48.875		50.32		dnf		48.875	1 48.875
Huges, Jane	313	BS	Cayman	69.038		67.038		63.186		63.842		63.053		63.053	0.81 51.073
Parkoff, Jon	31	XP	914	43.252		43.349		43.218		44.593		43.813		43.218	0.885 38.248
Pearce, William	21	BS	Cayman	46.691		46.71		46.608		46.078		46.325		46.078	0.81 37.323
Derbyshire, Wally	57	X	Mini Cooper	45.557		45.228		45.241		dnf		dnf		45.228	1 45.228
Hemphill, Duane	007	X	Corvette	78.378		70.772		66.296		46.382		61.511		61.511	1 61.511
Kaupila, Clayton	86	SS	Cayman S	52.749		54.252		51.631		51.664	1	51.301		51.301	0.821 42.118
Reeves, Ken	9	X	Vette	56.218		55.926		53.708		55.596	1	54.017		54.017	1 54.017
Cain, William	11	X	BMW 335i	dnf		dnf		77.511		54.913	2	55.166		54.913	1 54.913

AUTOCROSS RESULTS - 09/29/19

BEST TIME-OF-THE-DAY

Name	#	Class	Car	Best	PAX	Final	Score
Pearce, William	21	BS	Cayman	46.078	0.81	37.323	32
Fisher, Peter	15	SS	GT3	45.595	0.821	37.433	31
Fortuno, Ignacio	112	AS	Carrera	46.022	0.817	37.600	30
Mullen, Mike	13	SS	Carrera S	46.353	0.821	38.056	29
Kelner, Eric	722	SS	Boxster GTS	46.516	0.821	38.190	28
Bricken, James	154	BSP	2.7Carrera	44.911	0.851	38.219	27
Parkoff, Jon	31	XP	914	43.218	0.885	38.248	26
Bush, Chuck	07	BS	Boxster	47.6	0.81	38.556	25
Upton, Chris	65	SS	GT4	47.167	0.821	38.724	24
Wright, Stephen	17	AS	Cayman S	47.673	0.817	38.949	23
Grigory, Stephan	96	BS	Cayman	48.399	0.81	39.203	22
Butter, Donovan	54	BSP	2.7 Carrera	47.835	0.851	40.708	21
Milne, John	79	BSP	911	47.999	0.851	40.847	20
Matthews, Mikel	32SSM	SSM	914/6	47.343	0.875	41.425	19
Kaupila, Clayton	86	SS	Cayman S	51.301	0.821	42.118	18
Hughes, Philip	317	BS	Cayman	52.939	0.81	42.881	17
Mastin, Brian	972	SSM	Cayman	49.015	0.875	42.888	16
Brunkhorst, Adam	2	CS	RSA	53.324	0.809	43.139	15
Del Toro, Federico	27	x	Boxster	43.903	1	43.903	14
Bonnette, Steve	60	AS	Boxster S	54.136	0.817	44.229	13
Cagianut, Joe	50	BS	Cayman S	54.715	0.81	44.319	12
Cox, William	310	AS	Boxster S	54.513	0.817	44.537	11
Birt, Matthew	1	x	Pon Sol	44.903	1	44.903	10
Derbyshire, Wally	57	x	Mini Cooper	45.228	1	45.228	9
Farnham, John	117	X	GT4	46.349	1	46.349	8
Farnham, Sherry	117	X	GT4	48.875	1	48.875	7
Huges, Jane	313	BS	Cayman	63.053	0.81	51.073	6
Reeves, Ken	9	X	Vette	54.017	1	54.017	5
Soria, Alan	29	X	MR2	54.74	1	54.740	4
Cain, William	11	X	BMW 335i	54.913	1	54.913	3
Huntsmann, Brandon	75	X	Scion	56.079	1	56.079	2
Hemphill, Duane	007	x	Corvette	61.511	1	61.511	1

AUTOCROSS RESULTS - 09/29/19

END OF THE YEAR RESULTS

Name	Car #	Class	Model	Event 1	Event 2	Event 3	Total Points
Bricken, James	154	BSP	2.7Carrera	25	27	27	79
Bush, Chuck	07	BS	Boxster	19	26	25	70
Upton, Chris	65	SS	GT4	23	21	24	68
Matthews, Mikel	32	SSM	914/6	26	18	19	63
Mullen, Mike	13	SS	Carrera S	17	12	29	58
Grigory, Stephan	96	BS	Cayman	9	23	22	54
Fortuno, Ignacio	112	ASP	Carrera	0	19	30	49
Wright, Stephen	7	AS	Cayman S	0	25	23	48
Kelner, Eric	722	BSP	RSA	11	8	28	47
Del Toro, Fred	27	STR	Boxster S	28	0	14	42
Bustamante, Adolfo	777	SS	Targa 4S	16	24		40
Infante, Tony	707	SS	997	21	16	0	37
Winn, Jeff	26	SS	Carrera S	20	17		37
Dorsey, Bill	87	SS	Targa GTS	22	14	0	36
Farnham, Steve	117	X	GT4	27	0	8	35
Butter, Donovan	54	BSP	2.7 Carrera	7	6	21	34
Pearce, William	21	BS	Cayman			32	32
Farnham, Sherry	117a	X	GT4	24	0	7	31
Fisher, Peter	15	SS	GT3	31			31
Mastin, Brian	972	BS	Cayman	0	15	16	31
Matthews, Mikel	32	SS	Cayman R	26	0	0	26
Parkoff, Jon	31	XP	914			26	26
Cox, William	981	AS	Boxster S	0	11	11	22
Gargotta, Jonathan	112	AS	Carrera	0	22	0	22
Hughes, Philip	317	AS	Cayman	0	5	17	22
Milne, John	79	BSP	911SC	0	0	20	20
Stubblefield, Joe	72	BS	Cayman S	0	20	0	20
Kaupila, Clayton	86	SS	Cayman S			18	18
Ranft, AJ	17	SS	GT4	18	0		18
Brunkhorst, Adam	2	CS	RSA			15	15
DePeralta, Alex	11	SS	C4S	5	10	0	15
Galbreath, Kiaya	12a		Boxster	15	0		15
Galbreath, Ward	12		Boxster	14	0		14
Bonnette, Steve	60	AS	Boxster S			13	13
Gibson, Andrew	27	CS	964	0	13	0	13
Reed Glenn	40		Boxster	13	0		13
Cagianut, Joe	50	BS	Cayman S			12	12
Stubblefield, Joe	72	CSP	944	12	0		12
Garza, Cleo	86	SS	997	10	0	0	10
Gargotta, John	12	AS	Carrera	0	9		9
Smith, Eric	61	SS	GT4	8	0		8
Hatchell Lonnie	47	BS	Boxster	0	7	0	7
Castillo, Brian	58		996	6	0		6
Huges, Jane	313	BS	Cayman			6	6
Sanchez, Steven	15	BS	Cayman S	0	4		4
Upton, Brittanie	65a	SS	GT4	4	0		4
Smith Nathen	29		911	3	0		3
Visonage, Michael	71	BS	Boxster S	0	3		3
Bustamante, Jr.	77	SS	Targa 4S	0	2		2
Moser, Robert	57		911	2	0		2
Guion, Ward	77		Turbo	1	0		1
Walford, Jud	33	SS	Carrera S	0	1		1
Bleich, Robert	90	CS	911SC	0	0	0	0
Campbell, Kris	24	CS	Carrera	0	0		0
Grigiry Steve	96		Cayman	0	0		0

AUTCROSS IN ACTION



R U Manual or Automatic?

Article By Rob Turner

So, let me ask you car enthusiasts a question that's been weighing on my mind: Manual or Automatic? Why do I want to know? If you've spent as much time perusing the web as I have, you already know the lay of the land on the usual suspects like 'Bring-a-Trailer', 'Rennlist' or '6-Speed':

Manual transmission – Yes.

Automatic transmission – HELL NO.

It seems the argument is very particular and personal when it comes to Porsches. How many times has a Porsche with Tiptronic or PDK come up for sale and the purists claim that if there's no third pedal, the Porsche in question falls into the 'unworthy' category? Based on my casual calculations, it comes up within the first four or five postings.

You've read them, right? For instance, there's a great looking, low mileage 996 Turbo with choice options. But wait – one glaring Thing gets some of the posters' tongues (or keyboards) a wagging. The Thing? The car has a Tip! Suddenly poster XYZ claims that he'd never buy a Tip. How could anyone ever consider buying a Porsche with anything but a manual transmission? Of course, poster XYZ has never bought, let alone bid on an actual car, manual or automatic transmission.

Are there Tip defenders? Sure. For example, poster ABC mentions how he appreciates not having to row gears in city traffic or how he wants a 996 Turbo just for cruising. Of course, poster XYZ then responds with "hey @ABC, why don't you consider a Mercedes SL instead, Mr. Wimp." Then their posts are instantly kicked off as being inappropriate. It just wears me out.

At a recent Porsche event I ran into a guy with a note pad who was going from car to car making notations on the pad. He glanced inside a 993 Cab and proclaimed "Yep, a real Porsche!" Then he made a mark on the pad. I strolled over to him. Glancing at the pad, I saw he'd added a hash in a 'Real Porsche' column. I just couldn't help myself.

"What 'cha doing?"

"Counting Porsches to see which ones are real and which ones aren't."

"Ya don't say...where are you at?"

"About 50/50."

"Hmmm" Glancing around the parking lot I said, "I don't see anything but real Porsches. Am I missing something?"

He looked at his pad again and recounted. He looked up.

Pointing at a nearby GT3, I mentioned that it only came with PDK. "It's the best way to get around the track as fast as possible," I said.

He nodded. "Uh huh, that's what I hear."

I pointed to my own nearby car; it has a PDK.

"I searched the whole country for a car in that color with PDK. After 40+ years of doing clutch work, I deserved a break," I added.

"Yeah, I hear those PDK's are pretty nice."

"So I have to ask, if you're a manual-'til-you-die sort, does that mean you only like wind-up windows, no AC, AM-FM radio – because a cassette player is pushing it a bit, don't you think? And no Cruise Control? Man, that's what your right foot is for." I added only half kidding.

"Point taken." He turned and strolled towards the next car, peered into the interior and made another hash.

I get it. A manual gives you that direct connection to the drive train. Then there's that visceral feeling of moving the gearshift through the gates. And heel-and-toeing as you rapidly downshift is amazing. From what I read, Porsche sells the most manual transmissions in the U.S. market. But count me among the converts; the PDK is pretty awesome. And as a bonus, my left calf muscle no longer looks like a nice-sized salad plate.

Will I buy another manual transmission car? What?! Of course I will, in a second. But it will be a classic like a 951 or 968. And it sure as hell will have the original cassette player because when you're going manual, you may as well be completely Old School.

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



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2014 ROUNDUP



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MOTORSPORTS TIDBITS

BY JACK MERRILL

We all love horsepower but do we need more than what the manufacturer provided? Do we even need that much? In internal combustion engines, maximum horsepower is produced in the upper portion of the RPM range and we love exhaust reverberation but how often do you accelerate your engine to that range if you are not on the track? In traffic, it could be determined by law enforcement as a demonstration of speed.

Horsepower will produce higher top speeds but torque is what gets you moving --- whether from a stop or pulling out of a corner. Like horsepower, how much torque do you really need? The answer: no more than you can transfer to the ground without spinning the wheels. Spinning the wheels gets you nowhere except to a tire shop sooner.

If you feel you have maximized your car's performance and are looking for ways to negotiate a corner quicker, look no further than your suspension. Remember, I said you need no more horsepower than you can transmit effectively to the road surface.

Sticker tires will grip better and transfer more power to the ground while maintaining good road contact. Wider tires, to a point, will improve handling and power transfer. Tires too wide for the car, however, will actually inhibit performance. Other things like sway bars, shocks and springs will keep the car planted and allow for better transfer of power to the road. Increased horsepower costs money and actually lots of money for minimum gain.

Suspension would also include aero devices to produce more downforce and thus pavement contact at higher speeds. But each additional bit of downforce also reduces fuel mileage as you are creating more drag. More on this at a later time.

My suggestion would be to improve your suspension before engine mods. Each engine mod reduces reliability and increases fuel usage. Suspension improvements, including tires, allow you to corner better and transfer more power to the ground... that said, very sticky tires are normally less safe in the cold and wet and will wear more quickly. Likewise, a suspension too stiff, while great for the track, may make the ride so uncomfortable that street driving is not enjoyable. Everything is a trade-off.



My recommendation, if you want to increase performance, would be first make sure your current shocks and springs are doing their job and you have a good alignment. My second suggestion is to add a sway bar or one at each end. Finally, when you need tires, consider a good summer performance road tire, understanding they will wear faster and lose performance in cold weather. However, there are some good ones on the market from the major manufacturers.

Back to the title question, most PORSCHE cars are optimized and their suspensions, tires and engines are balanced to provide good performance, safe handling and reliability, thus precluding costly repairs and voiding of warranties. To take this to the extreme, the brand-new PORSCHE 911 RSR has but 515 hp, aero devices to produce downforces far beyond even the street GT3 RS and rear tires over 13" wide. Of note, the street GT3 and GT3 RS have similar horsepower and far fewer suspension tweaks. Therefore, unless you are building a pure race car, you have plenty of power and adding more is basically an ego bragging point. Stick with what you have and learn to drive it better. You will be happier, visit the repair shop less often and have more money in your pocket.



Photo by Mike Matthews

BOXSTOBERFEST

ARTICLE BY SHELLEY MATTHEWS PHOTOS BY MIKE MATTHEWS

The 22nd annual Boxstoberfest was held September 6-8, 2019 in Fredricksburg. This weekend was originally organized for Boxster owners but in the last several years has grown to include all Porsche models. It is held at the Hangar Hotel, a cute 1950's era hotel, diner, and event center located at the Fredricksburg airport. Boxstoberfest is limited to 100 cars and sells out every year. This year, several Longhorn couples took part in the weekend festivities.

On Friday there was an organized bus tour to several local wineries and an early gimmick rally during the day and registration that evening at the hotel. Saturday there were several drives through the Hill Country - an organized spirited drive, a scenic drive that was non-guided, and a gimmick rally. In the evening, a social hour was held at the hotel bar and finishing with a dinner in the event center.

Fredricksburg is a German-themed town located about one hour north of San Antonio, in the heart of the Texas Hill Country. It provides good dining options, great country roads, and friendly people.



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DRIVES TO DRIFTWOOD AND LOCKHART

ARTICLE BY CHUCK BUSH

PHOTOS BY SUSIE BUSH AND MIKE MATTHEWS

The Longhorn region has had a good variety of drives this year. Recently we went on a drive through the Hill Country to Trattoria Lisina. About 28 cars and fifty people made the trip. The drive took us through some beautiful Texas ranches and many cattle guards. The cows were quite interested in our lively procession. After a couple of hours of back road scenery, we ended up at Trattoria Lisina for a delicious lunch. The five course meal was served family style and was a delicious way to end the tour.

A few weeks later we were off to Lockhart, Texas for BBQ. A slightly shorter drive, we drove along the scenic "Devil's Backbone" and parts of the Camino Real outside San Marcos. But the real star was the meat. Lockhart is a Texas leader in BBQ and did not disappoint. We split up in town and sampled Kreuz's, Smitty's and Black's. All were delicious and worth the trip.

We will start our monthly drives again in January. We have some fantastic roads and venues on the schedule, so hope you can join us!



Lockhart, TX

September 24, 2019





Driftwood, TX

August 24, 2019



MOTORSPORTS - WHAT'S IN THE FUTURE?

ARTICLE BY JACK MERRELL

The end of an era or at the least we are on the slippery slope to that end. The era is the motorsport programs within our Region. When I started the track orientation program and revitalized the long dormant the autocross program over ten years ago our membership was just over 200 it is now close to 700 and yet the participation in these two programs has seen less and less interest and participation. We have not met the minimum "break even" point for an autocross program in over a year and this year in the spring Track day we did not meet that number as we were, two persons short and the event for 21 September was canceled as we were 5 people short. The October 26 track event is canceled also for a scheduling conflict so we have no more track events this year.

A little digression. The printed guidelines from PCA are that a region should make a 10% profit on each event. Our philosophy has always been to achieve a break-even point so that the members that participate support the cost of the event. For an autocross that means 33-36 paying drivers depending on the venue and for a track orientation event it is 24.

Until this year we had always met the minimum number of participants for the Track events and normally had a waiting list. Not so for this year. It should also be noted that to have a broader base of potential participants we open these events to all PCA members from any region driving a PORSCHE .. and we have in the past had participation from other regions.

When we do not get sufficient participation to break even, we either have to cancel the event, which is not always possible with an autocross as we are contractually responsible to pay them or we draw from the club treasury to cover the shortfall.

So, what is the answer? The culture of the Porsche owners is changing and I don't mean simply that there are more Cayenne, Macan and Panamera owners as actually these vehicles are capable of doing quite well in both motorsport events. Today many

people that buy and drive 911's, Caymans and Boxsters never plan to do any performance driving .. it's just a nice car to drive. They would all benefit in participating in our events. Why, you ask? Our events both, autocross and track, are not designed as high speed competitive events but instead as learning laboratories to enhance driver skills and learn the handling characteristics of your vehicles with the goal of making you a better driver on the road.

Example, when the car ahead of you on a public road quickly and without warning swerves to the adjacent lane and thus exposes a large object on the road in your path, what do you do? Knowing the capability of your vehicle and you, and being situationally aware of the surroundings will allow you to make an instant decision and avoid a mishap. If the lane adjacent is open you can quickly maneuver to the lane and avoid the object. If there is no one behind you there is the option of braking and then maneuvering. Having the confidence that your car can quickly maneuver, gained by practice in these controlled motorsport events and the situational awareness skills gained on the track, WILL, without question make you better prepared to handle potential hazards we all find on the highways. Thus, the true benefits of our programs where we give you the opportunity to practice and learn in a safe controlled environment the skills that may save you later.

I am truly sad to see the lack of interest in these programs over the last several years. Actually, my sadness is more for the new drivers who are just learning the capability of their cars and the skills necessary to make them a better and safer driver.

While the club management looks into the future of both events there is an option for our newer drivers that want to improve their skills. The Porsche drivers School in Birmingham, Alabama is a great but somewhat expensive program that is nothing short of outstanding.

Closer to home one of our club sponsors, Harris Hill raceway (512-667-6250) in San Marcus runs one on one mini schools. These are reasonably priced half day schools that teach car control and accident avoidance. The instruction level is excellent and the controlled environment safe. You will not only come away a better more confident driver but hopefully eager to do it more often and thus may inject enthusiasm in our programs.

In closing if you want to see these two fun and educational programs continue, contact a member of the club's board and express your

interest in supporting them. We are at the time of year that the event schedule for next year is being formulated and thus we are negotiating with the owners of Harris Hill and our two autocross venues for available dates. It should be noted that we secure these dates and then build the rest of the annual schedule around them. So, if you want to see these programs continue now is the time to speak up, but then you must be willing to support them.

Enjoy the fall weather and drive your Porsche safely and with a smile



Photo by Shelley Matthews



Photo by
Mike Matthews



COMING SOON - BOARD ELECTIONS

Elections for Longhorn board coming soon!!

Nominations for board members are now closed. Elections will be held in October with installation of the new board at the December Christmas party. Positions are:

President
Vice President
Secretary
Treasurer

The new board will be setting up committees and setting schedules for next year. If you'd like to be considered for serving on a committee (Concours, driving tour or rally, Fiesta Challenge, autocross, etc.) let one of the current or new board members know! Club functions are run by volunteers! It's a great way to meet new people and get involved in the club. If you don't have a lot of time to commit, consider volunteering for a single event (ie: Fiesta Challenge, Christmas party, one drive, etc.). The more people that get involved, the better club we have! Help the new board make 2020 a great year!

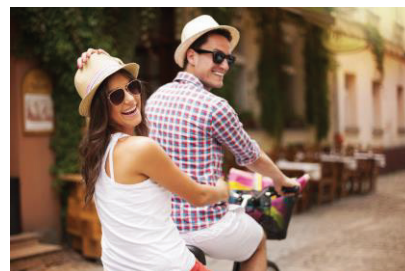
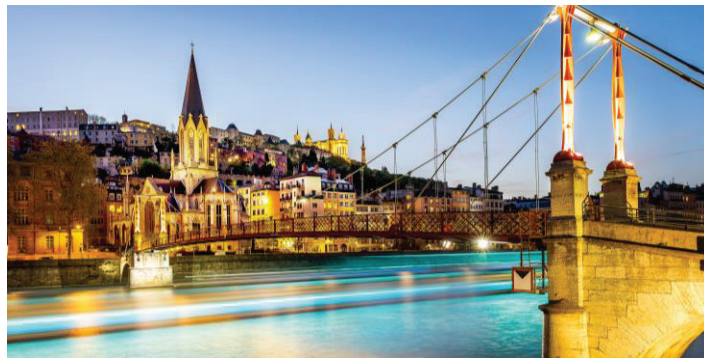
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GERMAN CAR SHOW

ARTICLE BY SHELLEY MATTHEWS

PHOTOS BY MIKE MATTHEWS

Boerne, TX was the location of the German Motor Gathering car show on September 21, 2019. LHR member Dennis Halmai was an organizing member and Porsche of San Antonio was one of the sponsors. The show featured a concours, silent auction benefiting Autism Speaks, a Kid's Zone, and German musical entertainment. Over 100 cars and motorcycles were entered. LHR members bringing home prizes include Eric Kelner, Jud Walford, Robert McWhorter, RJ Wilmoth, and Dennis Halmai.





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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