

MAY - JUNE 2018

The

# Roundup

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INSIDE

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LONGHORN REGION AUTOCROSSING  
TREFFEN TAMAYA







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## EDITOR'S NEWS & NOTES

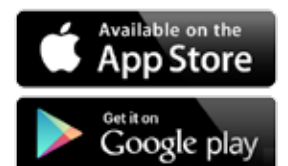
HOLLY SANDERS



Did you know that The Longhorn Region of the Porsche Club of America was chartered in 1962 by 13 original members? We sure have grown in our 56 years! We now have almost 700 members in our region, which serves the San Antonio area and surrounding towns. One way to keep up with all the "goings-on" with the Longhorn Region is to follow us on Instagram! Just search [@longhornpca](https://www.instagram.com/longhornpca) and hit FOLLOW!

**CHECK OUT OUR LONGHORN REGION WEBSITE FOR MORE INFORMATION!**  
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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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ON THE COVER



*Cover Photo by Stephen Griggory  
Taken during the FTreffen Tamaya in the Santa Ana Pueblo bordering the Rio Grande.*

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vol. 11 - issue 3  
may - june 2018



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**Here it is!** The light on PO 65 HP A

you saw it first in Christophorus ... now its re ... the smooth running marine engine sat brings all the thrills and fun of Porsche power to boating. You will enjoy greater comfort and smoother cruising with this Porsche engine. Air-cooling lets you start instantaneously, minimizes salt water corrosion and eliminates siltting. Porsche economy goes without saying.

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FOR COMPLETE LITERATURE ON THE POKING MARINE ENGINE AND PORSCHE'S COMPLETELY NEW DESIGN, CONTACT: POKING, ENGINE TYPE 65 HP AND OTHER, INCLUDING, GROUPED, WHITE, 110.

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FEATURES

12-13 TREFFEN TAMAYA

Treffen means "to meet." That is the entire concept behind the PCA's Treffens: an opportunity for PCA members to meet their fellow Porsche enthusiasts in some of the most spectacular locations in North America.

16-20 AUTOCROSSING

An insight to Longhorn Region autocrossing history, learning to go faster, and friendly rivalries.

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# MIKEL'S CORNER

LONGHORN REGION PRESIDENT



I want to thank everyone who donated their time and/or money to make the Fiesta Challenge a huge success. We, the Longhorn Region, donated \$10,000 to the Wounded Solider and Family Support Center. It was such an honor to present the check to them. Again, thank you.

By the time you read this some of us will be on our way or at the 2018 Parade. Shelley and I have only attended one and that was in St. Charles, IL. We had mixed reviews on that gathering so hopefully this one will be better. At least we will know a lot more people at this Parade. I am looking forward to seeing some classic Porsche race cars

Shelley and I have been Porsche owners since 1988 when we bought a new 1987 924S. It was an awesome car and my daily driver for many years. One thing we've learned early on is that Porsche people loved to wave and flash their lights at each other. I haven't seen much of that since we've moved to Texas. I think that tradition is going away or has gone away. What do you think? Are we too busy to see other Porsches on the road and give them a quick wave or flash of the lights? Are we to preoccupied to notice our surroundings and each other?

I hope to see you at the upcoming events.

Enjoy the car, enjoy the people even more,

-Mike 



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# MEMBERSHIP REPORT

AS OF MAY 30, 2018

Primary members:	458
Affiliate/Family members:	<u>232</u>
<b>Total:</b>	<b>690</b>

Ron McAtee, Membership Chairman



## NEW MEMBERS

Fenn, Eric	2001 Guards Red 911 Carrera
Kittrell, Guiomar	2000 Yellow Boxster S
Damalas, Alex	2018 White 911 GT3
Fernando, Oscar	2015 Guards Red Cayman
Holmes, Robert	2014 White 911 Carrera
Jensen, Mikkel	1968 Silver 912
Fortuno, Ignacio	2003 Black 911 Carrera
Cortez, Melissa	2018 Silver Macan S
Guerrero, Michael	2007 Black/Orange 911 GT3 RS
Maniscalco, Bruce	2007 White Cayman
Estep, Trenton	1988 Black 911 Carrera
Neutzling, John	2012 Black 911 Carrera
Tyler, Joel	2006 Silver Cayman S
Stewart, Haven	2102 White Cayman
Lawton, Chu	2011 911 GT3
Broussard, Sally	2018 Silver 911 Carrera
Brunell, Donald	1984 Sunoco Blue 911

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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](mailto:rmcatee@satx.rr.com)



# MOTORSPORTS TIDBITS

JACK MERRILL, AUTOCROSS CHAIR



By the time you read this we will have completed our final autocross of the spring. It is great to see new people come out and regulars improve. If you enjoy the program tell your friends and get them out to join us. It is the easiest and safest way to learn the handling characteristics of your PORSCHE and gain and improve your car control skills that may prevent an accident on the highway.


From my observations of everyone driving there are three common errors that constantly re-occur. First, is continuing to brake as you enter a turn. In fact some are coming it so fast they still have their brakes locked as they try to initiate a turn. Remember if your front wheels are not rotating, turning the steering wheel will not create a turn instead your wheels will turn as you skid straight ahead. So, get your braking, if required, while going straight and then turn.

The second error, has to do with the right foot. Too many drivers are spending too much time with the right foot neither on the accelerator or the brake pedal. Your right foot should either be on the brake or the accelerator. If its not, you are not controlling the car, instead the car is coasting and in control. This is not to mean your foot should be hard on either but instead lightly applying either gas or brake. In other words once you have slowed your car for a turn, your right foot should come off

the brake move directly to the accelerator and slowly and smoothly start accelerating. SMOOTH is the clue.

Lastly, generally overdriving the car is common at all levels. Being abrupt on the controls is not the way to drive fast, it simply causes the car to continually be out of balance. This is easy to see as cars negotiate a slalom. At each succeeding cone many cars get wider and exhibit more lean and some sliding. Focusing on being smooth and looking further ahead then the cone you are passing. This will allow you to pass closer to the cone and make the route straighter.

In each of the cases mentioned, smooth driving, looking beyond the immediate cone you are passing and ALWAYS focusing on keeping the car in balance by driving SMOOTHLY will allow you to negotiate the course quicker with less effort and stress on your vehicle. Ultimately this will improve your driving skills that will not only make you quicker on the autocross course but safer on the highway.

Drive safe and enjoy the summer. SASCA has autocross events scheduled throughout the summer if you want to practice and we have a full event schedule planned for the fall. I hope to see everyone this fall and remember to bring a friend. 

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BY STEPHEN GRIGORY

Treffen — ‘to meet’. That is the entire concept behind the PCA’s Treffens: an opportunity for PCA members to meet their fellow Porsche enthusiasts in some of the most spectacular locations in North America.


From the ski valleys of Tahoe and the Hill Country of Texas, to the beautiful scenery of New Mexico and the mountains of Western Canada, PCA’s Treffens provide the opportunity for members to drive some of the best roads in North America and enjoy five-star hospitality at world-class hotels.

The Treffen North America emphasis is on the social side:

meet your PCA friends, but perhaps, more importantly, make new friends who enjoy the same type of exclusive experience that the Treffens provide – spectacular hotels and unique driving opportunities set in locations offering unparalleled scenery and luxury.

This past April 25 - 28th, five Longhorn Region members made the drive to Albuquerque,

NM. to participate in the fourth Treffen at the Hyatt Regency Tamaya (tom ah yah) on the Santa Ana Pueblo bordering the Rio Grande.

I participated in the off-road to Madrid tour, Sandia Peak Tram and Casa Rodena winery tour and the Chimayo tour and the Los Alamos drive on my own. 



*Top: RJ & Linda Wilmoth, Stephen Grigory, Kris & Betty Campbell*

*Middle Left: Marco Oveido Gallery*

*Middle Right: Marco Oveido (famous bronze sculptor)*





# 2018 CALENDAR

## Longhorn Region Events

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

### September:

9/6 Dinner Meeting at Blanco BBQ (13259 Blanco Rd.)  
9/22 Track Day at Harris Hill

### October:

10/4 Dinner Meeting @ Krause's Biergarten & Cafe  
10/6 Autocross at Retama  
10/20 Picnic at the Greentree's (more info coming)

### November:

11/1 Dinner Meeting @ Pompeii's Italian Grill  
11/10 Drive and Lunch to L'Art et Automobile (more info coming)  
11/17 Track Day at Harris Hill

### December:

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

# GRUPPE 9

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# AUTOCROSS

## ... and the Longhorn Region

BY: STEVE FARNHAM

### Autocross: Longhorn History, Going Faster and Friendly Rivalries

#### Part I

The current Longhorn autocross program started about 10 years ago at the Shriner's Temple parking lot. It wasn't the largest venue you could imagine for hosting an autocross but the price was right (\$15 entry fee) and for a program in its infancy the lot felt "just about right." We had quite a wide variety of Porsche models, predominantly

914s if the pictures tell the story. The number of participants was usually around 30 drivers and 25 cars as some cars had two drivers. Jack Merrell, Ron McAtee, Ron Shade and Bob Jones put together a program with driving courses that would challenge more experienced drivers yet acquaint beginners with the fine art of driving their Porsches on the edge of the performance envelope.

Ron McAtee wrote a great article for beginners. Send him an email before our next autocross and ask him to send you a copy. We had help with timing and scoring. Thanks RJ and Linda. We trained people how to be corner workers. Pretty soon we had a smooth operation. After several events at the Shriner's location we graduated to Retama's more expansive parking lot. Retama

allowed a bigger course with higher speeds and plenty of parking space for a larger number of participants. We usually had 30 to 35 drivers, sometimes up to 40 people if we were lucky. Now, a decade later we usually struggle to get 35 drivers and 30 cars even though the club's membership has grown from 300 people to over 600 folks. You would think as our membership has doubled, we'd see higher participation at our autocross events.

I looked back over the last 10 years and reviewed Jack's Motorsport articles. Here's a few key reminders. Prepare your car because Safety is Paramount! Check your tires (if they are more than 5 years old consider replacing them), brakes, brake fluid (Porsche recommends changing every 2 years), pads and rotors. Get an oil change and have your alignment checked. After you prepare your car, turn your attention to the driver. I'd look at the videos posted on the Longhorn Region website (watch Yama or Jon Parkoff for how the pros do it). Here's a few more pointers from Jack:

*Pay attention to where your hands are, making small corrections to maintain the car's balance*

*The most frequent errors are entering a corner too fast, too much time coasting and on the wrong line*

*Brake early and while going in a straight line*

*You should be on the brake (as little as possible) or on the throttle*

*Slow in leads to fast out (enter the corner slower to exit faster)*

*I see many drivers adding power way too late coming out of a corner*

I did my first autocross at the Porsche Sport Driving School in Alabama. As







Jack likes to remind me, I wiped out about 15 or 20 cones coming through the crossover at a high rate of speed. As part of the curriculum, we were teamed up against several other attendees (five teams of four) in “a little competition for bragging rights.” I think we won and were rewarded with nice Porsche driving jackets. Ever since, I’ve wanted to go faster on the autocross courses. Primarily, it’s a battle between myself to see if I can improve on my time for each successive run. But occasionally some gunslinger will show up at the autocross event. Rob Redanz and I have a very friendly rivalry and while I may want to improve on my time each run; I really want to make sure my time is faster than Rob’s best time. In a perfect world we’d each use the same car and see who comes out on top. Very few of us drive the exact same car so there will be always be some differences (tires, brakes, traction control, with or without electronic driving aids and so on). The last time we were at the same driving event Rob had the fastest time. So, I figured I should do everything I could possibly do to get faster. People learn by doing, observing, studying, and having a mentor. So, I thought I could drive in more autocross events (doing), watch other drivers who are faster (either watch videos or get in their car and watch how they drive), read

some of the best books on “how to autocross” (studying) and talk to Federico, Jon and James Bricken who are usually the fastest drivers at our autocross events (having a mentor).

By the end of June, I will have

completed 10 autocrosses since the first of the year. I’ve enjoyed going to different venues and driving with different clubs in Texas. Sherry and I have been to Dallas and Houston. We’ve met some great people and have received instruction from some really fast drivers. Check off the first requirement for doing more events.

I’ve had James Bricken, Jon Parkoff and Federico del Toro ride with me at various times. They’ve all offered some great constructive comments on things I can do to go faster. Most of the comments echo what Jack has said during his articles in the Longhorn newsletters (see above comments in italics). I’ve ridden with them when able. Watching videos helps, too.

Two great books are How to Autocross by Andrew Howe and Secrets of Solo Racing by Henry Watts. Smooth and precise are two by-words that will allow you to drive quicker times with less effort. Driving faster times means driving smoother so you are not scrubbing off energy, driving less distance (tight is right) and maintaining momentum. Precise, this one word defines producing good times by driving shorter distances. To drive quickly and efficiently a good rule is to try and make every turn as straight a line as possible. The proper line is an imaginary line you drive to make the turn as big as possible and less acute. Braking should be minimized in

autocross, as any speed you bleed off you need to get back.

Federico is a great guy to follow on a course walk. You must know the course from walking it numerous times (a minimum of three times). If you haven’t heard him dissect the course before an event, ask him if you can go with him on the course walk before our next autocross. He always has some great suggestions whenever I walk with him before an autocross. His favorite saying is “tight is right.” After reading the books on autocross I always figured that the fastest way around a course is to straighten out the turns as much as possible but, on many turns, Federico says you need to keep it as tight as you can. Jon Parkoff echoes this same mantra; keep it as tight as you can be going through the cones. Jon is a master of slaloms. Watch his video: he starts his turn for the next cone before he passes the closest one. James Bricken has given me some great pointers while riding shotgun with me. Keeps your hands in the 3 o’clock and 9 o’clock positions. I tend to get my hands out of position after a very tight turn that requires a lot of hand movement. My hands return to a normal street driving position of 2 o’clock and 10 o’clock. So, I’m working on keeping my hands at “three and nine” while driving on the street. Another hint is to drive mentally farther ahead of your car. What I mean by this is looking farther ahead so you can anticipate the need for throttle, brake or a reposition of your vehicle. A couple of months I clipped a cone in a slalom and with James riding shotgun. He said, “I knew you were going to do that.” Why, because he was mentally looking farther ahead than I was.

## Part II

Last but not least, I did some “upgrades” to my car. The first upgrade is always the driver. Practice, practice, practice! But in racing, if you’re not cheating, you’re not trying. Every race team out there is trying to get the most performance

out of their racing cars. Every now and then someone gets caught pushing the rules. I’m not saying they’re cheating but their quest for maximum performance gets punished by hefty fines, going to the back of the grid or some other sanctions. In IMSA they have balance of performance adjustments to try and keep everyone on an equal playing (racing?) field. Rob Redanz was driving on what he called “cheater tires” when he went faster than me the last time we autocrossed together. So, my first mod was to get some cheater tires. For autocross, the “stock” Bridgestone RE-71R tires seem to be one of the best options available. It’s not like you’re using Hoosiers and the Bridgestones actually cost less






than Michelins. They are very sticky on a short 45 to 50 second autocross course. I went one step further. I wanted to see what my Cayman could do with a multi-link rear suspension.

So, now I'm set for the next time Mr. Redanz dares to show up at a Longhorn Region autocross. Challenge issued.

As Jack says, we're not giving out prize money for folks who drive fast at our Porsche driving events. No one will go home with a trophy at the end of the day. However, there's nothing wrong with a little friendly competition to make the five or six autocross runs a more interesting challenge. As I mentioned earlier, everyone shows up with a different car and different skill sets. I measure myself against James Bricken, especially if he does a timed run in my car. I know I can't keep up with Jon Parkoff or Federico del Toro because their cars are highly specialized and finely tuned for the autocross courses. I'm driving a street car and until recently it was always stock without any special changes. So, when you get to the next autocross find someone driving a car somewhat like yours or get together with another beginner and see if you can challenge each other; help each other to learn together. There are lots of Boxsters and Caymans at our events so you should have lots of folks to watch and learn from each other. If you're like Mike Vriesenga, driving a 1966 912, you might have a hard time finding someone driving a car like yours. I really appreciate seeing his beautiful car out there, truly one of the best cars in Longhorn Region. I'd really like to see a few more of the older models out there. Where did all the 356s go? Whatever happened to all of the 914s, a great autocross car? If you've got a newer 911, Boxster or Cayman, you're really missing out if you don't give autocross a try at least once. These cars were bred to excel on an autocross course. When we adjourn to the bar for lunch and a brew or two, the best part about having a friendly rivalry is all of the stories (lies) you can

tell about how you laid down that really fast time on your last run!

Our autocross program gives everyone the opportunity to learn basic car control skills. If you want to learn advanced skills and how to push your car to its performance limits, an autocross is a very safe way to get started. First, you should prepare both driver and car before you attend an event. During cooler weather, tires do not retain their grip as well. The same can be said of "old tires." If you've got a garage queen, you should check the tread depth and condition of your tires. After 5 years I'd strongly consider getting new tires because that's the number one thing keeping you safe before you start relying on things like seat belts and airbags. Check with Ron McAtee and get his article on autocross for beginners. Second, have a plan. You develop your plan while walking the course. Where will you brake? Where can you accelerate? How do you position the car to take maximum advantage of straights (they won't be very long)? Walking the course three or four times help solidify your plan. My goal is simple: I want to keep the car in balance at all times. Third, drive smoothly. Good autocross drivers make time by executing the turns quickly...anybody can drive quickly in a straight line. Remember, Tight is right! Come out and join us at the next autocross. You'll be hooked! 



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# Check Presentation WOUNDED WARRIOR

BY MIKE MATTHEWS

I have the pleasure to announce that we, the Longhorn Region, donated \$10,000 to the Warrior Family Support Center. Doug Cox, the general manager for Porsche of San Antonio and our board presented John Wolf, director of the center, a check for \$10,000. All of the money will be used locally to help the soldiers and their families.

Have you ever wondered how we started our annual fund raiser? I did so I asked around. As many of you know, PCA has

always supported charities and eight years ago Jack Merrell and the board decided to use the Fiesta Challenge as a fund raiser.

They chose the Warrior Family Support as the organization to receive our donations. The Warrior Family Support Center is a local non-profit that supports our troops and their families. The Support Center is mostly staffed by volunteers that are also vets and the monies donated can be used directly and not go through a larger organization. 



*Photo Courtesy of Jack Merrell*

Doug Cox, General Sales Manager Porsche of San Antonio; Susie Bush Secretary Longhorn Region PCA; Chuck Bush, Past President Longhorn PCA; John Wolf, Director Warrior & Family support Center; Mikel Matthews President Longhorn PCA, Ron McAtee, Membership Chair Longhorn PCA



## Hill Country Drive to SALT LICK


BY SHELLEY MATTHEWS

One of the most popular activities for the Longhorn Regions members are the drives. We are fortunate enough to have the scenic beauty of the hill country, the tranquility of the roads west, the cotton fields to the south, and the wide open spaces to the east to explore on our drives. Lots of members take advantage of seeing old friends,

making new ones, and seeing some wonderful Porsches.

The Saturday, June 16 drive started out at the Valero on 281N with dark skies and around 30 cars. As we headed toward the hill country, the weather stayed in check. The 63 mile coarse was set up by Chuck and Susan Bush and headed by Mike and Shelley Matthews. As we diligently followed the written instructions (even though Shelley missed a turn - so sorry!) the twists and turns of the hill country roads made for a very enjoyable drive. And, there was very little traffic - maybe because of the threat of rain.



After an hour and a half drive, we ended up in Driftwood, Texas at the Salt Lick BBQ Restaurant. The Salt Lick has an indoor banquet room The indoor dining room is where you can order off the menu for your favorite meat and sides. There is also ample seating areas outside to enjoy their live music and carry out BBQ. We were seated in the banquet room which served all you could eat bread, ribs, brisket, sausage, beans, potato salad, and cole slaw family style. Needless to say, everyone filled up - some even took home doggie bags - and then headed for home. 



# Barn Door Meeting PHOTO GALLERY

BY MIKEL MATTHEWS



# HANS DEVICE Safety On The Track

BY JACK MERRELL

One of the key activities enjoyed by PCA members is time on the track. It is a fun way to explore the capabilities of your car in a safe controlled environment. However there are dangers involved and the PCA leadership is constantly looking for ways to make these activities safer.

One such new initiative is to, starting 1 January 2019, to require head and neck restraints for all drivers and passengers participating in DE's. and PCA racing. The new rule initially will require a restraint for cars with harnesses but it is wise for ALL drivers to consider such a safety device even in cars with normal seat belts.


So what are we talking about? The most common device looks like a horse collar and is called a HANS device. It slides around your neck with two arms that extend over your upper chest and tethers that attach to connectors on each side of your helmet. You then strap into your seat with the shoulder harnesses over your shoulders and thus over the HANS. Remember you need Sport bucket or similar seats to use harnesses as they must pass through the seats.

But what if you do not have harnesses and want or actually SHOULD use some protection. Well, Simpson helmets and others make such a device that you wear like a vest and is designed to be used with normal three point seat belts and standard vehicle seats.

Additionally, whatever protection ( harnesses bucket seats etc) that is on the driver side must also be on the other front seat should you have anyone in that seat.

The bottom line is this is a sound new initiative that is designed for increased driver protection.

Don't wait until the last minute if you are not using a head and neck restraint now think seriously about starting. You will also need to have special connectors mounted on your helmet. Which by the way brings up a second safety thought, HOW OLD and in what condition is your helmet. If you are off to buy a HANS or similar device it may be a good idea to get fitted for a new helmet adhering to current safety standards ... that would be Snell Safety Foundation 2015 certified.

There are other safety modifications that you can make to your car but a head and neck restraint and a good helmet are foremost. One last thing while you are doing this inspect your seat belts, be they harnesses or OEM three point. If they are worn, dirty or have been stretched in an incident its time to replace them. Now go safely enjoy driving your PORSCHE. 







## For Boating Season the Porsche Type 729 Marine inboard/outboard engine.

BY RJ WILMOTH, HISTORIAN

Just in time for the boating season, the Porsche Type 729 Marine inboard/outboard engine.

Porsche developed the 4-cylinder engine used in the 356 road car for many other applications.

In fact, they produced over 3100 engines in the late 50's. Some were for light aircraft and helicopters. The most successful being the Type 616 Industrial engine that was used for anything from powering

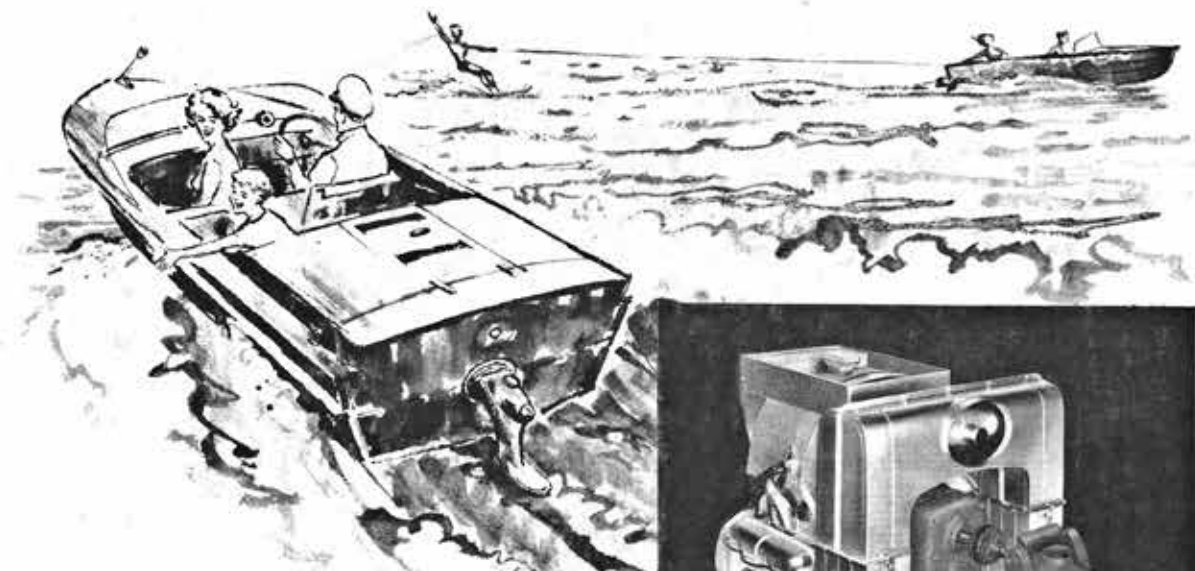
generators to water pumps for the German fire brigade. Probably the least successful variation was the Type 729 Marine Engine. It was heavy for it's output and surprisingly difficult to cool in the confines of a boat haul and few were sold.

The ad shown was on the back cover of the March 1959 issue of Panorama. Note the interesting arrangement of the twin props.

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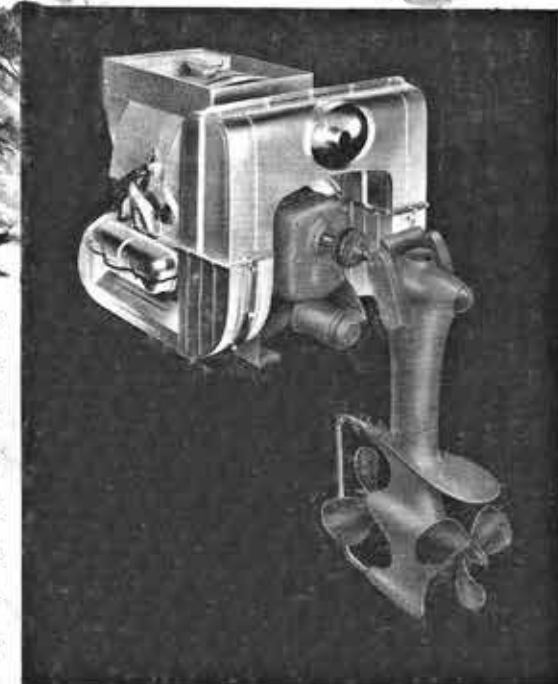
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