

JULY-AUGUST 2020

The

Roundup

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INSIDE:

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PORSCHE

EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

Well - **here we are** - another issue and we're still in the midst of Covid-19 quarantine. Who would've thought? Dinner meetings, autocrosses, track days, some drives are still in lock down. Hang in there everybody! It can't last forever - right?

It's not too early to start thinking about a **slate of officers for next year**. A committee will be formed in the coming months to put together nominees to run for office. Elections are normally held in October. Not sure who can run? Any registered Longhorn Region member can run for any office or volunteer to chair, or be a member of, any committee! Not sure what the job entails? Check out the 2020 RPM - Regional Procedure Manual (pages 11-12) - on the PCA site for an overall idea of each office. (The by-laws for the Longhorn Region may differ a little bit from the RPM.) Or better yet, if you are interested in running for an office or maybe serving on a committee and want to know what it requires, talk to one of the current or past officers. They'll be looking for nominees for: president, vice president, secretary, and treasurer. Interested? Or know of someone that would be good? Time to speak up! Our club runs on volunteers. Even if you don't have a lot of free time, there is a job for you! And it's a fun way to get involved and meet new people.

I'd like to send out a **special THANKS!** to Chuck and Susie Bush, Jack Merrell, RJ Wilmoth and Mike Matthews who continue to send me articles and pictures for the Roundup. Without their help, it would be a pretty short newsletter. And I'm so excited to say we are starting to get pictures and articles from some new contributors! So with that being said, I'd LOVE to hear from you too. Send me articles on a drive you took, a car you fixed, a new Porsche fact you learned, anything Porsche related. And pictures are always welcome. You don't have to write an article to go with it. Even if you have just ONE really cool picture that you don't have anything else to go with it - send it to me! It might work on the cover or might go with another event or article or one issue there may just be a page featuring miscellaneous pictures. This is YOUR newsletter and I want to make sure everyone has the opportunity contribute.

**CHECK OUT OUR LONGHORN REGION WEBSITE AT [LONGHORNPCA.ORG](https://longhornpca.org) AND
FACEBOOK AT [FACEBOOK.COM/GROUPS/LONGHORN.REGION/](https://facebook.com/groups/longhorn.region/) FOR MORE
INFORMATION!**

Now it's even easier for you to keep in the loop and stay up to date with all we have going on in the Longhorn Region. Our new app allows us to communicate with you better than ever before, you can even receive notifications from us for all the latest happenings! Download it today!

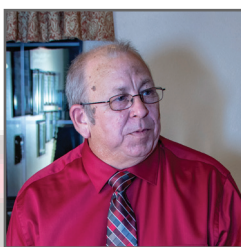


2020 LONGHORN REGION LEADERSHIP

ELECTED OFFICIALS



Dennis Halmai
President
president@longhornpca.org



James Bricken
Vice-President
vp@longhornpca.org



Jud Walford
Treasurer
treasurer@longhornpca.org



Susie Bush
Secretary
secretary@longhornpca.org



Mike Matthews
Past President
past_president@longhornpca.org



RJ Wilmoth
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historian@longhornpca.org

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Membership - Rodney Lewis - lewisro@financialnetwork.com

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Track - Jack Merrell, Tito Ramos, Pete Morawiec - 911scracer@gmail.com

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Roundup

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July-August 2020



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Signing in for Kerrville drive.



Build your own car in Sim racing.



Cycling with Operation Comfort.

www.longhornpca.org

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Forward all publication submissions or to reserve advertising space please contact the Editor, Shelley Matthews at 830-438-0471 or email to: editor@longhornpca.org

ON THE COVER

Picture by Betty Campbell on a drive for air cooled Porsches and their friends. Oh - and don't worry about the Honda in back - he has already ordered his Porsche!

2020 CALENDAR

LONGHORN REGION EVENTS

2020 EVENTS: *Subject to change*

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

All dinner meetings are held the first Thursday of the month unless otherwise noted. Dinner begins at 6:00, meeting starts around 7:00.

August:

22 - Drive to Brenham, TX and Blue Bell Creamery
(if available)

September:

11-12 - Boxstoberfest - Fredericksburg
12 - Cars & Coffee at Fiesta Texas
16-20 - Treffen - Greenbrier, WV
19 - Track Day - Harris Hill
26 - Drive to Twisted Sisters/Three Sisters and
Winery

October:

10 - Cars and Coffee at Fiesta Texas
10 - German Motor Car Gathering - Boerne
24 - Fall Picnic
24 - Track Day - Harris Hill

November:

14 - Cars and Coffee - Fiesta Texas
14 - Drive to Olive Orchard
21 - Alternative Track Day

December:

12 - Christmas Party and Meeting
12 - Autocross - Fiesta Texas
12 - Cars and Coffee - Fiesta Texas



In response to the Coronavirus, the monthly meetings are most likely cancelled through the end of the year. Also, many upcoming events have been cancelled or postponed. For the most up-to-date information on LHR events and meetings, please go to longhornpca.org



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ZONE 5 NOTES



CHUCK BUSH, ZONE 5 REP

I hope you all are healthy, safe, and enjoying your Porsches. Another month of COVID-19 disruptions, and unfortunately, we seem to be worse off than we were last month with total numbers of cases rising. Our regions have done a great job of modifying their activities to meet local requirements and keep our members safe. Please help them by following local guidelines and staying home if you have been exposed or are not feeling well.

Despite the disruptions, you should be seeing a slow restart of regional events. Concours, DE's, drives and online events are all starting to happen with more frequency. I hope you get the opportunity to participate. In our zone, registration has opened on clubregistration for Boxstoberfest, a multi-day event Sept 11-13 in Fredericksburg, TX. Check with your Region- there are a lot of activities starting to pop up on the calendar.

Just as our local regions have been affected by the COVID-19, so has our national organization. I attended the PCA Summer board meeting in June, and am happy to report that overall, the club is doing well and managing the COVID crisis as best they can. Thanks to the hard work of the national staff, membership is remaining stable and we have avoided large losses resulting from cancelling Parade, the Spring Treffen and other national level events. Our club remains strong and is looking forward to the time when we can fully reopen.

Speaking of Treffens and Parades, I received information on upcoming national events. The Fall 2020 Treffen to the Greenbriar is still a go for Sept. 16-19. Registration for this fabulous event opens July 15 at 3PM EDT (2 PM CDT). Sign up exactly when it opens if you want to get a spot. (NOTE: it is now SOLD OUT)

If you are not ready to travel or cannot make this fall event, upcoming Treffen's have been announced:

Spring 2021 May 5-8JW Marriott Camel Back Resort, Scottsdale, AZ

Fall 2021 Oct 13-16 American Club, Kohler, Wisconsin

Spring 2022 Broadmoor Hotel, Colorado Springs

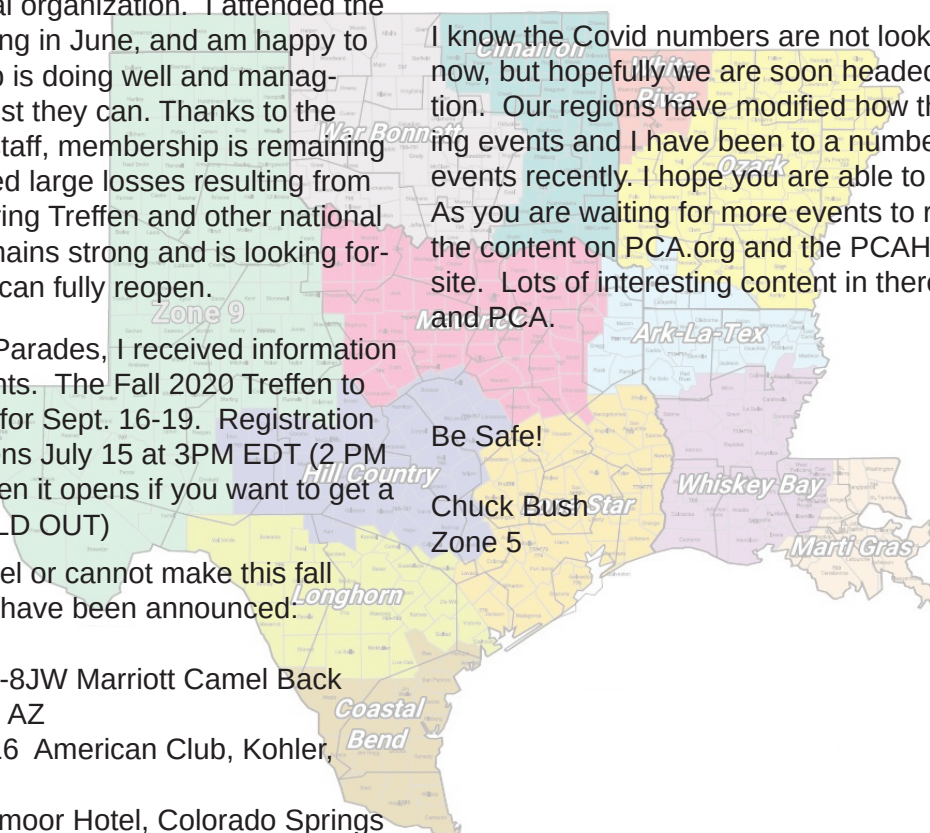
The other major event announced was 2021 Parade. This will be held in French Lick, IN July 11-17. This Parade will be the closest Parade to our region in awhile, and I hope you will consider attending. It is a fabulous location and will be a really fun event.

One of the ways we continue to engage with each other is through social media. It is a great way to share club information and all the great times we have with our Porsches and Porsche friends. I participated in a recent webinar presented for your region social media chairs. There are so many great things being shared on social media, but we also need to be careful of what is on our websites. Things like accident photos, autocross and DE pictures which include license plates, or any high-risk activities can come back to bite our members. If you see those kinds of things on your site, help protect our members by notifying a moderator so they can be removed.

I know the Covid numbers are not looking good right now, but hopefully we are soon headed in the right direction. Our regions have modified how they are conducting events and I have been to a number of safe and fun events recently. I hope you are able to participate also. As you are waiting for more events to resume, check out the content on PCA.org and the PCAHQ YouTube website. Lots of interesting content in there about Porsches and PCA.

Be Safe!

Chuck Bush
Zone 5



MEMBERSHIP REPORT

Primary members:	484
Affiliate/Family members:	249
Total:	733
Jr PCA members:	12



NEW MEMBERS as of August 1, 2020

Ramiro Aguilar	1987	928 S4
Emilio Antu	2003	911 Carrera Cabriolet
Leighton Crumpton	2005	911 Carrera
Mark Espey	2019	918 Cayman S
	2019	Macan S
Javier Leos	2019	911 Carrera
Alexander Lo	2007	Cayman S
Carlos Lopez &	2012	911 Carrera
Alejandra Aguilar		
Anthony Oden	1974	911
	2001	911 Carrera
	1968	Race Car
Mike Patterson	1999	Boxster
Charles Plunkett	2016	911 Turbo
Craig Rhyne	2019	911 Carrera 4S GT
Paul Rocha	2007	Cayman S
Ray & Joann Sevonty	2008	Boxster S
Howard Skillrud	2014	911 Carrera S Cabriolet
Carols Vazquez	1996	911 Carrera 4S
Shane Weisberg	1987	Carrera Cabriolet
Robert Yard	2001	Boxster

TRANSFERS IN:

Diego Iturbe &	1996	911 Turbo	From: Coastal Bend
Jose Iturbe			

TRANSFERS OUT:

Shawn Veach	2002	911 Turbo	To: Hill Country
William Cox	2013	Boxster S	To: Florida Citrus

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Watch on website for upcoming dates!



PCA and Social Media

Article by Shelley Matthews

In June, Mike and I sat in on a PCA webinar about Social Media. It was very interesting and brought up several points that I thought might be good to pass on.

The job of the regional social media chair is to implement, maintain, and enforce the social media guidelines for the region. They should moderate comments and discussions to make sure the content is appropriate and adheres to the guidelines to PCA's Code of Conduct and Ethics. They will remove posts as necessary.

Social media – Facebook, Instagram, and Twitter – is not meant to replace the regional website or newsletter. It is a marketing tool which goes outside the region. It is a way to get out information quickly and offers members a place to post opinions, stories, pictures, and questions. These are very powerful tools. But with this power, comes responsibility. What you post not only represents you – it represents The Longhorn Region and PCA. It sets a tone for our region. When someone outside our region reads our social media posts this is possibly the only view they see of our region.

During the webinar, Maggie Goodman Garnett, a Kansas City Region PCA member and national social media chair, said “Anything you post has the potential to be seen by any person, at any time, anywhere in the world.” She then gave an example of a member whose daughter (she only had 20 followers on twitter) posted a picture of him (with a PCA shirt on) in what could be construed by some as offensive. The picture went viral very quickly and had over 12 million views and 159 thousand retweets within a day or two. After being added to Reddit on the second day, it became the number one photo on Reddit and appeared on the BBC the following day. Because he had on a PCA shirt, this could have reflected poorly on PCA. This is just an example of how quickly posts can go viral. And once it is out in the virtual world, it's out there forever.

It should be known that, just as employers may search the web for information on current and perspective employees, insurance companies also browse the web looking for your posts on a car you may have recently submitted a claim. Let's say you submitted a claim for a right front bumper that was damaged. But the insurance company finds a picture that was posted of your car at an autocross with a damaged right front bumper and the

caption “Oops – missed a corner.” That claim could get denied and you could lose your insurance. It could also affect the rates and availability for club insurance when they discover that a club added a karting event, which is not allowed, to the end of a sanctioned PCA drive. You might also want to put tape on your license plate to hide the numbers at an autocross or track day.

Another tip is don't post home addresses or phone numbers. Again – people outside the region look for these posts and they will know there is at least one highly prized Porsche at the address you posted. Or – one of my favorites - getting the calls about your “extended car warranty that is about to expire.”

It's important to remember that, on the region's website, these pages are NOT your personal pages. And even what you post on your own pages, that you may intend to stay within your circle of followers, has the possibility to go viral and be seen by millions of people. What you post, comment, or share on the regions website reflects on PCA and the Longhorn Region. People will get to know the club from what you post – good and bad. So, think before you post anything, remember to be thoughtful, be responsible, and kind.



Drive to Kerrville

Article by Chuck Bush
Photos by Susie Bush, Mike
and Shelley Matthews

This has been a challenging year for social events and tours, but we were finally able to get out in June. A lot has changed on how we have to do drives to be safe with COVID, but we have worked out most of the kinks.

On Saturday, June 13, we began our event in the Lowe's parking lot. Folks maintained social distancing and wore their face masks. After some safe socializing and looking at cars, we broke into three groups- Wolfgang Porsche, Ferry Porsche, and Ferdinand Porsche. Wolfgang Porsche group headed out at 9:30 AM led by Michael and Sherry Sorrento. Ten minutes later the Ferry Porsche group left, led by Bill and Irene Dorsey. Chuck and Susie Bush led the Ferdinand Porsche, the third and final group out. Mike and Shelley Matthew's car was the sweep for all groups.

Because of the state COVID restrictions we could not do a group lunch stop on this drive. The plan was to drive out into the Hill Country enjoy some of the "Twisted Sisters" roads, and end up in Kerrville, where folks could find their own places to

eat where they could socially distance; not ideal, but the best option given the situation. To break up the drive, we had two planned rest stops.

Our first stop was Camp Verde, with a gift shop and gelato bar. This is always a great place to take a break and hopefully we will get back there soon to eat at the restaurant.

Leakey was our second rest stop. The Bear's Meat Market and the Stripes are great stopping points before heading off to the roller coaster that is Highway 336.

Good thing we had a second stop, because the route instructions were a little off, and it was two hours before we finally made it into Kerrville and the end of the 200-mile tour. While a long drive, we were blessed with light traffic, perfect weather, and beautiful wildflowers the entire route.

Our next tour is August 22 when Mike Vriesenga will lead us on a scenic tour to Brenham, Texas, home of the Blue Bell Creamery.



The NEW normal?





Listen
up!



Susie Bush gets
drivers to sign
insurance
waivers AND
new Covid-19
waivers before
the drive.



Chuck Bush
leads driver's
meeting

We are
ready to go!!

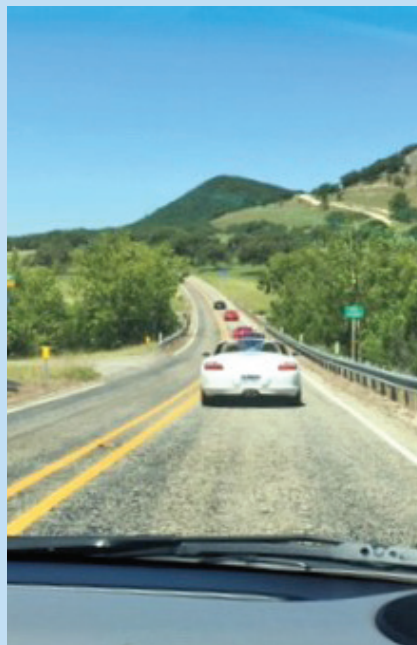


Checking
out the new
cars!

Drivers split into
three groups.
The last group
leaves for the hill
country.



A rest stop
at Camp
Verde.



Even the cars
maintain social
distancing!

MOTORSPORT RAMBLINGS

BY JACK MERRELL



Two more months have passed and not much to write about. Our sim racers have had more activity. Still no word on the contract completion for paving the track at Harris Hill but I'm staying optimistic that it will be done for our October track day.

In the world of motorsports, there has been one Formula One race and guess what? Mercedes won. There has also been one WEC race and in the GTLM class, the PORSCHE 911 RSR's took second and third behind a Corvette C8. This was the first win for the new Corvette and the 100th IMSA win for the Corvette brand. With PORSCHE not competing in the class next year, it will be interesting to see if the other two makes - BMW and Corvette - remain or if the class dies.

I did read an interesting study on shoulder harnesses that was done in Germany. The study was prompted by the fact that drivers running the Nürburgring must wear a helmet BUT because the layout is technically a public road, they cannot wear a neck restraint such as a HANS device even if using four-or-five point harnesses. Remember in PCA, if you have four- or five-point harnesses you must use a HANS type device when on the track at any PCA event.

Anyway, back to the study. The bottom line was that you were less likely to suffer a neck injury if you were using

three-point seat/shoulder harness than with a four-or-five point, assuming a neck restraint device cannot be worn. The reason was with a four-or-five point system, the user's torso is held rigidly to the seat back in a sudden and possibly violent stop yet there is nothing to prevent the head from snapping forward, putting extensive pressure and strain on the neck.

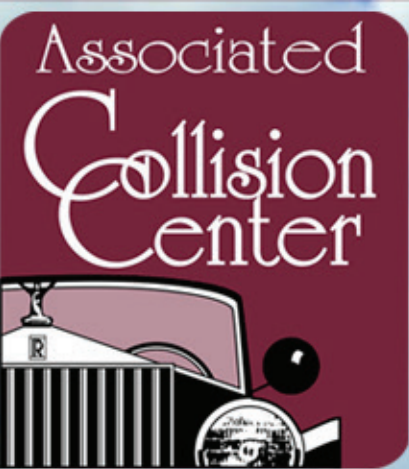
With a three-point system, one shoulder is held back as is the torso. Because the shoulder has no restraining belt, it will move forward towards the center of the body, restricting extensive forward movement of the head and reducing the possibility of a neck injury.

All that said the better arrangement for us is seats that will accommodate a four- or five-point system and a neck restraint such as a HANS.

By the way, the rear anchor point for shoulder harnesses should always be level or above the height of the driver's seat back. In a sudden stop, the body will try and move forward but will be retained by the harnesses. However, in a sudden stop, the body will also move up and if the harnesses do not allow this slight upward movement because of their low anchor point, excessive pressure will be applied to the spine possibly resulting in compression injuries.

Bottom line -- use the proper restraint system, whether it be three- or four-point and adjust it snugly before you enter the track. Remember, our goal is bringing the car and you back in good condition. As an aside HANS now makes a neck restraint device designed for normal car seats and three-point harness how much do you value your neck and all the body functions below the neck?

Drive safe and hopefully next issue I will have positive news about upcoming events.



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KEVIN D. ROBISON - PRESIDENT

How to Change Your Porsche Transmission Fluid

This article covers how to change the transmission fluid in your manual transmission Porsche. Model transmissions include the 901, 915, G50, and G96 transmissions.

Changing the manual transmission fluid in your early Porsche is a pretty simple process. It is probably harder to figure out when you should replace it. General guidance I have seen across the model years is 40 to 90 thousand miles, or 12 years, depending on the car, and longer for newer cars.

The next question is what type of fluid. Basically, you need a 80w-90 gear oil with a API GL-5 rating. There are lots of options. I use Sweeney 201 in my early cars (901 and 915) and we used Sweeney 202 75W-90 Synthetic Gear lube in Steve Greentree's 964 pictured in this article. Mobile 1 Delvac and Rennline products are also well rated. Pelican Parts sells Sweeney for \$70- \$90 a gallon. The early transmissions hold almost a gallon- 3.6 to 3.8 quarts. Newer transmissions like the G96 hold less, so check the capacity for your car before ordering. When ordering your oil, also order drain plug aluminum seal part number (900-123-118-30)

Materials Needed: If you have a lift available, it makes the process a little easier- otherwise you need a jack and jack stands to get the car up off the ground so you can work under it. Other tools include screwdrivers, 10 mm metric socket, a 10 mm hex socket, ratchet, breaker bar, torque wrench, rags, an oil transfer pump, and preferably gloves and protective eye wear.

Sequence:

1. Once the car is lifted, remove the engine and transmission covers if applicable. On this 964, they are held on by a variety of 10mm bolts and Philips screws. Transmission cover comes off first, and then the engine cover.



2. There are two plugs in the transmission. One to drain the oil, one to fill the new oil. Always remove the filler plug first so if you have a problem getting it out, you don't have a transmission with no oil in it. Early cars have an "outie" drain plug that you can get off with a wrench. Newer transmissions have an "innie" plug that requires a 10mm hex socket. I used a 3/8in drive socket and breaker bar. These plugs can be hard to get out. I used a 4-foot cheater bar over the breaker bar, and it came loose easily. Just be prepared- it isn't a bolt that will come out with a short ratchet and no leverage. Once the fill plug is out, you can go ahead and remove the drain plug. Be prepared to catch the oil- there will be about 3.8 quarts.



3. Once the oil has drained into a suitable container, clean up the drain plug, install a new sealing washer, and re-install, using the 10 mm hex socket on a torque wrench set to 25- 30 pounds. (If you do not have a magnetic drain plug, you should consider getting one as it collects all the little metal shavings that would otherwise be floating around your gears).
4. Now you are ready to refill the transmission.

The fill hole is kind of hard to pour oil into, so you need a little fluid transfer pump. It needs



Article and Photos by Chuck Bush Fluid Changing by Steve Greentree

a hose on one end to go into the transmission, and a hose on the other end to suck up the transmission fluid. Pump new fluid into the transmission until oil starts coming out the fill hole- about 3.8 quarts. Some transmissions like the 996 era do not get filled up to the drain hole, so check for your model.

5. That is about all there is to it. Reinstall the engine and transmission covers, and after you wash your filthy hands, pat yourself on the back for a job well done!

There is lots of support online if you want more details or have questions on your specific model. But hopefully this will give you enough info to get started. Happy wrenching!



Once the transmission is full, reinstall the fill plug with a new sealing washer, and torque to 25-30 ft lbs.



And now the car is ready for the next drive! This picture by Betty Campbell at the Air-Cooled drive.

What is Sim (e)Racing? - Part 2

So now you've decided you want to race. You've downloaded a sim and you think you're ready to drive. But wait, you have some adjustments/calibrations you'll want to make before you're ready to drive. You've connected your wheel/brakes/shifter but they need to be calibrated. This is fairly easy to do and most sims have a way for you to do the calibrations. The changes will make a big difference on how the sim drives. Take your time and do it right.

Additional Costs - You have purchased/rented a simulator so, what's next? Each sim has some free tracks and cars to choose from or you can choose to purchase certain ones. iRacing charges around \$12.00 for a car and \$15.00 per track. This is a one-time charge and if you leave iRacing and then renew your subscription later you will still have the same cars/tracks. If you want to drive a Porsche or RUF you will have to purchase them. If you want to drive on more popular tracks, you will have to purchase them. This is not just iRacing but most sims do this.

You have to understand there are a lot of development costs that go into creating a new car or designing a new track. For many of the cars they work with the auto manufacturer to get the specifications and sometimes they get the 3D models the manufacturer made of their cars. They also model not only the design of the track but also the surface of the actual track. Many of the existing tracks are now laser scanned and thousands of photographs are taken so the designers can give you the most realistic experience possible. If there is a bump in the real track it will be there on the sim. If there was a tree there when they took the photos, the tree will be there you are passing it.

Did I talk about the physics that go into the development of a sim? They model the tires, shocks, aerodynamics, and just about anything else as realistically as possible related to the cars. The sim companies also work with tire makers on the different compounds

used and how they work, out gassing of the rubber, even how varying temperatures will affect the tires. For example, you will need to worry about cold tires or you will go spinning off track. A lot of work goes into producing just one of these sims.

Track Selection - So on to the fun stuff! First the track. For this session, I'll select the Circuit of the Americas (COTA) track up in Austin. Some of the tracks actually have different configurations and you can choose from any one of them. In the case of COTA you can select the Grand Prix, East, or West configurations. I'll use the Grand Prix course. Do you want to drive at different times of the day? You can select from sunrise, morning, noon, afternoon, late afternoon, sunset or night. I'll use morning for this session. Do you want to drive in different types of weather? You can do that also!

Car Selection - Now I'll select a car, in this case I'll use the Porsche GT4. I haven't had the opportunity to drive a real GT4 so this will have to do. I can change the color of the car, add decals, signage or even create my own livery. Now to set up the car for a test session.

With the GT4 you get to adjust the tire starting pressure, see the last hot pressure, see the last temps, and the amount of tread remaining. You can also adjust the front anti-roll bar settings, cross weight, the corner weights, ride height, spring perch offset, bump stiffness, rebound stiffness, and the camber. On the rear you can also adjust the toe-in. You can adjust the fuel level, anti-roll blades, and the wing setting. You can save the settings you like and load them for other sessions. Have fun experimenting with different settings. You can always change to new settings then save those under a new name. What if you don't want to adjust anything? Then just drive the car with the default settings. For this session, I'll go ahead and use the default settings. Later on, I'll start adjusting the settings.

On Track Testing - Now hit the TEST button. The next thing that happens is that you are sitting in the GT4 on pit row. Are you sitting too low in the car? Adjust the seat forward, back, up, or down - you need to be comfortable when you drive. There are many adjustments that can be made while you're sitting in the cockpit or some while driving.

Drop the car into gear, look around to make sure you're clear, hit the accelerator but be mindful of the speed on pit lane. They will black flag you for speeding or leaving pit lane unsafely. If you get the black flag you will have to come back into the pits. You'll also want to watch coming out of the 1st turn because you are on cold tires. It is easy to spin there. For the first couple of laps, take it easy to get familiar with the track and the feel of the car. Then you can start making some adjustments, as mentioned above, to get your car to fit your exact expectations.

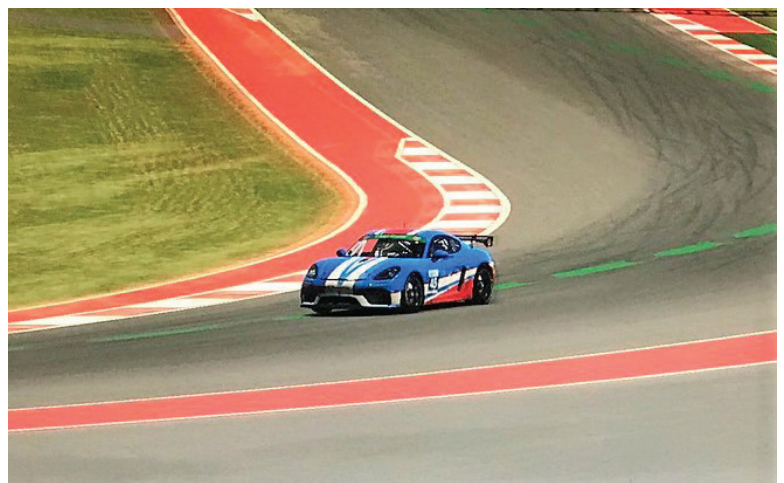
Racing! - Now that you have some experience behind the wheel it's time to race. From the main window of the game you can select Popular Races & Practices, Official Races, Hosted Races, Leagues, Teams, Time Attack and more. I'll select the Popular Races and Practices to find a race that supports my cars and tracks. I found a track that supports the Cayman GT4 but it is at Road America not COTA, but this is ok since I've purchased the track. I've actually been on this track (once). As you look through the menus you will find one that talks about "Ghost." A ghost session allows you to watch and drive in it without disturbing the other drivers. It is a good way to learn but it can also cause you to learn bad habits.

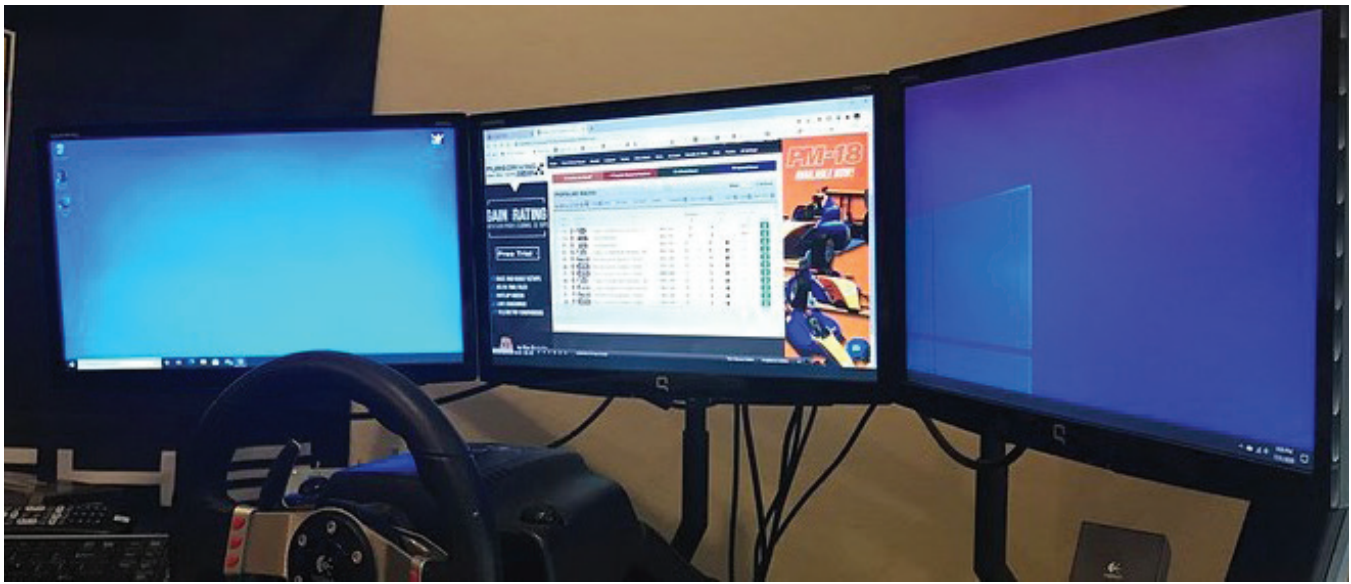
I haven't mentioned that most people will use headsets with a microphone and they aren't afraid to yell at you if you aren't driving to your full potential (ask me how I know). Take your time on the track as you will need to get familiar with other people on the track. If you cause an accident apologize for it.

What I do at times is host a session. I let my friends know when it will be, the name, time and password of the event. You can set the rules for the event as you are hosting it.

Sim racing can be fun and exciting! It can help sharpen your skills when you can't get out on a racecourse. And if you have plans to drive a particular track available on one of the sims, it can give you a head start on learning the layout and feel of that track. Just have fun and let's get racing! No Covid restrictions here! If you see MikelSr on the sim, send me a message and maybe we can do some driving together.

Select the session and push RACE and you're on your way. Have fun!





Calling all Air~Cooled

Article by Linwood Mosley

On July 25th, several Porsche enthusiasts took the opportunity to get out of the house and enjoy the fresh air. More than 30 members safely met up at Merit Coffee shop for a friendly “Air Cooled” Cars and Coffee event, followed by a fun cruise. Due to COVID, many car events were postponed or canceled in the Longhorn Region, leaving members cooped up at home, unable to do the thing they love to do most - show off their Porsches. Because of this, Chuck Bush and John Barns planned a laid-back event with a small cruise through the northern outskirts of the city.

The first part of the event was supported by Merit Coffee shop located just outside Camp Bullis. Happily, members refused to let the donning of a facemask prevent them from enjoying the unusually beautiful weather or the friendship of fellow members of the PCA. Cars of all generations were present for the event. There were 356s, SCs, 930s, 964s, and even the more modern water-cooled cars represented the club as well.

Following the coffee and refreshments, the majority of the members chose to partake in the cruise down the back roads of San Antonio. Chuck led a route through the hills of Boerne, Texas where we were lucky enough to carve the winding roads with the sun shining and the cool air blowing. Once we made our way through Boerne, we drove through Kendalia, snaking over and around the Blanco River all the way to our scenic stop at the Blanco Courthouse. We stopped and took plenty of pictures while we enjoyed stretching our legs where some took short strolls through the many shops in the area.

Once back on the road we ran into a small amount of rain, but it did not stop us as we pushed through to our final stop where we ate lunch at Bare Bull BBQ, just outside Canyon Lake. The food was amazing, well priced, and the company was the best in town. It was the perfect end to an enjoyable day out in Porsches doing what they were built to do--be driven.



Calling all Air Cooled





...and friends



A special thanks!!
Photos by:

Betty Campbell
Linwood Mosley
Noe Martinez

Community involvement is a hallmark of the Longhorn Region. This year, the executive board decided to sponsor Operation Comfort, a local organization benefitting wounded and disabled military members. The group promotes an inclusive and positive environment where wounded, ill and injured service members of all service branches, active duty, and veteran, as well as their immediate family can recover and get involved in the community. The Longhorn Region recently donated \$5000.00 to support the group.

Operation Comfort has local roots. Austin resident Janis Roznowski founded the group. She was a flight attendant for American Airlines, flying soldiers and Marines in and out of Kuwait City. She began visiting the wounded at Landstuhl Regional Medical Center in Landstuhl, Germany. Later, she realized the wounded were being transferred to Brooks Army Medical Center (BAMC) in San Antonio, so she started visiting them at BAMC and at the Audie Murphy VA Hospital.

Roznowski created Operation Comfort in 2004 to support wounded military members from the Iraq and Afghanistan wars. Over time the group evolved to support any wounded, ill, or injured military member, including non-combat related disabilities, active duty, or veteran, of any branch of the service. Immediate family members – spouse, caregivers, adult children – are also invited to participate in the activities.

Participants are referred to Operation Comfort by the VA, BAMC, and various therapy groups. Participants can enjoy cycling, aquatics, sled hockey, woodworking, and yoga. These activities are offered on a weekly basis, except for aquatics, currently suspended because of Covid 19 restrictions.

Cycling

Team America is Operation Comfort's cycling team. The program began in 2005, adapting hand cycles, road, recumbent, and tandem bicycles to fit each participant. This group is led by a Certified Therapeutic Recreation Specialist who conducts multiple special rides each year around San Antonio and the Texas Hill Country.

Sled Hockey

Operation Comfort's San Antonio Rampage sled hockey team was formed in 2007 with the help of the AHL San Antonio Rampage and became the first all military sled hockey team in the US. Team members are wounded, ill and injured service members and community athletes with disabilities.

The team participates in tournaments in San Antonio, Chicago, St. Louis, Nashville, and Denver at the annual national championships. Eight of their members have gone on to the USA National Team, the first team in Paralympic history to win three straight gold medals in Canada, Russia, and Korea.

Aquatics

The aquatics program offers kayaking, paddle boarding, swimming, and water workouts. The aquatics program is led by three impressive instructors with a Porsche-load of certifications. Unfortunately, because of COVID 19, the water programs are on hold.

Yoga

Currently, virtual yoga classes provide instruction in outdoor, stand up paddleboard and goat yoga. Coaches assist participants with any disability modifications and with the help of Disabled Sports USA, they have certified six therapists in chair yoga. Mats, blocks, bolsters, blankets, straps, and chairs are provided to accommodate various disabilities.

Woodworking

Anyone who has picked up a hammer or saw can attest to the fine motor skills woodworking requires. Often these skills are lost in injury. Operation Comfort's program provides opportunities to learn new skills while working on fine motor and gross motor rehabilitation in a non-clinical setting. The program is run by two wounded veterans who are Texas Veteran Commission Certified Peer Mentors who have studied under a Master Woodworker.

Family Events

Operation Comfort presents a variety of adaptive sport clinics, camps, competitions, and outings throughout the year for veterans and their immediate families. These outings include paddle boarding, kayaking, archer tag, and golf. Yearly events include a 5K in February and a Memorial Day Car Show, now tentatively scheduled for September.

How You Can Help

Covid 19 has hit Operation Comfort hard. For the activities now reopening, new rules and regulations must be met. All participants must sign waivers, get temperature checks at each event, wear masks, and observe social distancing. Staff must clean and sanitize every piece of equipment before and after each use.

It's been a challenge to find essentials such as masks, gloves, and disinfectants for participants. Funding is needed, too. It is vital these activities stay available to the participants during this time of quarantine and social distancing – especially for those that live alone. If you can donate any of these materials or financial support, contact Operation Comfort's staff at (210) 826-0500 or visit the website at www.operationcomfort.org.

Photos supplied by Operation Comfort



Members of the Stuttgart Porsche Club greet PCA members on arrival for the IV International Porsche Treffen, October 1958



Porsche Photo

PCA Early Treffens to Europe

RJ Wilmoth, National Historian

The name Treffen has been around PCA for over sixty years now. It simply means meeting or get together in German. The event most associated with treffen in PCA over the years has been the trips to Europe. A few years ago, we started PCA Treffen North America, but for this article I want to cover the early European trips.

The first PCA trip wasn't call treffen, rather the first PCA Rally to Europe. The reason for the trip was to attend the 4th International Porsche Treffen and eventually the name treffen was used by PCA whether they were going to an international meeting or not. The International Porsche Treffen was planned by European Porsche clubs and sponsored by the Porsche factory. Starting in 1955, before PCA was chartered, the International Porsche Treffen was held in Merano Italy. Over the next few years, it was also held in Switzerland and Germany. There weren't many competi-

tive events, it was mainly a three-day gathering with tours and banquets. In some years Porsche held a Drivers School for the PCA group at the Solitude race-track before they left Stuttgart. The main competitive event was getting there. For those that wanted to run a rally to Merano there were multiple geographically separated starting points and routes through Europe that ended at the treffen.

Sometime in 1957 Ferry Porsche invited PCA's founder, Bill Sholar, to attend the next treffen.



It probably never occurred to the good doctor that Bill would bring along eighty of his PCA friends!

For those of you who have planned a multi event weekend for your local region you know how much work and coordination goes into it. Now think about planning a two-week event on another continent back when all you had was snail mail, Telegrams, and expensive trans-Atlantic phone calls.

Among the many things to plan would be getting there, cars to drive, planning different tours around Europe that ended at Merano. Information on passports, international health certificates, border crossing and much more.

Bill did most of this by himself.



The first problem, getting there, was solved by chartering a Lufthansa Super Constellation. That was state of the art at the time, and only fourteen hours non-stop from New York to Stuttgart! The first trans-Atlantic jet service started later that year. But for Lufthansa jets to Germany wouldn't come until 1960.



*PCA Charter member June Syze's pink 356A
IV Porsche Intl Treffen, Oct 1958*



Photo: Bob Mc Carthy - 356 Registry archives

You couldn't fly to Germany and rent a Porsche in 1958, so forty-five new cars were ordered for delivery at the airport. Only forty-four made it to Merano though.

One of the new cars was probably the first pink Porsche, long before the famous 917 "pink pig". PCA charter member June Syze from Detroit ordered her 356 in pink with whitewall tires.

The event was a huge success and the next year PCA chartered two Lufthansa Constellations.

160 PCA members picked up 101 new 356's in 1959. The two captains of the planes were Americans working for Lufthansa. They both had Porsche's in Stuttgart and joined PCA on the treffen.

There were more PCA cars at the 1958 and 1959 International Porsche Treffen than any of the European clubs. And we have the trophies to prove it! After a few years, some PCA members questioned

PCA being in the travel agency business, particularly the financial risk of chartering planes. Some, including the PCA president at the time wanted to turn the treffens over to a travel agency. This was put to a vote, and the membership decided to keep it as a PCA event.





*The Sholar's lead the PCA group of 44 cars into the 4th International Porsche Treffen
October 1958, Merano Italy*

Not all PCA Treffens left from New York. Some left from San Francisco, Chicago and even Montreal. By 1969 the PCA treffens to Europe seemed to have run their course. The 1969 event was canceled due to lack of entrants.

There may have been some organized by PCA regions that were not on the official calendar as was done in 1975.

In 1975 a group of PCA members from the Central New York region planned their own treffen and used a travel agency from Maryland. The planner and guide for the trip was Peter Sontag, a name familiar to many in PCA.

By the next year PCA Treffens were on again. This time Peter's agency was running it as a PCA sanctioned event. Peter is still at it; you can see his Fast Lane Travel ads for the PCA Treffens in Panorama.



1962 PCA Treffen. Car deliveries at the factory. Note the Porsche engines stored outside against the back wall and the dress of the day.

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