

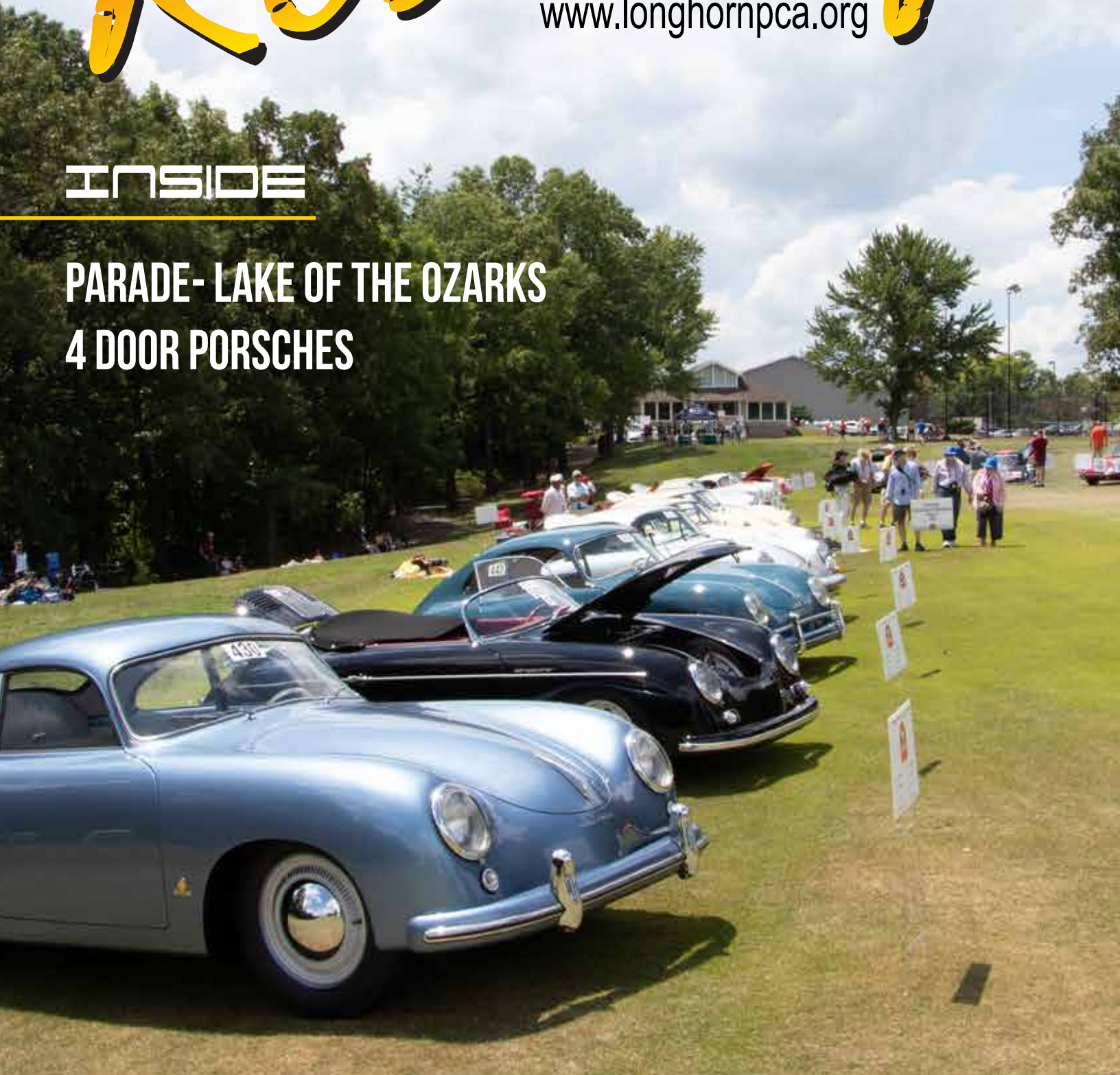
JULY - AUGUST 2018

Roundup

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INSIDE

**PARADE- LAKE OF THE OZARKS
4 DOOR PORSCHE**





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EDITOR'S NEWS & NOTES

HOLLY SANDERS

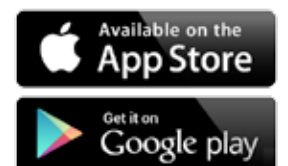


One way to keep up with all the “goings-on” with the Longhorn Region is to follow us on Instagram! Just search @longhornpca and hit FOLLOW!

I hope everyone is ready for the upcoming fun events we have going on! Make sure to stay up to date by checking out our website!

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 Mikel Matthews
Taken at the 2018 Porsche Parade in Lake of the Ozarks, Missouri

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FEATURES

14-16 PORSCHE PARADE 2018

Seventeen members from the Longhorn PCA traveled to Lake of the Ozarks, Missouri for the 2018 Porsche Parade!

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MIKEL'S CORNER

LONGHORN REGION PRESIDENT



Hello everyone! I'm still enjoying the memories of Parade, the cars, the people, and the fun. I was able to see my all time favorite non-race car Porsche, the 904. I do believe it was ahead of its time and that its design is still appropriate this many years later. It was and is a beautiful car.

I need to apologize for not using the microphone at the last dinner meeting. I've never been told I don't talk loud enough so again I apologize. I'll make sure I have it at the coming meetings.

We have elections coming up and we are putting together the election committee. Once the committee is in place Ron will notify you. If you would like to run for the board, Ron will provide you with how and where to send your information.

I want to say thanks to Jim Lowe, Chuck and Susan Bush for putting together the drives we've had this year. Setting up drives takes a lot of time and effort. I know I've never set one up and I don't think I would be good at it. So when you see them say thanks.

I have to say the same thanks to Jack Merrell and Ron McAtee for their efforts in the autocross and track days. We've had safe and fun time on both the autocross and the track days.

We have a number of events coming up.

Sept 22: We have a track day at Harris Hill Raceway. The gate opens at 08:00 and the drivers meeting is at 8:15. Your vehicle must be inspected by the drivers meeting or you will not be allowed to run.

Oct 4: The next meeting will be held at Krause's Biergarten & Cafe in New Braunfels (I'll bring the PA system).

Oct 6: Autocross at Retama Park

Oct 20: Annual Picnic. The Greentree's have offered up their home in Canyon Lake. You should have already received information on this event.

Nov 10: Drive and lunch at L'art et L'automobile.

Thanks for taking the time to read this message and this edition of Roundup.

Mike 



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MEMBERSHIP REPORT

AS OF AUG 1, 2018

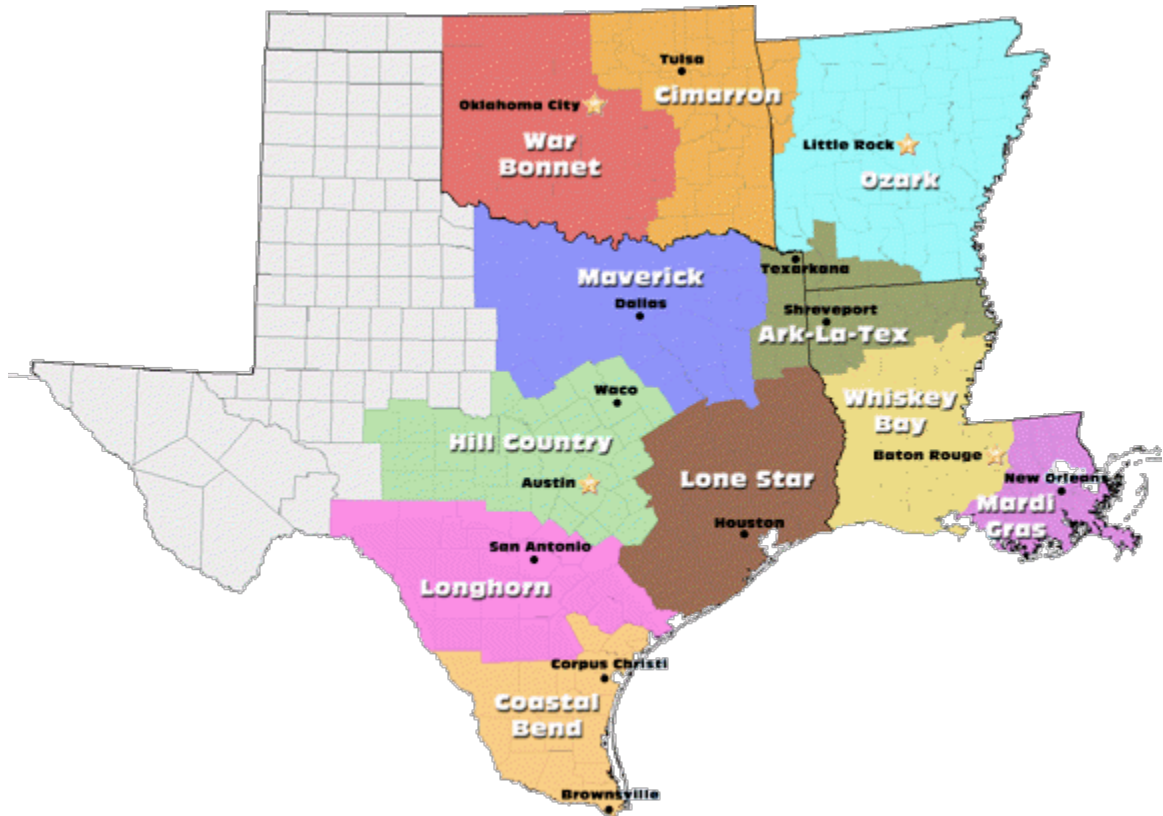
Primary members:	458
Affiliate/Family members:	<u>230</u>
Total:	688

Ron McAtee, Membership Chairman



NEW MEMBERS

Sorbera, Mike & Sherry	2003 Midnight Blue Metallic 911 Carrera
Ramirez, John	2015 911 Turbo S, Pearl White
Tayfel, Mindy	2009 Red Cayenne S
Wilkins, Spencer	2009 Black 911 Carrera
Jackson, Sara	2016 Panamera 4
Paul, Laurance	1995 911 Carrera
Cubano, Miguel	2002 911 Carrera
Long, Manuel	2000 911 Carrera 4 Millenium Violet
Jensen, Austin	2006 Black Cayenne
Van Orne, Jr., Ronald	2017 718 Boxster



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



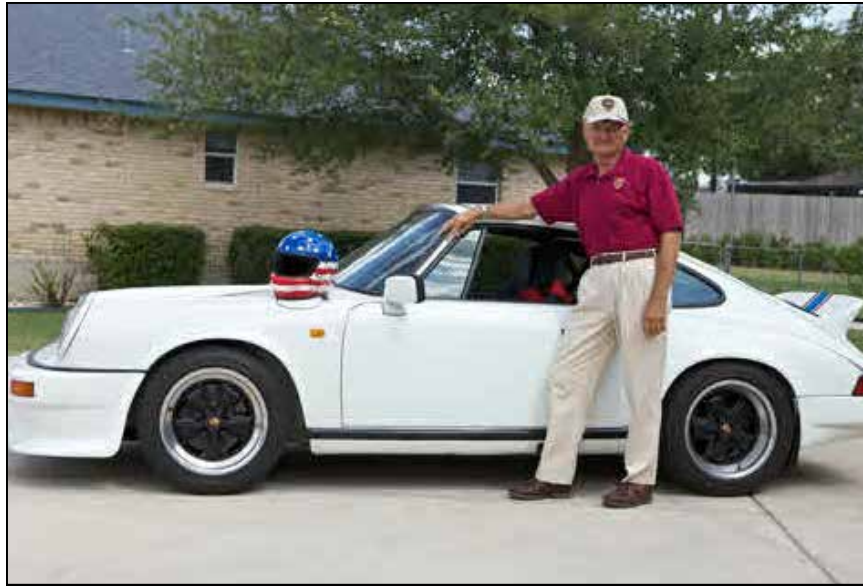


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Contact Ron McAtee at 210-654-6639 or e-mail rmcatee@satx.rr.com

MOTORSPORTS TIDBITS

JACK MERRILL, AUTOCROSS CHAIR



It is summer in south Texas and it is hot, actually unusually hot. We are all suffering from the constant oppressive heat and so are your tires. The accepted, and our rule is to replace your tires at five years. In fact you cannot run in our track training events with tires over five years old. Well, the worst enemy of tires is heat. It causes the material to age more rapidly. That known, you might think about new tires on your stallion for the fall. Actually fall is the best time to replace tires anyway. New tires are more pliable, they run quieter, have more grip and with deeper treads they disperse water better, and yes it will rain here again. So if your tires are three or four years old a new set should be on your safe driving list for the fall and they will also allow you a quieter, smoother and have “grippier footing” for our two track and several autocross events planned for this fall.

Additionally, PCA has amended their rules for DE (Driver Education) events. As of one January 2019 if you have harnesses in your car you MUST utilize a HANS type of device to protect you head and neck. You must also have the same safety provisions for a passenger (ie instructor) If you do not have harnesses or seats with pass through for harnesses there is now a safety device for you also. HANS and other manufacturers have produced hybrid units that

are similar to the standard HANS but can be used in normal seats with normal three point seat belts. You only have one neck and head, a prudent driver would plan for the unexpected and be prepared. Simpson in New Braunfels has a good selection to look at and select from. At the same time if your helmet is over ten years old you might plan on a new one. Even if there are no scratches or any physical damage helmets age, the foam interior dries out and the shell will age, all making the helmet less protective.

While you are at it look at the seat belts in your car, while there is no age limit, seat belts like everything else ages. If your car has been in an accident, the belts have stretched and thus are weakened. If they are frayed, they are not as strong and generally they, like us, age.

So for a hot summer issue, hopefully I have awakened an interest to get your car ready for a fun fall and winter of driving events. The first track event is only 60 days away and the time will pass quickly.

By paying attention to detail our events have been without incident and we are focused to keep it that way, and every driver plays a part by being prepared for the event both being physically and mentally and having his or her car in a safe condition. Enjoy the rest of the summer and plan on a Longhorn PCA day at Harris Hill is September

Drive safe! 

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Laurel Tree Drive PHOTO GALLERY

BY STEPHEN GRIGGORY



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PORSCHE PARADE

LAKE OF THE OZARKS, MISSOURI

BY: STEVE FARNHAM

On July 8 through 14, 17 Porsche enthusiasts from the Longhorn region planned to escape the heat of Texas and venture to the coolness of Osage Beach at the Lake of the Ozarks in Missouri.

Unfortunately, we took the heat with us and combined with their humidity to make a week of uncomfortable heat! Fortunately, it didn't detract from the fabulous schedule of events at the 2018 version of Porsche Parade.

Tan-Tar-A Resort was the setting of the weeks events. The location was stunning, sitting on the shore

of the Lake of the Ozarks. The hills and steep roads made getting around the resort a physical trainer's dream but the resort had the forethought to have golf carts and vans to shuttle participants to the various events and housing around the resort (of course these rides were not offered to the participants in Saturday's 5K

run/walk). Longhorn Region was represented by 9 cars.

The week was filled with driving tours, an art show, a parade store, vendor displays, and numerous kid's activities. Of course, for enthusiasts that cannot stand a dirty car, a car wash sponsored by Griot's Garage was available all week. Some of the highlights

of each day are below.

Sunday night was the Pirelli Welcome Party. A buffet dinner was served, door prizes given out, announcements and introductions were made and to end the evening, Porsche surprised the crowd by revealing the new electric hybrid e-Mission car which goes into production next year. (Sorry – for those interested but the first production run has already been sold out)

As normally scheduled at parade, Monday was dominated by the Concours d'Elegance. The field was filled with an amazing variety of old, new, and unique Porsches. There was also a section for historic cars that encompassed all years and models.

Other major events continued on Tuesday with the TSD (Time, Speed, Distance) Rally, and the PC Car Competition (for kids and adults). It ended with the Concours d'Elegance banquet with announcement of awards and the People's Choice awards. In the Concours, Longhorn's William Rasco took 2nd in the PP13S class and Dennis Halmai took 3rd in the PP12S class.

A golf tournament at Tan-Tar-A and the Michelin Drive and Compare at the Camdenton High School, were highlighted on Wednesday. The Autocross also started a 2 day run at the Camdenton Airport. The TSD Rally Banquet ended the night.

Thursday was the Gimmick Rally and Autocross. The Gimmick Rally had 91 cars competing in several categories. The Autocross was held at the Camdenton Airport where cars lined up according to their class and the Texas Grid once again ran the show. (The Texas Grid is a group of people from the various Texas regions that run the grid – organizing





cars into the correct category, lining up, staging, timing, counting laps, and directing traffic.

Friday added the Technical and Historical Quiz, and the Tech Tactics Academy where a panel of experts in different areas discussed various subjects. The night ended with the Autocross banquet where Mike Matthews took 1st place in his P110 class and Steve Greentree took 2nd place in the P090 class. Gimmick Rally awards were also given out. In the 2-person car category Chuck and Susan Bush took 6th place, Steve and Cheryl Greentree took 17th place, and Eric and Shelly Smith placed 78th.

Things started to wind down on Saturday leading off with the 5K run/walk, then the volunteer lunch, Parade of Porsches, and the final Victory Banquet. The run trail was through the resort with lots of steep hills and curves to maneuver through. Longhorn was again represented as Chuck Bush took 1st in his age group in the 5K and Susan Bush took 3rd in her age group. Kris and Betty Campbell also participated in the walk portion.

Thinking about next year's vacation? Think Boca Raton, Florida July 21-28. That is where the 2019 Porsche Parade will be held. Watch for information to come in the months to follow. **LH**



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AUGUST

Zone Notes

BY ZONE 5 PRESIDENT

Fresh off PCA Parade 2018 at Lake of the Ozarks and it was a lot of fun. This was my first full Parade (Spokane last year was official duties), and since it was so close, my wife Joy and I decided to take in the whole spectacle. And we did, from volunteering at Concours, Rally, and Autocross, to Tours and the banquets, it was a great time. It takes an astounding amount of preparation and organization to get a successful event, and this year was no exception. My hat's off to all involved, and especially to the 800+ volunteers who made it happen. As with most of PCA, without the volunteers, our events wouldn't happen.

Did I mention volunteering? I did, and I think I enjoyed this the most. Being a volunteer gets you up close to the action – the education alone is worth it. At the Concours, Joy and I were “timers and runners” – timing the judges inspection of each car assigned (5 minutes!), and running the score sheets up to the scoring tent. It was fascinating watching the judges do their thing, what they look for, what they don't, and the consistency they apply to every entrant.

At the Rally, we worked a checkpoint. This was a Time, Speed, Distance rally (TSD) with a set route and leg times established by the rallymaster. Those closest to the times for each leg score the fewest penalty seconds and do the best. A rally checkpoint is where the cars enter to get their time for the previous leg of the route. As the car enters the checkpoint, the time is recorded on the official clock. The car is then assigned an “out” time from the checkpoint and given a time slip with their official time recorded. All goes well if the cars come in one by one, but sometimes they

come in as a clump – we had 6 cars at one time all getting their times processed. But it worked! It was great.

At the Autocross we shagged cones, which was pretty mellow, but I was mostly impressed with the organization. Each of the five corner stations had its own pop-up canopy, a giant cooler full of waters and snacks, a red flag to stop the action, and we all got our own fluorescent vest to take home. Cool!

Each volunteer shift we did was HOT. But it was all good since we were well supplied with water (Are you hydrating? Here, have a water – all common words throughout the week).

Once our volunteer shifts were done, we did a driving tour up to the National Churchill Museum in Fulton, MO, played in the pool, rented a ski boat, and ate. And ate. Joy said she gained a couple of pounds over the week – I, of course, would never notice.

Zone 5 members were well represented at Parade, and a special congratulations to Maverick Region's Bill Orr for receiving the PCA Enthusiast of the Year Award. Well-deserved recognition for Bill's tireless efforts on behalf of Maverick Region and PCA. In addition, Longhorn Region's R.J. Wilmoth and Linda Bosko received the 2018 Zone Rep Award. R.J. and Linda's efforts at collating and cataloging PCA and Porsche history are invaluable. Congratulations to all of the many Zone 5 award winners.

And to top it off, it was so great to see James and Wendy Shoffit. After their many struggles last year, it was so nice to see these amazing fighters at Parade and doing so well. A tip of the

old Porsche ballcap to them both – I admire their courage and grit.

In sum, I would say Parade was lots of fun and well worth the time spent. While we may not go to Boca Raton next year, if you have the chance, don't miss it.

Wanna go racing? If you have the bug to see what it's like out there on track, PCA offers a great opportunity to get you on the path to competition. It's called Drivers Education and PCA does it best. DE is NOT racing. By design, DE is structured to allow you to develop your skills in order to experience your car in a safe, non-competitive environment. You progress as quickly or as slowly as you feel comfortable with. As always the goal is to have fun. Along the way, if you decide to take the next step, PCA is there for you. With the foundation of skills learned in DE, you can move up to PCA Club Racing. In fact, many drivers do just that – after experiencing a couple of years in DE they decide to turn it up a notch and get their Club Racing license. There are many ways to qualify for a PCA Club Racing license, but it is spelled out in the Club Racing rulebook that DE is specifically a pathway for getting a license. What a great opportunity!

And something else to think about – PCA Club Racing now offers a Vintage Group! Run under the Club Racing Rules – all safety and equipment

requirements apply – the Vintage Group is a lower stress environment for Club Racing. Many vintage organizations promote their events as more “gentlemanly” than other racing since the drivers are concerned with preserving their racing cars as well as driving them. And PCA's Vintage Group is no exception. In fact, the Vintage Group was started by Club Racing in response to concerns from drivers about putting their cars into the Club Racing mix with Boxsters, Cup cars, and other full-out racers. Not that these other drivers are dangerous or “go for broke”, but there is always a chance of inadvertent contact in any racing series, including PCA. PCA's Vintage Group puts all the vintage cars in their own run group with an extra level of care. There are lots of older Porsches out there sitting on the sidelines – PCA Club Racing Vintage Group is the place to be.

PCA conducts its DE events with and without instructors, but they are always done with PCA insurance, and run by PCA staff. Having driven at other track events, we know that the level of safety, instruction, and organization at a PCA DE event is without peer. Other events may be cheaper but is it worth the risk? So check out a DE event near you soon, and if you get the racing bug, you know where to start.

Each region has dinners, drives and other fun times for all of you, the members of PCA. Get out there and enjoy your friends and your Porsche! LH

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PORSCHE FOUR-DOOR SEDANS

Before the Panamera

BY RJ WILMOTH, HISTORIAN

A quick look at some of the Porsche four-door sedans that came before the Panamera and Taycan. Ferdinand Porsche began his engineering firm in 1931, Dr. Ing. h. c. F. Porsche GmbH. Porsche was an engineering firm doing work for many companies before it became a car builder in 1948. One of their first post war efforts was designing a sedan for American maker Studebaker.



Porsche Type 542 – Studebaker 1952

While Ferry Porsche was visiting with Maxx Hoffman, the US Porsche importer, Hoffman scheduled a meeting with Studebaker in May 1952.

A contract to develop a new car resulted. One of the stipulations was that the bodies had to be designed to fit with the existing Studebaker production line tooling and specially-designed rail cars carrying South Bend Indiana built bodies to their Los Angeles, California final assembly plant.

The engine was a 120° V-6. There were two versions offered to Studebaker – one air cooled, the other water cooled. Many components between the two versions were interchangeable.

Studebaker paid Porsche for their work but didn't proceed with the 542. A year earlier, Studebaker had also turned down the opportunity to be the US distributor for VW.



Type 911S (William Dick) 1967

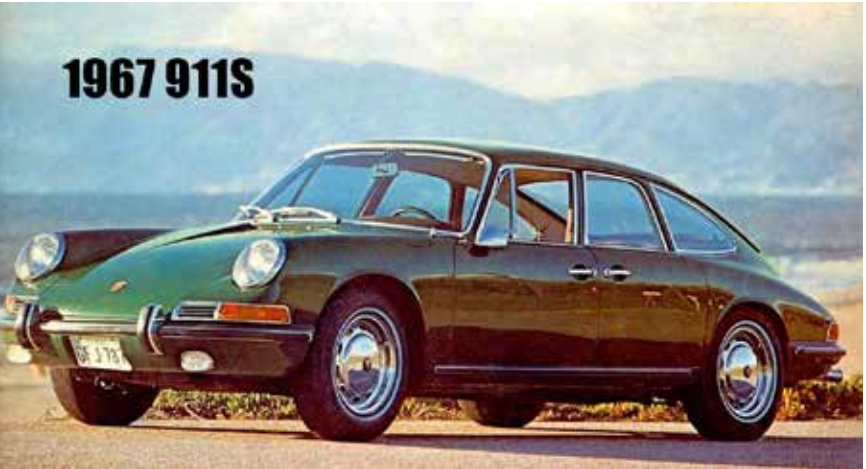
US Porsche distribution in the 60's was handled by six regional centers. One, Porsche Cars Southwest, was located in San Antonio, Intercontinental Motors to be exact. William Dick was the owner (or co-owner). He decided to surprise his wife for Christmas 1967 with a four-door 911.

Bill Jones was a manager at Porsche Cars Southwest and was given the task of getting it done. He made many contacts eventually choosing Troutman & Barnes in Culver City California to do the conversion on a brand new 1967 911S. Whitewalls and standard chrome steel wheels replaced the then new Fuchs alloys for a more sedate look. Both doors opened from the center, referred to as "suicide doors".

Mr. Dick had a pair of shoes made for him by the Lucchese Boot Co. He was so delighted with their deep orange-brown leather color that he sent a sample of the leather from Lucchese to Porsche in Stuttgart. The Porsche upholstery shop had several hides made to match. Porsche made the four seats, then sent the remaining hides to California.

It's been reported that Mrs. Dick wasn't impressed and only drove the car once. I couldn't find any confirmation of that, but it makes a good story!

The car was featured on the cover of Road & Track in March 1968. It eventually moved on to a new owner in California where it still exist, although now painted brown and seldom seen.



928 1987

Back to the factory again, Porsche produced a four-door 928 S4 with two small rear "suicide" doors, like an extended cab pickup truck. You could call this the forerunner of the Panamera Grand Turismo. This car is currently on display at the Petersen museum in LA.

2018 CALENDAR

Longhorn Region Events

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

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



Type 989 1988

This one almost made it into production. Money woes and a change of CEO's caused a last-minute cancelation. It may look like it's rear engine, but it had a front mounted V-8. Some of the styling made it on to production models, headlights and wheels to the 993. Taillights to the 996.

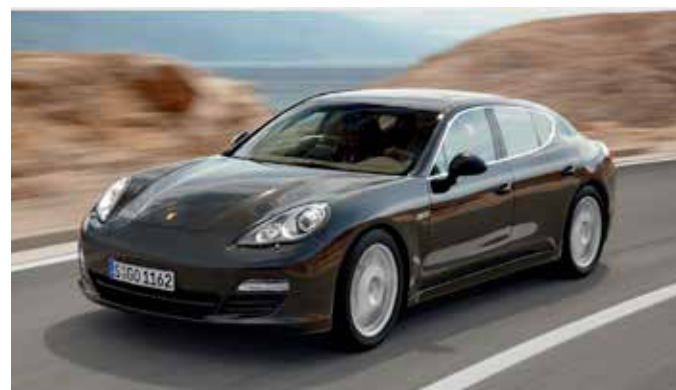
Porsche 932 1991

The 932 was presented by Giugiaro's Italdesign in 1991 as an alternative design concept while the 989 was still in development.

First look at the Panamera in the US

The North American debut of the Panamera was scheduled for the LA Auto Show in the fall of 2009. Porsche Cars North America had a surprise for attendees of the 2009 Porsche Parade in Keystone Colorado. Four months before the official debut they drove a new Panamera into the middle of the Parade Victory banquet. A video of that event can be seen here;

<http://pca-ggr.org/n1211/>



Track Day @ Harris Hill

November 17, 2018



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