

MAY-JUNE 2019

The

# Roundup

[www.longhornpca.org](http://www.longhornpca.org)

## INSIDE:

TREFFEN, SANTA BARBARA, CA  
AUTOCROSS RESULTS  
MOTORSPORTS TIDBITS - FLAGS



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**PORSCHE**



# EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

**Getting ready for that summer trip in your Porsche?** Leaving the Texas heat in your rear view mirror? Take us with you!! Keep notes on interesting places you visit, landmarks you explore, and fun things you do. Then, plan to write an article to submit for an upcoming Roundup. Include pictures of you and your car. Send them to [shelley.l.matthews@gmail.com](mailto:shelley.l.matthews@gmail.com).

**Going to Parade?** We are looking to have a great time in Boca Raton, FL. If you have not ordered your Longhorn Region parade shirt yet, contact Chuck or Susie Bush. The shirt makes our group easy to spot at the Sunday night Pirelli Welcome Party and throughout parade. Also, if you are interested in caravanning to Florida with other members, contact Mike Matthews. Interested in going but haven't registered yet? There is still time! Just go to [porscheparade.com](http://porscheparade.com).

**Articles and pictures for the Roundup.** We're always looking for articles and pictures for the Roundup. Anyone is welcome and encouraged to submit. I'm asking that all articles and pictures for the Roundup be submitted by the 27th of the first month of the bi-monthly issue. So - July 27th (for July-Aug issue), September 27 (for Sept-Oct issue), and November 27 (for Nov-Dec issue). Any articles submitted after those dates may be used in a future issue.

**Don't you want to get to know more about your fellow LHR members? Absolutely!!**

Tell us a little bit about yourself for an upcoming Roundup! This questionnaire will be included as a regular column. We'll publish 1-2 Member Highlights in each issue depending on submissions and space. We'll need your help to make this a successful column. Submit a picture too (large image jpeg). Send your submission to [shelley.l.matthews@gmail.com](mailto:shelley.l.matthews@gmail.com).

*Tell us a bit about yourself/family/background?*

*What year did you join PCA?*

*What regions have you belonged to?*

*What Porsche(s) do you/have you owned?*

*What's your favorite Porsche memory?*

*What LHR events do you enjoy most?*

*What's your favorite Porsche?*

*What non-Porsche activities do you enjoy/participate in?*

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

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



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Concours



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Events



Eric Kelner  
Insurance

## REGION CHAIRS



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Membership



Shelley Matthews  
Newsletter Editor



Cleo Garza  
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John Barnes  
Webmaster



# Roundup

Vol. 12 - Issue 3  
May-June 2019



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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](mailto:editor@longhornpca.org)

## ON THE COVER

Porsches on Brewer's Tour drive January, 2017. Photo by Shelley Matthews.



# 2019 CALENDAR

## Longhorn Region Events

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2019 EVENTS: *Subject to change*

*For full calendar, go to [longhornpca.com](http://longhornpca.com)*

All Dinner Meetings are 1st Thursday of the month unless otherwise noted and begin 6:15-6:30, meeting to start at 7:00

### May:

- 2 - Monthly meeting at Chester's Hamburgers
- 11 - Drive to Fredricksburg (**cancelled due to weather**)
- 18 - Track Day at Harris Hill

### June:

- 1 - Autocross at Retama
- 6 - Monthly meeting at Blanco BBQ
- 15 - Drive to Laurel Tree in Utopia

### July:

- 11 - Monthly meeting at Pompeii's Italian Grill (**NOTE DIFFERENT DAY**)
- 21-28 - Porsche Parade in Boca Raton, FL

### August:

- 1 - Monthly meeting at Chester's Hamburgers
- 3 - Tech Day
- 24 - Drive to  
Trattoria Lisina



*Photo by Mike Matthews from  
2017 drive*



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# MIKE'S CORNER

BY MIKE MATTHEWS, LONGHORN REGION PRESIDENT



Hi everyone!

In the past few months we've had a drive to Camp Verde, attempted a drive to Altstadt Brewery that was canceled due to weather, a track day, and an autocross. We are getting a large number of people signing up for our drives. It seems that of all the different events we have, most people are enjoying the drives the most.

The track day was at Harris Hill Raceway (H2R) and we had 24 vehicles and 25 people attend. I saw lot of smiles on people faces. Maybe next time we can run the course counter-clockwise for a completely different feel of the track. Reminder to people who attend track day: if you use a 4 point or greater harness in your car you need to have a Hans type of restraint system. There are a number of these types available. Since I drive the 914-6 and the Cayman R at H2R I bought the Hans Hybrid system. With this system, I'm prepared for all types of seat belt and harness configurations.

The autocross event was held on June 1 at the Retama Park. The first thing we do at every autocross is tech the cars. We had one car that failed tech and others that were asked to tighten down their battery. Why did the car fail tech? When I inspect a car, I shake the tires to make sure there is nothing obviously wrong. In this case the tire "clunked" when I shook it. In other words, I could feel and hear the tire move independent of the suspension.

I told the owner about it, offered to have another inspector look at it, and I had him shake it. He felt and heard the same thing I did so he decided to not run the car. Safety comes first at all of our events. Despite the high humidity and temperature, we had 27 drivers attend the session and most of them seemed to enjoy the event.

This event used a PAX index to level the field. So, let's look at how I scored yesterday using the PAX index: car 914-6, class SSM, and a PAX index of .875. My best time was 37.752 (second fastest) so multiply that by .875 and you come up with time of 33.033 sec. This put me into 11th place overall in PAX. You can see if you have a highly modified car (SSM,) it cost you in a higher PAX index and allows people in stock or less modified cars to score higher (lower PAX index) overall. If I had driven the Cayman R with a time of 38.5, class SS, and an index of .821 I would have had a PAX time of 31.6085, putting me in 2nd place. So, you can still be competitive in the events when you don't have the fastest car around or lots of experience driving.

All of these events were very well run. The event chair is responsible for writing a report about the event and another person has to write an observer's report answering questions on how well the event was run and if there were any safety concerns. Both reports go directly to the PCA.

Enough on the events. We can always use articles for the Roundup and I think Shelley asks for them in her column, so please read the Editor's Notes and News column. We are also looking for more photos, not only for the Roundup but for the website and Facebook group. If you write an article and/or have pictures to submit please send them to [shelley.l.matthews@gmail.com](mailto:shelley.l.matthews@gmail.com) for Roundup articles and if you have pictures for the website, you can upload them at [longhornpca.org](http://longhornpca.org) under Club Media/Members Photos.

School is already out in many places and others will be out soon. When driving around your neighborhood, watch for children running out in the streets.

*Mike*



# MEMBERSHIP REPORT

BY RODNEY LEWIS, MEMBERSHIP CHAIR

Primary members: 479  
Affiliate/Family members: 254  
**Total: 733**

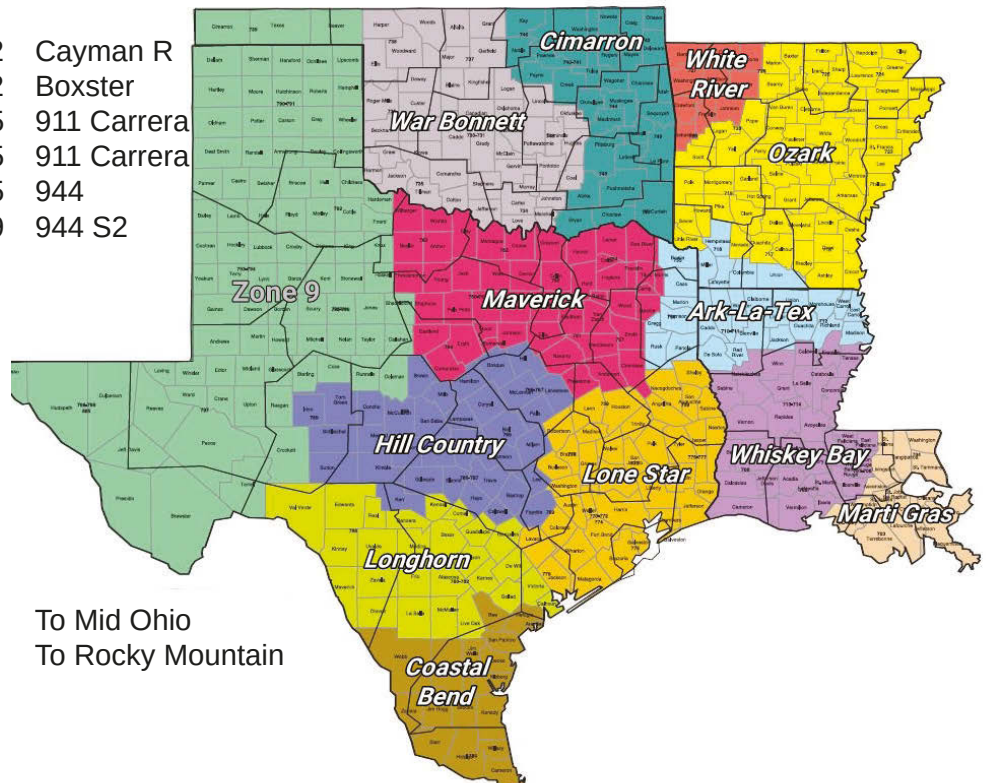


## NEW MEMBERS as of June 1, 2019

Chavez, Carlos	1987	944
Christiansen, Matthew	2016	Cayenne Diesel
Jandres, Daniel	2017	718 Boxster S
Johnson, Clay	2019	Carrera S
Johnson, Samuel	1998	Boxster
Locke, Parker	2014	911 Turbo S
Mastin, Brian	2008	Cayman
Merryman, Justin	2017	Cayman S
Whitehead, George	2004	911 Carrera 4 Cabriolet

## TRANSFER IN:

Anderson, William & Adrienne	2012	Cayman R
Best, James & Jenise Diaz	2002	Boxster
Castleman, Gary & Alicia	1985	911 Carrera
Collins, Greg & Judy	1995	911 Carrera
Goforth, William	1985	944
Larson, Richard & Elaine	1989	944 S2



## TRANSFER OUT:

Fetter, William	2012	911 Carrera	To Mid Ohio
Jensen, Mikkel	1968	912	To Rocky Mountain

*Join the Club at*

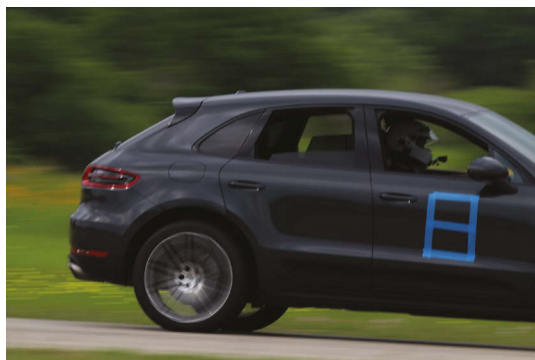
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Photos by Mike Matthews





# ZONE 5 NOTES



CHUCK BUSH, ZONE 5 REP

Welcome to the summer vacation and driving season. Zone 5 is a little different in that while the Northern zones are pulling their cars out of storage and revving up the motorsport activities, things are a little quieter down here as we wait out the heat of summer. For those of us with non air conditioned Porsches, summer is a great time to do all the deferred maintenance after driving it all the rest of the year.

Speaking of hot, we have a good group of folks going to Parade in Boca Raton this year. Parade is an opportunity to celebrate all things Porsche and catch up with old friends. We will have a get together for zone 5 folks prior to the Parade Welcome Party, as well as a small reception early in the week. If you are going to Parade, I hope to see you there!

Parade is also the Summer board meeting where PCA national staff provides an update on activities in their areas of responsibility, and the executive and national staff meet to discuss any issues and plan for the future. If you have issues, concerns, or ideas that you would like to share about PCA and the future of PCA, I welcome your input. Just send me an email at [zone5rep@pca.org](mailto:zone5rep@pca.org) and I will raise the topic. Of course, I will take notes on what's coming up, and summarize in a future note.

Hope you have a great summer, and I see you out on the road. Keep Cool!

Chuck

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# AUTOCROSS NEWS

■ BY JAMES BRICKEN, AUTOCROSS CHAIR

The second autocross of the year is behind us; and this is the second event for me as chair. I assumed more responsibilities for this event, but it would be a mistake to say I did it all myself. Chuck Bush handled trailer and equipment duties; Jack Merrell helped with course setup and safety; Bob Jones, course setup and starter; Ron McAttee, waivers and timing; and Alex DePeralta, Mike Mullen, and Mike Matthews did tech. Without the help of these people and others these events don't happen. Be sure to thank them next time you see them.

The event went off pretty well and most people liked Federico DelToro's course design. Timing was going pretty well...until it didn't. Actually, just par for the course but wasn't too bad. The real problem started when the deer started showing up and caused us to stop the event...several times. We may have to add "Deer Patrol" to the worker assignments.

Our new registration system, ClubRegistration.net seems to be a hit. As time goes on, we will be perfecting and fine tuning the process. Your comments are welcome to improve our program for all participants. If you really have a problem with on-line registration let me know and we will find a way to accommodate you.

We also now have our new points system in effect. Below you should find time sheet from this past event, with a couple of changes. You will notice the column "Raw" which is the drivers best time. That

gets multiplied by the next column, "PAX" (index) to give the final time, or "Score". Its then sorted by the lowest score and corresponding points towards the yearend total. The next sheet should be the current standings thus far this year.

Now I want to discuss other than stock car classification. Under SCCA rules (which we need in order for the PAX system to work), stock class is very limited to any modifications you can make. I think basically the only things you can do is a CAT back exhaust system, and one sway bar; Tires must have at least a tread wear rating of 200. Anything beyond that, no matter how trivial, puts you in any number of modified categories like Street Prepared, Modified, or Street Touring. The problem for most people is that a single modification can put you into a different class making you uncompetitive unless you spend tens of thousands of dollars to make every modification allowable in that class.

Street Touring category is the next step up from stock class. The idea is to have fully street legal cars while allowing for some basic bolt on modifications. The bad part is you are still limited to Stock class tires (200 tread wear), and tire and wheel widths are limited; in some cases, narrower than what was on the car from the factory. Only a small number of Porsche models qualify for ST classes; mostly limited to some Boxsters, Caymans, and a few G-series 911s. For more information consult the SCCA Solo rules.





(From SCCA Rule book for Street Touring Category):

#### Category Values

- *Vehicle modifications should not prevent daily use on public roads. "Daily use" is subjective criteria; competitors will interpret this differently. "Street legal" is a category goal. Some states may require more stringent requirements. It is not the intention of "street legal" to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.*
- *Performance improvements through "Bolt-On" modifications. Modifications should not require cutting, drilling, or permanent alterations to body panels.*
- *Modifications that enhance the performance for Solo® and street driving.*
- *Suspension*
- *Differentials*
- *Bolt-On engine parts*
- *Aftermarket/Larger brake kits*
- *Wheels/Tire upgrades*
- *Vehicle Safety Systems. ABS may be electronically disabled, but otherwise must remain unaltered.*

- *Required Diagnostic Systems. OBD2 systems should remain functional.*
- *Retention of specific emissions systems.*
- *Engine Tuning.*

We are still talking about an autocross school. Putting it together logistically seems to be a challenge but look for it just prior to the next autocross in September. I also need to develop a Pre-event checklist page to guide new participants on how to prepare and what to expect.

We are still operating at a loss but we are actively working to increase participation and operate in the black. I'm kind of going in the direction of doing this the way we used too, 20 years ago. This includes opening registration to other makes and perhaps trophies if we can justify it financially.

So, for now we are on summer break. Look for dates starting in September.



# Autocross Results

## as of June 01, 2019

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	Name	Car	Class	Model	Run 1		Run 2		Run 3		Run 4		Run 5		Raw	PAX	Score
2	Bricken, James	154	BSP	Carrera	38.533		38.042		36.924		42.191	2	36.702		36.702	0.851	31.233
3	Bush, Chuck	07	BS	Box	40.402		40.236		39.694		37.403	1	39.129		39.129	0.810	31.694
4	Wright, Stephen	7	AS	Cay S	41.219		40.479		38.909		38.938		38.947		38.909	0.817	31.789
5	Fortuno, Ignacio	112	AS	Carrera	39.882		39.084	1	38.686		38.929		38.246	1	38.929	0.817	31.805
6	Bustamante, Adolfo	777	SS	Targa 4S	42.818	1	41.289	1	40.647	2	38.951		40.138		38.951	0.821	31.979
7	Grigory, Stephan	96	BS	Cay	43.082		41.081		40.64		40.854		39.759		39.759	0.810	32.205
8	Gargotta, Jonathan	112	AS	Carrera	63.672		41.364		39.735		40.337	1	39.309	1	39.735	0.817	32.463
9	Upton, Chris	65	SS	GT4	42.842		40.901		39.692		0		0.000		39.692	0.821	32.587
10	Stubblefield, Joe	72	BS	Cay S	43.433		41.321		41.754		40.659		40.247		40.247	0.810	32.600
11	Matthews, Mikel	32	SSM	914/6	46.501		40.279		37.752		38.234		38.593		37.752	0.875	33.033
12	Winn, Jeff	26	SS	Cay S	52.769	2	40.882		51.969		40.451		40.261		40.261	0.821	33.054
13	Infante, Tony	707	SS	997	41.294	1	40.402	1	40.997	1	40.504		40.294		40.294	0.821	33.081
14	Mastin, Brian	972	BS	Cay	43.16		41.495		41.612		40.888	1	41.500		40.888	0.810	33.119
15	Dorsey, Bill	87	SS	Targa GTS	67.894		48.866		40.849		41.478		40.350		40.350	0.821	33.127
16	Gibson, Andrew	27	CS	964	62.626		41.571		41.043		41.09		41.228		41.043	0.809	33.204
17	Mullen, Mike	13	SS	Cay S	dnf		42.079	1	40.746		40.515		39.832	1	40.515	0.821	33.263
18	Cox, William	981	AS	Box S	50.014		51.016		49.328		40.724		46.576		40.724	0.817	33.272
19	DePeralta, Alex	11	SS	C4S	63.117		40.724		40.831		41.359		41.239		40.724	0.821	33.434
20	Gargotta, John	12	AS	Carrera	42.942		42.589		42.72		42.373		41.302		41.302	0.817	33.744
21	Kelner, Eric	722	BSP	RSA	40.775		40.663		40.201		39.691		39.611	1	39.691	0.851	33.777
22	Hatchell Lonnie	47	BS	Box	45.639	1	43.643	1	43.382		41.853		42.772	1	41.853	0.810	33.901
23	Butter, Donovan	54	BSP	Carrera	72.856		41.506		40.375		40.293		41.056		40.293	0.851	34.289
24	Hughes, Philip	317	AS	Cay	54.895		50.699		49.71		43.778		43.020		43.020	0.817	35.147
25	Sanchez, Steven	15	BS	Cay S	44.66		44.118	1	44.262		43.493		59.707		43.493	0.810	35.229
26	Visonage, Michael	71	BS	Box S	45.239		45.213		43.495		43.909		43.061	1	43.495	0.810	35.231
27	Bustamante, Jr.	77	SS	Targa 4S	54.123		49.522		47.151		46.364		44.970		44.970	0.821	36.920
28	Walford, Jud	33	SS	Cay S	49.965		50.028	1	48.34		dnf		45.711		48.340	0.821	39.687



# Autocross Year End Points Standings as of June 01, 2019

17 March 2019 Retama  
Run Group 2

	A	B	C	D	E	F	G	H	I	J	K
1	Name	Car #	Class	Model	Event 1	Event 2	Event 3	Event 4	Event 5	Event 6	Total Points
2	Bricken, James	154	BSP	2.7Carrera	25	27					52
3	Bush, Chuck	07	BS	08 Boxster	19	26					45
4	Upton, Chris	65	SS	GT4	23	21	0	0	0	0	44
5	Bustamante, Adolfo	777	SS	Targa 4S	16	24					40
6	Infante, Tony	707	SS	07 997	21	16	0	0	0	0	37
7	Winn, Jeff	26	SS	09 Car S	20	17					37
8	Dorsey, Bill	87	SS	Targa GTS	22	14	0	0	0		36
9	Grigory, Stephan	96	BS	11 Cayman	9	23	0	0	0		32
10	Mullen, Mike	13	SS	14 Car S	17	12	0	0	0	0	29
11	Del Toro, Fred	27	STR	Box S	28	0					28
12	Farnham, Steve	117	SS	GT4	27	0					27
13	Matthews, Mikel	32	SS	Cayman R	26	0	0	0	0	0	26
14	Wright, Stephen	7	AS	14 Cay S	0	25					25
15	Farnham, Sherry	117a	SS	GT4	24	0	0				24
16	Gargotta, Jonathan	112	AS	05 Carrera	0	22	0	0	0	0	22
17	Stubblefield, Joe	72	BS	Cayman S	0	20	0	0	0	0	20
18	Fortuno, Ignacio	112	ASP	03 Carrera	0	19					19
19	Kelner, Eric	722	BSP	RSA	11	8					19
20	Matthews, Mikel	32	SSM	914/6	0	18	0	0	0	0	18
21	Ranft, AJ	17	SS	GT4	18	0					18
22	DePeralta, Alex	11	SS	C4S	5	10	0	0	0		15
23	Galbreath, Kiaya	12a		Boxster	15	0					15
24	Mastin, Brian	972	BS	08 Cayman	0	15	0	0	0		15
25	Galbreath, Ward	12		Boxster	14	0					14
26	Butter, Donovan	54	BSP	2.7 Carrera	7	6	0	0	0		13
27	Gibson, Andrew	27	CS	964	0	13	0	0	0	0	13
28	Reed Glenn	40		Boxster	13	0					13
29	Stubblefield, Joe	72	CSP	944	12	0					12
30	Cox, William	981	AS	13BoxS	0	11					11
31	Garza,Cleo	86	SS	997	10	0	0	0	0		10
32	Gargotta, John	12	AS	05 Carrera	0	9					9
33	Smith, Eric	61	SS	GT4	8	0					8
34	Hatchell Lonnie	47	BS	13 Boxster	0	7	0	0	0		7
35	Castillo, Brian	58		996	6	0					6
36	Hughes, Philip	317	AS	14 Cayman	0	5	0	0	0		5
37	Sanchez, Steven	15	BS	07 Cay S	0	4					4
38	Upton, Brittanie	65a	SS	GT4	4	0					4
39	Smith Nathen	29		911	3	0					3
40	Visonage, Michael	71	BS	05 Box S	0	3					3
41	Bustamante, Jr.	77	SS	Targa 4S	0	2					2
42	Moser, Robert	57		911	2	0					2
43	Guion, Ward	77		01 Turbo	1	0					1
44	Walford, Jud	33	SS	06 Car S	0	1					1
45	Bleich, Robert	90	CS	911SC	0	0	0	0	0		0
46	Campbell, Kris	24	CS	85 Carrera	0	0					0
47	Grigiry Steve	96		Cayman	0	0					0
48	Milne, John	79	BSP	911SC	0	0	0				0

# MOTORSPORTS TIDBITS

BY JACK MERRILL



Our recent track day clearly showed that more than a few of our participants clearly do not understand the various flags displayed by the safety steward even though they were explained in the driver briefing and that is unsafe. Flags are the only means the safety steward has to communicate with the drivers during any track event and thus their meaning should be understood and appropriate actions immediately complied with.

So here we go, the first flag is a **GREEN** flag, that will be displayed at the start and throughout the session when the track is safe and drivers are allowed to progress at normal speeds.

The black and white **CHECKERED** flag indicates the end of the session and drivers are to exit the track the next time around.

The **YELLOW** flag is displayed when something other than normal conditions occur and it means slow down. In our case since we use only one flag stand it means slow down all the way around the track until you see a different flag displayed. If there are multiple flag stations around a track you may see a **YELLOW** at one and green at others indicating that you only need to slow on **YELLOW** segment of the course.

The **RED** flag is displayed when there is a serious safety issue on the track and its presentation requires all drivers to come to a safe stop on the non “driving line” side of the track surface and not right after the exit of a turn. This is to give a clear path for safety vehicles. Instructions will then be provided to drivers as to what to do next.

You may also see a **WHITE** flag at some events and it indicates one more lap until a checkered flag indicating the end of the session is displayed.

The flag colors listed above are for ALL drivers to comply with.

There are also some flags that are displayed at **individual** cars for their drivers to comply with.

The first of these is the **BLUE** flag with a **YELLOW** band. This flag is pointed at a car to let that driver know that a faster car is closing on him or her. The correct action is at the next safe passing zone signal the faster car by and slow to allow that faster car to safely and quickly pass.

The **BLACK** flag is also displayed at individual cars and it requires that driver to come in the pits the next time around. The safety steward has

either seen something out of sorts with the car and or a safety issue that must be discussed with the driver.

There are several other flags used by specific organizations for their events but the ones described here are the ones each and every driver needs to know and comply with. That said it is also critical that drivers know where the flag stations are and briefly look at them each time around ... it's a safety thing.

Bottom line - flags are critical to the safe operation of an event and it is the responsibility of each and every driver to comply with them. At some PCA DE events failure to comply results in you being removed from the event. But most importantly we all want to have fun and do it safely.







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# LONGHORN REGION SUPPORTS WARRIOR AND FAMILY SUPPORT CENTER

On Friday, May 17, 2019, several members of the Longhorn PCA board delivered a check and car full of needed supplies to the Warrior and Family Support Center (WFSC) at Fort Sam Houston in San Antonio. WFSC has been the recipient of monies generated at the annual Longhorn's Fiesta Challenge for several years. Funds are raised from a concours, silent auction, donations, rally, and autocross. This year, in addition to the funds, we collected needed items – such as food, snacks, candy, diapers, detergent, toiletries, DVDs, coloring books, gift cards– from our membership.



eration Enduring Freedom Warriors. It provides a friendly, comfortable environment in which to take a break, watch a movie on big-screen TVs, play video games, check email or use the Internet, select a book or magazine to read, make a phone call, or just grab a cup of coffee. Wounded Warriors and their Family Members visit the WFSC to maintain contact with other military members or extended Family Members, to receive emotional support, answers to their questions, and to extend their rehabilitation away from the hospital. The rehabilitation involves learning to cope with war related disabilities as individuals, as couples, and as families.”

From the WFSC website ([www.samhouston.army.mil/ASA/WFSC.html](http://www.samhouston.army.mil/ASA/WFSC.html)) – “The Warrior and Family Support Center (WFSC) provides coordinated services to patients, next-of-kin and extended Family Members with a primary focus on Wounded Operation Iraqi Freedom and Op-

Mike Matthews, Longhorn Region President, presented a check for \$10,000 to Darrin, Interim Director of WFSC. Other Longhorn members present were Chuck Bush, Susie Bush, and Shelley Matthews.



# Drive to Camp Verde

Article and photos by Jim Lowe

Our April 27, 2019 drive to the Camp Verde General Store brought a perfect spring day for everyone who enjoyed the event. The wildflowers were in full bloom and cruising those wonderful roads through the Texas farmland into the Hill Country was a pure joy.

We started our happy journey on the western edge of San Antonio and made our way along a wonderful route to Hondo. The roads provided smooth sweeping curves with a nice balance of straights, giving us a fine view of open green pastures and lush farmland. We drove through sleepy Hondo and performed an informal Porsche parade by the Medina County Courthouse. A right turn onto Farm Road 462 and we were on our way to Tarpley.

This may have been our club's first drive on Farm Road 462. It was a very scenic drive offering some really fun curves. Like most Texas farm and ranch roads, we always get close and personal with the flowers, trees and streams, especially if you're cruising with the top down. Spring is the perfect season for your Porsche roadster or cabriolet. Getting a little closer to nature and the fresh air! We made it to Tarpley and the Hill Country with smiles on our faces. A right turn onto Farm Road 470 and we were halfway to Camp Verde.

We were now in the Hill Country! We followed Farm Road 470 to Texas Highway 16 and cut across on Ranch Road 2828 to Texas Highway 173. It doesn't sound like much on paper but it's a blast to drive. More beautiful curvy roads and long straights that make you feel good inside. We arrived at the Camp Verde General Store on time! It's a very picturesque venue along the wooded Verde Creek.

The original Camp Verde no longer stands, so the general store is the only remaining (but very nicely restored) structure. Camp Verde has an unusual history. It was a US Army post established in 1856 and headquarters for the US Camel Corps - an experiment in using dromedaries as pack animals in the southwestern United States. Well, it seemed like a good idea at the time. We didn't see any camels but we had a very tasty lunch at the restaurant.

My only regret was that the restaurant has a limited capacity and we could only accommodate 50 members on this drive. However, that's rarely the case. Most of our driving tours are "come one and all." Don't hesitate to join the fun next time!



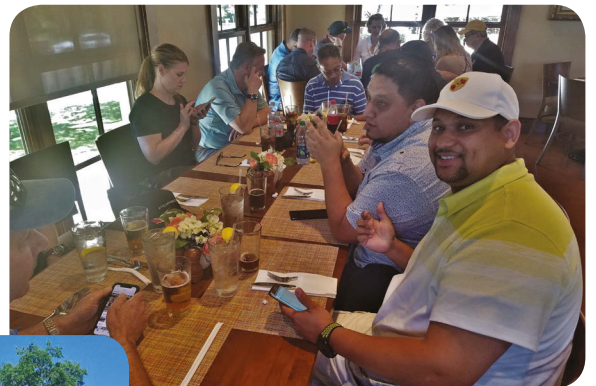




# CAMP VERDE



APRIL 27, 2019





# Porsche Macan - an Observation

By Jack Merrell

I recently had the opportunity to spend several days driving a Porsche Macan. It was a base model service loaner. After several hundred miles, including highway and in-town driving, I came away favorably impressed with the Macan.

It's an interesting car. I will compare it to the Cayenne, a model I have driven many hundreds of thousands of miles over a dozen years.

First the size. The Macan is just under nine inches



shorter than the Cayenne and 2 inches narrower. It is also slightly lower in overall height and the base version is almost 300 pounds lighter. The entry height is three inches lower than the Cayenne, making entry and exit more level for most people and especially nice for women. My 5'2" wife noted that and smiled.

If you are familiar with the Cayenne, you'll notice the Macan roof line is slightly lower, reducing the head room in the rear seats and the vertical luggage storage capability. There is also slightly less rear seat leg room than in the Cayenne but it can still accommodate two adults for moderate distances. As you might expect, the towing capacity is somewhat less than that of the Cayenne, 4000 lbs. vs 7800 for the Cayenne. To most drivers, it's not an issue.

That said, the plus points are several. The Macan is very nimble in traffic, much more than the Cayenne, yet very stable at highway speeds and in crosswinds. It does feel lighter than the Cayenne. It is also well insulated and thus pleasantly quiet. The seats are typical Porsche and very comfortable. The visibility in all quadrants is outstanding which is comforting when driving in traffic. This model also had the "lane change warning lights" which are great, as they warn you of cars in your blind spot.

The PDK transmission is more responsive than the Tiptronic automatic in the Cayenne, providing a more sporty drive. And yes, you can manually "paddle shift" to your hearts' content.

The Macan is available in several engine options. Initially, I was concerned that the base model would be sluggish and underpowered:

wrong! I was pleasantly surprised at how responsive it was. It accelerated quickly for entering highways and/or avoiding issues on the road and yet provided very good fuel economy. The engine never seemed to be working hard. I was impressed. Like all Porsche gasoline engines, high test fuel is recommended.

Several months ago, I was able to drive the Macan Turbo with the performance package (not currently available) which produced over 400 hp, had a tighter suspension and was nothing short of very impressive for a small SUV. If I could find one with PCCB's, well--- I would be tempted. Two friends who have this model both licensed theirs with the tag "Tall 911" (different states). Maybe a stretch but it does identify the nature of the turbo with performance package. Not your parent's SUV.

Back to reality. The base Macan was overall impressive and if I were looking for a sound, enjoyable-to-drive SUV, and did not need the increased towing capability of the Cayenne, a Macan would be my choice as it is clearly up to Porsche standards. My wife, who is not a car person, also drove it and commented that it was easy to drive in traffic and park, has great visibility and all the power and response you need for normal driving. She even used the word "WOW." As a diehard Cayenne fan, her comments speak well of the Macan. Maybe it will be her next vehicle as the Cayenne diesel is no longer made and hers is piling up the miles.

My thanks to Porsche of San Antonio for allowing me to put miles on the Macan. It was an enjoyable and informative experience and I came away with a very positive impression of this amazing addition to the Porsche line.

**HEY - Come join us for the Racer's Lunch  
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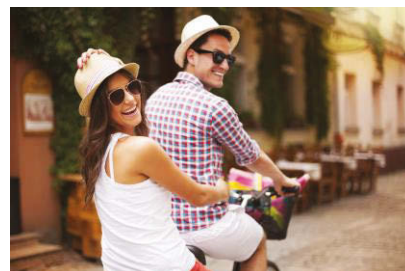




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# Treffen in Santa Barbara

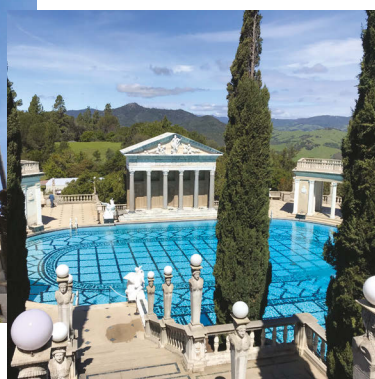
Article and Photos by Susie Bush

Treffen is a three-day (April 3-7, 2019) PCA event that is focused on fine dining and fun drives. Treffen in Santa Barbara, CA was delightful! The weather was perfect. Sunny and temperatures in the mid to upper 60's. The Hilton Resort, where we stayed, had access to the ocean/ wharf, a pool with a hot tub, shuffleboard, tennis courts and miniature golf.

The tours were amazing. On our first tour we had a beautiful drive through the coastal mountain passes and visited a Danish town called Solvang. It is a lovely little village with many interesting shops, restaurants and our favorite---bakeries. Our next day activity was a boat ride out to the Channel Islands where we saw dolphins, whales, pelicans and

seals. The final day we visited the Hearst Castle. The castle, although never completed, was beautiful. W.R. Hearst spent millions of dollars and many, many years of work on his home on the hill.

Just a few miles north of the castle is the sanctuary for elephant seals. Once on the edge of extinction, they have now made a come back. Many other tours were available including the local CA missions, Getty Museum, Reagan Library, sailing regattas, wine country tours, trolley tours, and walking tours. We enjoyed meeting folks from all over the North American continent. Five members from Longhorn Region; Kris and Betty Campbell, Stephen Grigory, Chuck and Susie Bush, were in attendance.



# Brand Loyalty, Part 1

By Robert Turner

Brand loyalty. What every company spends untold dollars working to create. They build the essence of their brand around it. Really, they love this concept. Why? Big profits. It can be a status symbols like Louis Vuitton or Tory Burch or something simple like your basic “double no-whip-no-foam, skinny pumpkin latte” from Starbucks that you always order. We love what we love.

So how far does brand loyalty take us? Here's one example: How about the never ending Ford versus Chevy or Chevy versus Mopar battle and all the possible permutations therein? There are some folks that swear by Toyota or Honda and will buy nothing else (members of my own family fall into one of these two camps). Ever try having an automotive conversation with any of these people? Take a Ford guy for instance: “Don't even get me talking about Chevy, because you know, those cars suck.” Personally I find those people very open minded, as long as you stick to how great Ford products and how sucky Chevy products are, that is. This is just an example, I'm not picking on anyone here. Not me.

So do German cars fall into this brand loyalty trap? Heck yes! BMW guys? Check. Mercedes guys? Check. Audi guys? Ah, I think you get it—check please! And Porsche guys? Well we are probably the worst, at least when it comes to brand die heart'edness. Come on, as a group we are so loyal to our brand we even get into sub categories of brand fanaticism – as in air-cooled versus water pumpers or all fifty-three '924' guys versus everyone else.

So does that apply to you? Hmmm. You are reading this in a Porsche Club magazine right? And me? What do you think? Hate to pigeon hole myself into any particular category, but I gotta be honest with myself here; yes I am a Porsche-brand geek. Says so right on the shirt I am wearing right now, writing this piece: Drivers Education February 2003, Maverick Region PCA. OK, maybe the shirt is a bit threadbare but I love it. Yeah, guilty as charged.

My own Porsche adventure started early, a really terrible (or terribly rusted) 914 I drove in college. It was an awful car and taken as a singular ownership event, should have scared most people (namely me) away from the Porsche brand forever. But then something magic happened. It was 1990, I was recently married. So one Saturday morning, as me and my bride read the local newspapers—just to set the stage here, my wife loves to read the paper cover to cover, she still does—she looked up from her paper and asked: “Is \$14,000 for a 1987 Porsche 944S with low miles a good deal?” (Remember – this is 1990 money we are talking about here) I put down my section of the paper. She had just totally captured my attention. Brand loyalty was about to strike again! And a rather large rabbit hole had just magically popped into existence, right in the very fabric of my living room. Brand loyalty had just made its presence felt in the Turner household big time.

And on that exhaust note, see you next time.

*RL Turner is the author of The Driver, a series of action adventure novels, available in both print and ebook on Amazon (more info at [www.thedriver-series.com](http://www.thedriver-series.com)). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.*

*Editor's note - Watch for Brand Loyalty, Part 2 in the next issue of the Roundup.*





# Longhorn Goody Store

Longhorn club logo patches that can be ironed on or sewed on to your own garment/cap, etc. (shown right top) \$4.00 ea.

Longhorn club decals for inside window(s). Peels off and is transferable. (shown lower right) \$2.50 ea.

Name badges (shown bottom right) \$16.00 ea.  
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