

MARCH-APRIL 2019

The

# Roundup

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



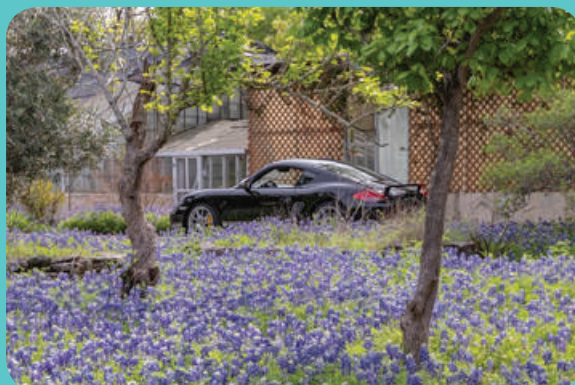
**Texas**



**Bluebonnets**



**and Porsches**



**Inside**

Editor Notes - Got Kids?  
Fiesta Challenge





## **YEARS OF EXPERIENCE HAVE TAUGHT US TO TRUST SOMEONE WITH YEARS OF EXPERIENCE.**

There's a certain confidence that comes from owning a Porsche. Our people help you keep it. Trained by the factory and backed by years of experience, our certified technicians know the cars better than anyone.

**10% Service Discount on Parts & Labor for all PCA Longhorn Region members.**

Parts & Service now have extended Saturday hours: 9:00 a.m. — 5:00 p.m.

### **Porsche of San Antonio**

9455 IH-10 West  
San Antonio, TX 78230-3168  
(210) 738-3499  
[www.porscheofsanantonio.com](http://www.porscheofsanantonio.com)



**PORSCHE**



# Safeguard®

by Texas Premier Safeguard  
Smart. Simple. Efficient.™

**Mac Ellsworth**

**mac@txpsg.com**

Phone: (210) 428-6002

1123 Patricia  
San Antonio, Texas 78213  
[www.txpsg.com](http://www.txpsg.com)

Corporate Apparel  
Screen Printed Tee Shirts  
Ad Specialty Products  
Drinkware  
Pins & Coins  
Koozies  
Labels & Tags  
Business Cards  
Pens & More



**Official Supplier of The Longhorn Porsche Club of America**

## EDITOR'S NEWS & NOTES

SHELLEY MATTHEWS

### Got Kids?

PCA Juniors, sponsored by Hagerty, is a free program just for kids under the age of 18. This program was created to build the enthusiasm in kids that will stay with them for the rest of their lives! Did I mention – it's **FREE**! It's open to any kids, grandkids, nieces, nephews or favorite child registered by a current PCA member. The Junior will receive an age appropriate gift along with their own ID badge. Let's help build our future club by starting the young enthusiast early. And did I mention – it's **FREE**! For more information and to register your favorite kid - go to [pca.org/pca-juniors](http://pca.org/pca-juniors)!

**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!





# 2019 LONGHORN REGION LEADERSHIP



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



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



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



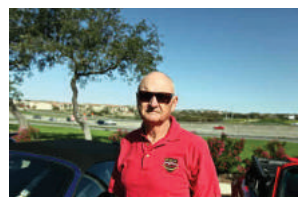
Jim Hamilton  
Treasurer  
210-326-0049  
treasurer@longhornpca.org



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



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



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



Jud Walford  
Concours



Jim Lowe  
Driving Tour



Robert McWhorter  
Events



Eric Kelner  
Insurance

## REGION CHAIRS



Rodney Lewis  
Membership



Shelley Matthews  
Newsletter Editor



Cleo Garza  
Social Media

John Barnes  
Webmaster





# Roundup

Vol. 12 - Issue 2  
March-April 2019



## COLUMNS

3	Editor's News & Notes
4	Longhorn Leadership and Chairs
6	2019 Calendar
8	Mike's Corner
9	Membership Report
11	Zone 5 Notes
14-15	Motorsports Tidbits
24-25	Autocross News
27	Longhorn Goody Store

## EVENTS

12	Porsche GT Cars - A Personal Observation
17	A Tour of Eureka Springs
18-22	Fiesta Challenge - Concours, Gimmick Rally, Autocross
23	More Porsches in Bluebonnets
26	Porsche Fun in the Texas Hill Country

## ADVERTISERS

2	Porsche Center of San Antonio
3	Safeguard Business Printing
7	Lee Michael's Jewelry
10	Harris Hill
13	4 Nomads Travel
13	Jone's Autowerks
16	Retirement Solutions
23	Gruppe 9 Autowerks
Back	X-PEL



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

Roundup is published six times per year by the Longhorn Region of the Porsche Club of America. Opinions expressed herein are strictly those of the authors and are not endorsed by the Longhorn Region or Porsche Club of America. PCA regions may reproduce articles from Roundup with proper credit. Longhorn Region board approval is required for any other use of materials. Porsche®, the Porsche crest®, CARRERA® and TARGA® are trademarks of Porsche AG.

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

**Texas, Bluebonnets, and Porsches. Thanks to Chuck & Susie Bush, Steve & Cheryl Greentree, Jim Lowe, Mike & Shelley Matthews, Jack & Sandy Merrell, and Klaus & Charla Weiswurm for their photos.**

# 2019 CALENDAR

## Longhorn Region Events

---

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

### April:

- 4 - Monthly meeting at Krauses, New Braunfels
- 27 - Drive to Camp Verde

### May:

- 2 - Monthly meeting at Chester's Hamburgers
- 11 - Drive to Fredricksburg
- 18 - Track Day at Harris Hill

### June:

- 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







# ROLEX

## THE COSMOGRAPH DAYTONA

Rooted in the history of motor sports and watchmaking,  
the legendary chronograph that was born to race.  
It doesn't just tell time. It tells history.



OYSTER PERPETUAL COSMOGRAPH DAYTONA

*Lee Michaels*  
FINE JEWELRY & DISTINCTIVE GIFTS

THE SHOPS AT LA CANTERA • 210-699-9494  
NORTH STAR MALL • 210-541-9575

ROLEX • OYSTER PERPETUAL, COSMOGRAPH AND DAYTONA ARE ® TRADEMARKS.

# MIKE'S CORNER

MIKE MATTHEWS, LONGHORN REGION PRESIDENT



Hello everyone!

It has been a busy couple of months since our last Roundup. I've attended a Zone 5 Presidents meeting that was sponsored by our Zone 5 Rep, Chuck Bush. I will summarize the meeting in the next Roundup. We've also had the Fiesta Challenge which consisted of a Concours, Rally, Autocross and a silent auction. This edition has articles on the events for your perusal. We are in the process of determining the amount of money we will donate to the Warrior and Family Support Center.

We have already started our drives for the year. The next event, April 27, is a drive to Camp Verde hosted by James Lowe. We have over 60 people signed up for this drive. There is only room for 50 people at the restaurant but there are other places to eat in the area. The next drive is May 11 to Fredericksburg.

Our auto sports season is upon us and our first track day is May 18 at Harris Hill Road (H2R). Jack Merrell is our host for the track events. Our first autocross will be in June with James Bricken hosting. Watch the website for the date.

PCA Parade is coming up July 21-27. Phase 1 (parade registration) is temporarily closed while they get Phase 2 (event registration) ready to open on April 15 at 11:00 CST. At that point they will open both Phases. This year Parade will be in Boca Raton FL. If you are considering going please go to the [www.pcaparade.org](http://www.pcaparade.org) website.

Registration for our events is going online. We will be using [clubregistration.net](http://clubregistration.net) for the driving, track, and Autocross events. If you go to our website, [longhornpca.org](http://longhornpca.org), select the calendar of events, select an event and push the Details/Registration button it will take you to the event and allow you to login or register. If the event has not been opened yet, it will just show you information about the event but not allow you to register. We will be sending out more information on registration and how to pay in the near future.





# MEMBERSHIP REPORT

BY RODNEY LEWIS, MEMBERSHIP CHAIR

Primary members: 473  
Affiliate/Family members: 244  
**Total: 717**

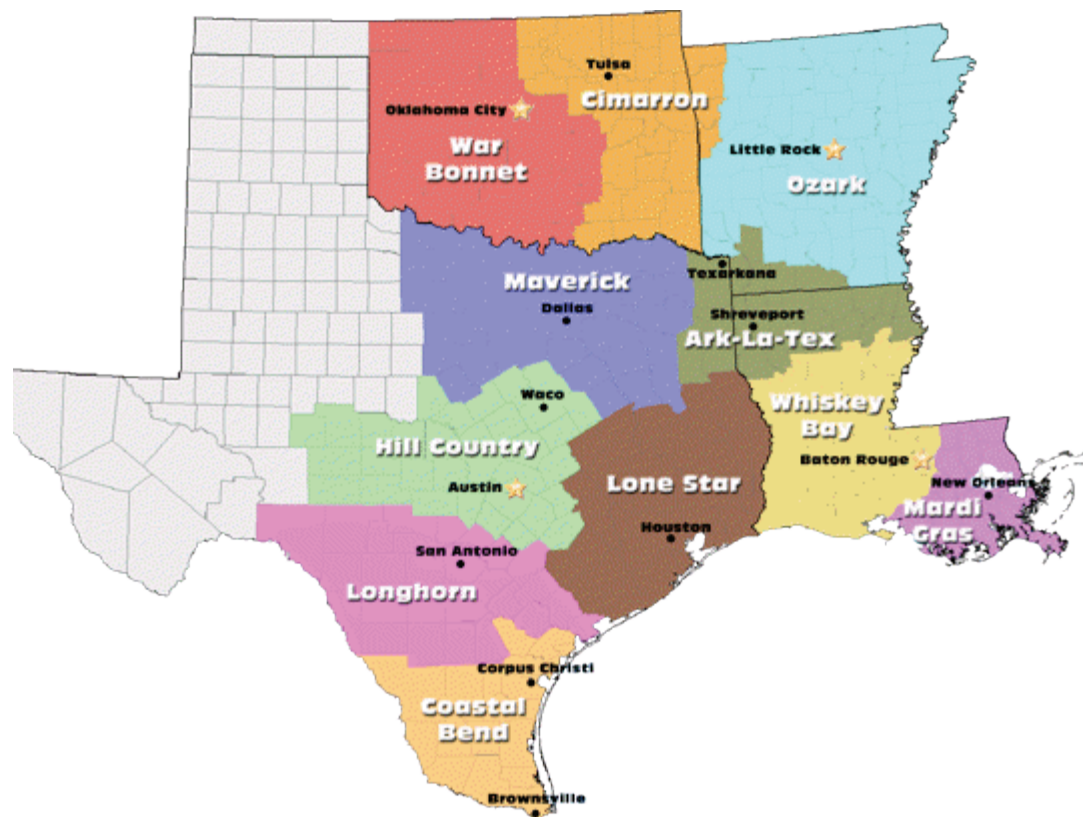


## NEW MEMBERS as of April 1, 2019

Cox, William	2013	Boxster S
Heeren, Cornelius & Diana	2009	911 Carrera 4S
Huddle, Kimberly & David	2016	Boxster Spyder
Huff, Roger	2011	Panamera 4
Manley, John & Heidi Mathis	2015	Boxster GTS
Morrison, William	2013	Boxster S
Owen, Christopher	2006	911 Carrera 4S Cabriolet
Pavlus, John	2019	911 Carrera T
Reid, Patrick	2016	911 Carrera
Rubel, Mark	2019	911 Carrera
Sanchez, David	2013	911 Carrera 4S
Saucedo, James	2013	911 Carrera S Cabriolet



Transfer  
Eblen, Erik 1986 911 Carrera



*Join the Club at*

# HARRIS HILL ROAD

The Most Fun *and* Affordable Track Club on the Planet



Please give us a call at (512) 667 - 6250 or go to [www.harrishillroad.com](http://www.harrishillroad.com) for details on our

## Corporate and Club Membership Rates



Photos by Mike Matthews





# ZONE 5 NOTES



**CHUCK BUSH, ZONE 5 REP**

I got a chance to participate in a local rally this weekend driving our old 911 around the Texas Hill Country. It was great to get out and drive. It was also a wakeup call that what is seemingly the lowest risk Porsche activity of driving on a tour can also be the most dangerous. There were a couple of accidents over the weekend that really drove this home. The take-aways after talking to people who witnessed the accidents are two-fold and would apply to any PCA drive. One is that drive leaders need to keep a pace that accounts for the cars behind, and the second is that drivers should not drive beyond their skills. If you are uncomfortable - slow down.

There is a way to improve your driving skills while greatly reducing your chance of having an accident and that is drivers training. Fortunately, PCA offers this to its members. Both autocrosses and on track driver's education programs are a great way to improve your reactions, car handling, and accident avoidance. I recently watched a DE student at COTA miss a turn-in point at 100 mph, control the car's spin, and keep going. You know that person is going to be prepared to handle anything that gets thrown at him or her on the street.

So, as you are planning out your summer, look at investing some time in drivers training. It's a lot of fun and might just help when you need it most!



Granddaughters Amelia & Eleanor  
- future Porsche Drivers



# Porsche GT cars - Personal Observations

By Jack Merrell

Having owned a 2007 GT3, a 2011 GT3 and a 2016 GT4 in the past and currently driving a 2018 GT3 I would like to share some observations of these fine vehicles.

The 2007 997.1 and 2011 997.2 GT3's are very similar in that they are more raw and suited for the track. While each has creature comforts they both have rather heavy clutches with precise setoff points that can make stop and go driving interesting. Add to that the shifters take some effort and are "notchie". Again, perfect for the track but can be tiring in city driving. The other thing with both cars is they basically naturally understeer as you push the heavy rear end around a corner. Caution being a little too aggressive taking a corner and you may find the rear end breaking loose and trying to pass you. The correction is un-natural to the new comer to 911's ADD GAS.

The GT4 is agile and almost a perfect sports car. It is mid-engine, having the 3.8 six from the Carrera S. Mid-engine cars do turn well. Porsche also gave it the front suspension from the GT3 so aggressive alignments are easily made. The transmission and clutch are nothing short of great. The clutch is just firm enough and the shifter, well does a hot knife through butter, paint the right picture. All that is good, but Porsche did not want it to outperform the GT3, etc. so they handicapped it with taller gearing than the GT3 and left the standard Cayman rear suspension on the car which limited its ability to have an aggressive rear alignment. Many of the GT4's could barely attain the factory spec of 1.5 negative camber without being out of tolerance on toe adjustment. The quick "band-aids fix" was to install after market rear toe links. The best fix is a rear suspension mod that simulates the 911 trailing link suspension. Just look how fast Steve and Sherry Farnham drive their GT4, it has that mod. Expensive but great and keeps the rear end safely planted when the car is driven aggressively.

We now come to the 2018 991.2 GT3 - WOW. Comfortable on the highway and in town and fantastic when driven spiritedly. How did they do it? A great evolving suspension and rear wheel steering - yes all four wheels steer. In fact, the first time I spiritedly took a corner I thought the rear end had come loose but it was the rear wheels driving the car around the corner ... no pushing or plowing it just turns the corner. The PDK transmission is also improved over the standard PDK - in fact it is labeled PDK plus and involves slightly different greeting and a "tweaked" computer that makes the shifting instantaneous. With any RPMs the car pops when gears are changed. A race related 4.0 engine does not hurt it. The engine is much more bullet proof than the 3.8 in the previous 991.1 GT3 and effortless revs to 9000 producing lots of power. It is a dry sump engine constantly pushing oil through the engine. As I said it is a close relative to their race engine. Interestingly with all that power the car is relatively quiet at highway speeds with no exhaust drone but getting on the throttle will not only produce a wonderful exhaust note from its powerful engine but also allow the driver to get illegal very quickly. The car does get noticed. Expensive yes, practical only in the eyes of the owner but also the last of a breed and one every true Porsche sports car nut should at least drive once.

And for those with more money and in need of more thrills there is the GT3 RS which I have only had the pleasure of driving once and in some of its bright colors and large rear wing will quickly attract every law officer around.





# YOUR DREAM VACATION BEGINS

from the moment  
you start planning!

And what better way to begin than with a team of professionals who have most likely been there, done that, and definitely know **how to get you the best experience for your budget.**



*In fact, we promise, "No one can beat our value!"*



**Steve & Sherry Farnham** TEL: 512-819-1536  
**4Nomads Travel**

TEL: 512-819-1536 TOLL-FREE: 1-833-DREAM26

[sfarnham@dreamvacations.com](mailto:sfarnham@dreamvacations.com) | [www.DreamVacations.com/sfarnham](http://www.DreamVacations.com/sfarnham)

## Jones' Autowerks Inc

11010 Iota Dr, San Antonio, TX, 78217  
[Jonesautowerks@sbcglobal.net](mailto:Jonesautowerks@sbcglobal.net)

**Phone** (210)-657-1111  
**Fax** (210)-657-4828

*Specializing in Porsche  
service for over 40 years*

Bob Jones

Bill Jones

- Maintenance
- Engine & Transmission
- Suspension
- Race Preparation
- Component Service
- Brakes



# MOTORSPORTS TIDBITS

BY JACK MERRILL



I've been doing this column for more than ten years and at times, this being one of them, it is hard to find a topic so I will touch on a few short ones this month.

"Rubbernecking" a bad habit on the highway but a good one on the track. Let me explain. How many times have you passed an accident well off the side of the road more than one car involved? Or how many times has traffic slowed so drivers can view an accident? All this comes under the heading of "rubbernecking." Many times the additional vehicles involved in an accident are the result of "rubbernecking." You look over to view an accident and the next thing you know, you are driving into the accident. You inadvertently drive towards where your eyes are looking.

So, let's turn this around and make it a good thing. On the track and also the autocross course, many new drivers focus too closely to the front of their cars, instead of looking further ahead at the next challenge. As you approach a turn and while still going straight, accomplish braking as necessary to enter the turn at a speed you can maintain through the turn. Get the braking done before you turn, yes, I know about trail braking but not for this discussion. As you commit to the "turn in", transition your eyes to the "track out" point. If you do this, your mind will have you steer to that "track out" point. If you are at a speed that allows you to drive through the turn, you will automatically hit the proper apex point without mechanically driving to it and subsequently arrive at the proper "track out" point. The same process will work in an autocross. As you approach a gate or turn, and at the proper speed and at the proper entry point, transition your eyes to the next challenge and bring the car to your eyes ... in other words use "rubbernecking" as a positive.

It is easy to drive where you are looking but if you are looking at a point in front of your car, and too near your car, you will become mechanical and fail to drive in a smooth flow, thus slower. Try it in an EMPTY parking lot ... it works.



Our next motorsport event is the track day at Harris Hill on 18 May. Now is the time to get your car ready. Here are a few items to check off to enjoy a safer and better learning experience:

1. If your brakes have not been flushed in over two years, now is the time to get that done.
2. If your tires are more than five years old (I would do it sooner for better traction) or have 2/32 or less tread or any cord showing, **CHANGE THEM** before the track day.
3. Are your seat belts in good condition? If you have harnesses in your car, do you have a HANS type neck restraint? PCA requires all cars with harnesses to have one as of 1 January 2019, for track events.
4. Is your helmet stamped with 2010 or newer and Snell foundation approved? If not, you need a new one and Simpson in New Braunfels offers a PCA discount, ask for Pam Diggs.
5. Remember all cabriolets, including Boxsters must run with their tops up.
6. Lastly, if you have an older cab that does not have built-in roll protection you must install aftermarket roll protection before getting on the track

All the above is for your safety and that of other drivers.

One last item, if you are driving a car with center lock wheel hubs, would you go by Porsche of San Antonio and have them checked for proper torque. Yes, we can bring a large torque to the event but the PORSCHE - approved method for checking the proper torque is with the car off the ground, which is a problem on track day.

Drive safely and I look for a good turnout for our next track day, which is designed to provide a safe environment to improve your driving skills and learn the outstanding handling characteristics of your car.





# Retirement Solutions



## Retirement Solutions

431 Wolfe Rd.



Robert C. Cadena, Jr.  
CFS, CLTC, MSFS  
President & CEO

- Retirement Income Planning
- Estate Analysis & Strategies
- Financial Analysis
- Asset Management Programs
- IRAs & Rollovers
- Mutual Funds
- Annuities
- Life & Long-Term Care Insurance

## *Don't Be Puzzled About Your Retirement*

Insurance, Investments, Wealth Management

## *We Are The Right Fit For Your Retirement Needs.*

## *Call Us Today At (210) 342-2900*

431 Wolfe Road, Suite 200 - San Antonio, TX 78216

Office (210) 342-2900 - Fax (210) 342-2906

**robert@retirementsolutions.ws - [www.retirementsolutions.ws](http://www.retirementsolutions.ws)**

Robert C. Cadena, Jr. is a registered representative of and offer securities, financial planning and investment advisory services through INVEST Financial Corporation, a federally registered investment adviser, member FINRA, SIPC, and affiliated insurance agencies.



# A TOUR OF EUREKA SPRINGS

By Susie Bush

Linda Bosco, Shelley Matthews and I recently visited a beautiful and quirky historic town in Northwest Arkansas called Eureka Springs. We were up there with our husbands for the Zone 5 presidents meeting, which is an annual gathering of the 12 Porsche Club regions in Zone 5. After sitting in on the meeting for the introduction by the PCA Past President Caren Cooper, we skipped out and headed to the old town. It was really a fascinating tour. We visited the historic Crescent Hotel, meeting Jasper the resident cat, and took a walking tour covering all four floors of the hotel.

We walked around downtown and had lunch in an underground restaurant on Mud Street, formerly Main Street. After mud slides occurred due to clear cutting for the building of the town, it was renamed. Many of the buildings were buried in the mud and new ones built over them. The town was popular due to the natural springs that provided health benefits. A cure all for every ill. Modern medicine caused a decline in those looking for cures, but it is a destination for many car clubs, and once even hosted a Porsche Parade!

After the official meeting ended we took a drive to the home of the White River's Region's president -Leonard Zechiedrich and his wife Melody. The route followed some of the great roads used during the annual Porsche Palooza and were a lot of fun. because of high winds knocking over trees and downing power lines, we had to take an alternate off- road route, so we parked all the 911s and Cayman, packed everyone into the four- seated Porsches, and had an exciting off- road adventure through the back hills of Arkansas for the final couple of miles. We had a lovely evening looking at Leonard's superb collection of Porsches and eating with the Zone presidents and some of their family members.

Eureka Springs is a lovely place to visit, and should be on everyone's list of places to go. A bonus is Porsche Palooza, held every second week in November in Eureka Springs. It is well worth the visit!



# Fiesta Challenge 2019

## CONCOURS

BY STEVE FARNHAM

PHOTOS BY MIKE MATTHEWS

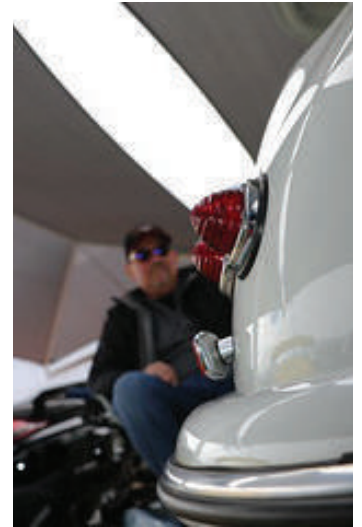
Through some near heroic, behind-the-scene efforts, the 2019 Fiesta Challenge went off without a hitch. Our hats are off to Mike and Shelley Matthews and the entire Longhorn team for hosting such a successful event. Thanks to Porsche of San Antonio for hosting the annual Fiesta Concours d'Elegance. The turnout was one of the highest in recent memory (or maybe failing memory). I'm sure there will be a list of winning cars posted on the website so I'll forego naming names. Suffice it to say, our names won't be on the list. But in a great demonstration of mediocrity prevails, we did eek out an overall victory for the first time in about five years. By placing third in the Concours and third in the gimmick rally, we were poised to win the overall by showing well at the autocross. The fastest time of the day for ladies was Sherry Farnham with a 40.671 and Steve Farnham managed to get the fastest time for PCA members in the men's division with a 38.689 (although it wasn't the fastest time of the day for men...and not even close!). We feel fortunate to get the Overall Award for this year's Fiesta Challenge because the competition was extremely close. So close that the judges had to go back out for a tiebreaker judging in a couple of the Concours classes.

The total car count for the Concours was 28. This has to be close to a record showing. Despite the nice turnout, it would be extremely nice if we could get an even bigger turnout next year for Fiesta 2020. How does 200 cars for 2020 sound? It has a nice ring to it. Start your planning now! Mark it on your calendar and plan on bringing the daily driver or garage queen to Fiesta Challenge next year. Think how nice it would be for our local Porsche of San Antonio dealer to invite potential customers to stop by and see your one-of-a-kind, paint to sample iridium green/gray/black/white 911 4.2 special variant number 33 or how about a plain old daily driver Cayenne with the kids' Fruit Loops strategically scattered in the back seat. You might think I'm kidding but a few years ago when James Shoffit was the Zone 5 Representative he brought his 911 with dead insects sleeping in the back seat. Cars don't have to be "perfect" to enter the Concours as we judge the outside and inside and that's it. Our Concours is more like a Show and Shine and the judges have been pretty liberal in how they view deductions. One judge was heard saying, "I hate to judge these newer cars because there's nothing to take points off for."

Anyway, it really is nice to see the variety of Porsches, the different colors, the old and the new, daily drivers, garage queens, race cars, individual tastes for both exterior and interior and soon "electric Porsches." The People's Choice Award this year went to Jack & Sandy Merrell for their gorgeous 911 SC in Brumos Racing colors. How fitting that Jack and Sandy would win because Porsche won both races at Sebring during the weekend and the race cars were outfitted in Brumos colors. The best way we can thank our local Porsche sales folks for hosting us is to bring lots of nice Porsches to the dealer during Fiesta Challenge so when potential customers stop by to gawk and chat, they have the full spectrum of cars, colors and options on display.



Fiesta Challenge 2019 is in the books. Think about participating in Fiesta Challenge 2020 and you may become the next champion. You need to participate in all three events: the Concours, the Rally and the autocross. You don't need to win everything to be declared Champion. In fact, the previous time we won, we didn't finish first in anything.





# CONCOURS WINNERS

PRESENTATIONS BY JUD WALFORD

PHOTOS BY MIKE MATTHEWS



Laurence Jitts  
Early Air Cooled



Jack Merrell  
Late Air Cooled



Glenn Roman  
944



Richard Bibb  
996 & 997



Robert Moser  
911 & 991



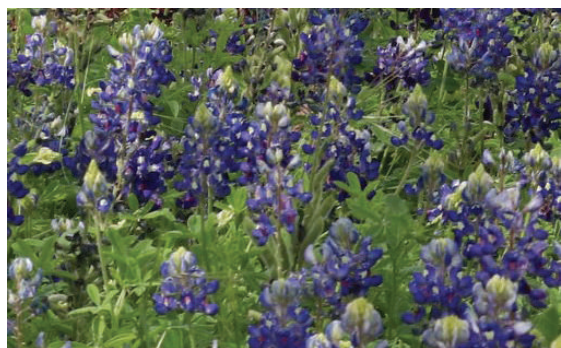
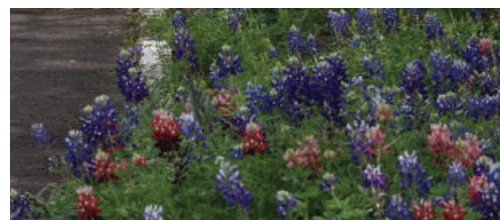
Eric Smith  
Boxster/Cayman



Chuck Bush  
Panamera/Cayenne



People's Choice  
Jack and Sandy Merrell



Overall Winner  
Concours, Rally & Autocross  
Steve & Sherry Farnham





# Fiesta Challenge 2019

## Gimmick Rally

By Susie Bush

Photos by Susie Bush and Shelley Matthews

The theme for this years Fiesta Challenge Gimmick Rally was trains. Big trains and little trains! All participants went on a 72 mile drive that took them from New Braunfels to downtown San Antonio through Breckenridge Park to finally gather at Bombay Bicycle Club for a light dinner, drinks, and awards. For some of the questions, the participants had to look around them as they drove, others questions were at destinations and finally the last questions were to be answered from a moving train! For those that didn't want to wait in line for a ride on the Breckenridge Park Train (90 minutes for most) there was a You Tube video that helped them answer most of the questions. The winners, Tony and Cecelia, answered all but one of the questions correctly! Pictured are all the couples from 1st to 6th place. Congratulations to all who participated and we look forward to seeing you all at next year's Gimmick Rally!



1st Place  
Tony Infante & Cecilia Van Bibber



2nd Place  
Bill & Angela Fetter



3rd Place  
Steve and Sherry Farnham



4th Place  
Bill Dorsey &  
Irene Camacho



5th Place  
Jake & Patricia Broyles



6th Place  
Kris & Betty Campbell



# Fiesta Challenge 2019

## Autocross

*By Steve Farnham*

*Photos by Shelley Matthews*

The autocross was pretty uneventful. The course was straightforward but challenging. There were a couple of tricks, trying to get you to go somewhere that you really didn't want to go. Taking the bait would slow you down. There were no beginners at this year's Fiesta Autocross but most people were enthusiastic about attending a proposed autocross school. Look for more info soon on when the autocross school will be held.

Sherry Farnham set a really fast time in the first run group and it was clear she was going for bragging rights on the drive home. The only one faster in the first group was James Bricken. Steve set a 39.1 time in the second group but when he asked Federico Del Toro if that was good enough to be close, Federico just laughed! We had 28 drivers for the autocross and only one no show. The number for next year is 50!

Why do we need more participants? Because it's fun, fun, fun! That's why. Putting on an autocross costs money and without consistent crowds of 40 to 50 drivers, we run the risk of losing money. Hope to see you out there. It is a good place to learn how to drive your car quickly in a safe environment. The skills you learn during an autocross could save your life someday on the most dangerous place in America: the public highways. Ask me how I know.

Here are a few skills that you will become proficient at during regular autocross events: threshold braking, ability to perform panic stops under control, skillful maneuvering around obstacles while maintaining car control, avoiding objects while traveling at high speeds and confidence in doing all of these.

Fiesta Challenge 2019 is in the books. Think about participating in Fiesta Challenge 2020 and you may become the next champion. You need to participate in all three events: the Concours, the Rally and the autocross. You don't need to win everything to be declared Champion. In fact, the previous time we won, we didn't finish first in anything. the Rally and the autocross. You don't need to win everything to be declared Champion. In fact, the previous time we won, we didn't finish first in anything.





# More Porsche's in Bluebonnets



**GRUPPE 9**  
**AUTOWERKS**

Porsche Service | Restoration | Racing

James Bricken  
[james@gruppe9autowerks.com](mailto:james@gruppe9autowerks.com)

1039 Basse Rd. #21  
210.867.5106

# AUTOCROSS NEWS

■ BY JAMES BRICKEN, AUTOCROSS CHAIR

As I write this the first autocross of the season is behind us. Federico Del Toro did an excellent job designing a course that was easy to navigate for novices but challenging enough (to get you into trouble) for more experienced drivers. Zone 5 rep and our very own Chuck Bush handled trailer duties and was generally instrumental in helping the event to run smoothly. Ron McAtee and Jack Merrill continued with many of their usual duties, emphasizing to me how important they have been to the program over past several years. As usual, many people helped and chipped in and their help is more appreciated than they will ever know. It takes many people and a lot of little details to make these events happen. Thanks again.

Steve and Sherry Farnham took both men and ladies honors, respectively, for FTD (fast time of the day) in their GT4. I came in a close second, driving Donovan Butter's 2.7 RS tribute, and Mike Matthews came in third in his Cayman R. Thanks to the nature of the course, most drivers were able to finish in a narrow time margin, in the low- to mid-40 second range.

As mentioned in my last article, we are imposing new ideas to promote our autocross program. The first is that PCA members can now drive other than Porsche cars at our events (so SUVs, trucks). However, other than Porsche cars will not be eligible for year- end points/awards. Another change is that we will be having events on Sundays as well as Saturdays, and we are going to try to have a beginner's class the night before one of the autocrosses.

The first thing to understand about our new program is the class structure. The classes are basically based on SCCA classes. Classes will then be indexed to the PAX. The PAX index can be found at <https://www.autoxandtrack.com/scca-autocross-2018-pax-index-comparison>. This is the best tool we have available to even the score for everybody. SCCA has hundreds of classes, depending on your car and level of modification. You basically multiply your best time by the PAX factor to get your adjust time. I will do a basic breakdown of stock (street) class since most of us will fall into that category. Stock class pretty much means stock. The only changes allowed are a cat back exhaust and one sway bar. Tires must be 200 tread wear or higher. This means no body modifications, no harnesses, no cold air intakes, etc. Tire and wheel sizes are limited. You can use any normally available factory option available when your car was built.

You can find more information on SCCA classes at <https://www.scca.com/downloads/44442-2019-solo-rules-book-1-complete-2019-02-26-reduced/download> (page 185).

If your car is not stock or does not fit into one of these categories, you will need to review the SCCA rule book listed above and/or contact me or Mike Mathews for guidance. You can also opt out of our year-end points/awards program by placing an X in the box designated for car class (this also applies if you are running a non-Porsche car).

The last thing I want to discuss is safety. Safety is always paramount and affects our ability to get insurance and sites. At no time are course workers permitted to use cell phones, cameras, or other electronic devices while the track is "hot". Course working is serious business. Sometimes a car can go out of control and end up going in an unpredictable direction. Drivers have also been known to get disoriented on course. Even though the speeds at an autocross are not that high, course workers have been hurt and even killed. You should always be paying full attention to what is happening in your area of responsibility. Every course worker has the authority to stop the event if they see something unsafe; don't wait for the call from somebody else. It's always better to be safe than sorry.

As most people know the speed limit on site is 10mph. Burnouts, tire warming, or other exhibitions of speed are not permitted on site. Violators will be asked to leave immediately. I would also like to add that this should apply to adjacent roadways (Retama Way). Selma police regularly patrol that road and cars speeding, coming to and from event reflect poorly on our club and could impact our ability to use this site. And if we lose this site we don't have a plan "B". Affordable sites are hard, if not impossible to come by.



And if we lose this site we don't have a plan "B". Affordable sites are hard, if not impossible to come by.

So be safe, have fun, drive!

#### **SS Class:**

718 Boxster S & GTS (2017-19)  
718 Cayman S & GTS (2017-19)  
911 (991 chassis, incl. GT3; excl. GT2, GT3 RS, Turbo, & Turbo S) (2012-19)  
911 (997 chassis; incl. Carrera 4, Carrera 4S, & Carrera S) (2005-12)  
911 GT3 (991.2 chassis)  
911 GT3 (996 & 997 chassis, non-RS)  
911 Turbo (997 chassis; non-S, non-GT2) (2006-12)  
911 Turbo & 911 Turbo S (996 chassis) (2001-05)  
911 Turbo (993 chassis) (1995-99)  
911 Turbo (964 chassis, non-S, non-3.6S) (1989-94)  
911 Turbo (930 chassis) (1974-89)  
Boxster Spyder (2011-13)  
Cayman GT4 (non-Clubsport) (2016)  
Cayman R (2012)

#### **AS Class:**

718 Boxster (non-S) (2017-19)  
718 Cayman (non-S) (2017-19)  
911 (996, non-turbo) (1998-2005)  
Boxster GTS (981 chassis) (2015-16)  
Boxster S (981 chassis) (2013-16)  
Boxster S (987 chassis) (2009-12)  
Cayman GTS (981 chassis) (2015-16)  
Cayman S (981 chassis) (2013-16)  
Cayman

#### **BS Class:**

911 (993, non-turbo) (1995-98)  
968  
Boxster (non-GTS, non-S, non-Spyder) (2013-16)  
Boxster (non-S) (2009-12)  
Boxster (987, non-S) (2005-08)  
Boxster S (2005-08)  
Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)  
Cayman (non-S) (2009-12)  
Cayman (non-S) (2005-08)  
Cayman S (2006-08)  
Macan S & Turbo (2015-18)

#### **CS Class:**

356 Carrera (4-cam)  
911 (non-turbo, NOC)  
911 Club Sport  
914 (all)  
928 (all)  
944 (16v)  
944 Turbo (all)  
Boxster (986 chassis, all) (1997-2004)  
Carrera 2 & Carrera 4 (964) (1989-94)

#### **ES Class:**

924 Turbo (Audi engine) (1979-81)  
924S (1986-88)  
944 (8v)

#### **FS Class:**

Panamera (2010-16)

#### **HS Class:**

356 (non-Carrera)  
912  
924 (Audi engine, non-turbo)

#### **Cars not eligible for Stock Classes:**

Porsche 911 GT2 (1997-98, 2002-05)  
Porsche 911 GT3 RS (997) (2007-08)  
Porsche 911 Turbo S & 3.6S (964) (1992-94)





# Porsche fun in the Texas Hill Country

By Jim Lowe

Photos by Jim Lowe and Mark Barnes

We are so lucky! But isn't good luck all about a set of circumstances and if we are in a position to take advantage of those circumstances? Well, we all own Porsches, we live very close to the Texas Hill Country, we were all invited to the February drive to Junction, and then to run over those wonderful Hill Country roads to Leakey and beyond. Did you take advantage of those fortunate circumstances?

The drive was a blast. The morning was a little damp, but the sky cleared and a dry sunny day stayed with us the entire time. Even though TXDOT placed a last minute roadblock onto our I-10 route, we did an end-around and arrived at Junction and Cooper's BBQ on schedule. Everyone enjoyed a tasty BBQ lunch and then we were back on the road.

Those legendary western Hill Country roads offer everything a Porsche enthusiast craves. US-377 from Junction is a sweet combination of open straights and long curves, then transitions to those tight hilly curves and switchbacks that make you smile a really big smile. And then there was Ranch Road 336 to Leakey, offering more of those curves and switchbacks. From Leakey we joined Ranch Road 337 to Medina--- another great road that has it all. There were times I thought we were driving around those scary Italian mountain twisties! We didn't make it to the third "Sister" which is Ranch Road 335. Maybe next time.

As a member of Longhorn PCA, we offer each of you so many opportunities to enjoy that magnificent Porsche along with all that fun comradery with the club. Everyone participating on the Junction drive had a wonderful time. Come join us and have a blast!







# 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.  
Contact Rodney Lewis to order.

Hats (shown below) \$9.00 ea.  
Colors available: Pink, Cream, Red, Blue, Charcoal, Black

These items are available immediately.  
Contact Shelley Matthews at 830-438-0471 or  
shelley.l.matthews@gmail.com





# STOP ROCK CHIPS

WITH XPEL **ULTIMATE**™ PAINT PROTECTION FILM



"**XPEL ULTIMATE** is the only way I can have a piece of mind and thoroughly enjoy my newly restored car. On my favorite mountain roads. Long road trips. And back on the track. Without worrying that the fresh paint would get damaged."

#993ProjectRS | @ilko44