

*The*

# Roundup

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

JULY - AUGUST 2017



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MELLOW YELLOW'S DRIVING VACATION

DIY PORSCHE ALPINE ROAD TRIP

IMPROVING THE 996/997 TURBO WING LIFT MECHANISM



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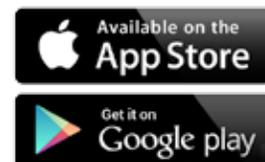
HOLLY SANDERS



I hope everyone is enjoying the last few, hot weeks of summer. As a teacher, going back to work was tough. I am missing my free time. This summer stood out above all others as I got to travel to Germany, France, and Switzerland. I had such an amazing time traveling abroad, and one of my favorite parts was (I'm sure you can guess) going to the Porsche Museum and Factory.

We traveled from Switzerland to Stuttgart on the second to last day of our vacation. I had been anxiously awaiting the museum, and it did not disappoint! We walked around the museum listening to the audio-guide. I loved hearing about all the history and seeing the amazing cars- even the Porsche tractor! After the museum, we ate lunch at the Boxenstopp restaurant. Such a great day!

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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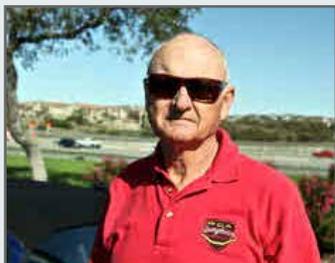
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## ON THE COVER



*Bill & Paula Sims' new 2010 Carrera S gets inspected by a family member in North Texas. Felix approves.*

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### 18-21 DIY PORSCHE ALPINE ROAD TRIP

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### 24 ANOTHER DAY WITH MY WIFE

In this installment, Bob Caran travels to Brownsville with his wife and kids... and tries not to spend all his money

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# CHUCK'S CORNER

LONGHORN REGION PRESIDENT



**I hope this edition of the newsletter finds you all safe and sound, and not impacted by Hurricane Harvey.** Our friends on the coast have not been so fortunate, and I hope they are able to get back on their feet quickly.

The highlight of my Summer so far was the Porsche Parade in Spokane Washington. With Spokane over 2000 miles from San Antonio, we had relatively few folks from San Antonio attend, but they all had a good time! For me driving to and from Parades is a great way to see the country and enjoy our wonderful Porsches. I am always amazed at how comfortable, reliable and responsive our car is and after 5000 miles in it, I just want to get back in and go for a drive. Whether crawling up switchbacks in a mountain pass or blasting across the Plains, a Porsche is truly a pleasure to drive!

This year's Porsche Parade was one of the largest ever, with over a thousand entrants. Spokane was a terrific venue as it has a lovely downtown area along the river, and the host hotels were all very nice. One of the amazing things about Parades is there are so

many activities that before you know it the week is over. Our favorite events are the drives and gimmick rallies, but there are dozens of events suited to every taste. At our August dinner meeting at Chesters's I provided copies of the schedule, and details about the 2018 Parade in Missouri. I'll provide more details in the future, but if you had every thought about going to a Parade this one will be the closest in years, and is in a great location. So mark your calendars for 8-14 July 2018!

At Parade, I attended the PCA board of directors meeting. The meeting consists of reports by all the PCA staff- volunteers who dedicate a lot of time to making our club successful. Our President Caren Cooper laid out the "Vision 2020" for the club which is to:

- Keep member benefit & satisfaction at the forefront.
- Improve member services without increasing volunteer workload, and to ease the administrative load for volunteers.
- Be the #1 independent source for all things Porsche.
- Communicate that the most important option you can buy for your Porsche is a PCA membership.

Other than that, there were four hours of staff updates that summarized succinctly say- the Porsche club is doing well, is working to be responsive to the needs of our members and provide lots of different opportunities to share in the PCA experience.

Back here in San Antonio, there is a lot going on this Fall with our region, and I hope you have the opportunity to participate in some events. Thanks to the Vault for sponsoring a tech session for us on 19 Aug. It was a very nice event, with good food, great cars, and their team did a fabulous job demonstrating and providing tips on how to take care of their valuable cars. There have been some schedule changes, so keep an eye on our website and app for all the latest updates. The drive to Goliad had to be postponed due to hurricane Harvey, and will now be on 30 Sept. The track day at Harris Hill was postponed to 18 Nov because it fell on the same weekend as the WEC/IMSA race at COTA.

I encourage your participation and or

attendance at the car show and concours on 23 Sept in Boerne Town Square Park. We are trying to get a car from each year of the Longhorn region's 55 years to celebrate our anniversary. If you are tired of looking at just Porsches, the Mercedes-Benz club will be participating with us and it will be a fun event in a beautiful venue.

Our region picnic is 7 Oct at the Merrell's hanger, and that is a great opportunity to socialize, make new friends, catch up with old ones, and look at beautiful cars as we enjoy the start of the beautiful Fall weather in Texas.

Hope you are doing well, and see you on the road!

-Chuck



## Goody Store Products

There are club logo patches that can be ironed-on or sewn to your specific garment/cap, etc (shown right). Additionally, we have a club logo decal for the inside of your window(s) that peels off and is transferable to any car. These are available immediately.

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



New caps: \$10.00 each  
 The Black caps come with either a Red or Blue trim color sandwiched between the bill of the cap.

Contact Ron McAtee at 210-654-6639 or e-mail [rmcatee@satx.rr.com](mailto:rmcatee@satx.rr.com)

# MEMBERSHIP REPORT

AS OF AUGUST 1, 2017

Primary members:	419
Affiliate/Family members:	<u>209</u>
<b>Total:</b>	<b>628</b>



*Ron McAtee, Membership Chairman*

## NEW MEMBERS

Anzalotta, Orlando	2006 Black 911 Carrera S
Outlaw, Rawley	2017 Black 718 Boxster
Rivers, Franklin	1996 Burgundy 911 Targa
Bissell, Daryl	2001 Silver 911 Turbo
Bishop, Ramsey	2001 911 Turbo
Phillips, Stephen	1990 Grand Prix White 911 Cab C4
Martin, Mark	2017 Black 911 Carrera
Romero, Michael	2003 Black Boxster
Davis, Ebelle	2014 Volcano Gray Metallic Cayenne S
Sims, Charlie & Anita	2012 911 Carrera S

## ANNIVERSARIES

**5 years** Robert Boxleyan  
Alton Fuller  
Ted & Helena Geisenger  
Holly Sanders

**20 years** Ken & Kathy McKinney



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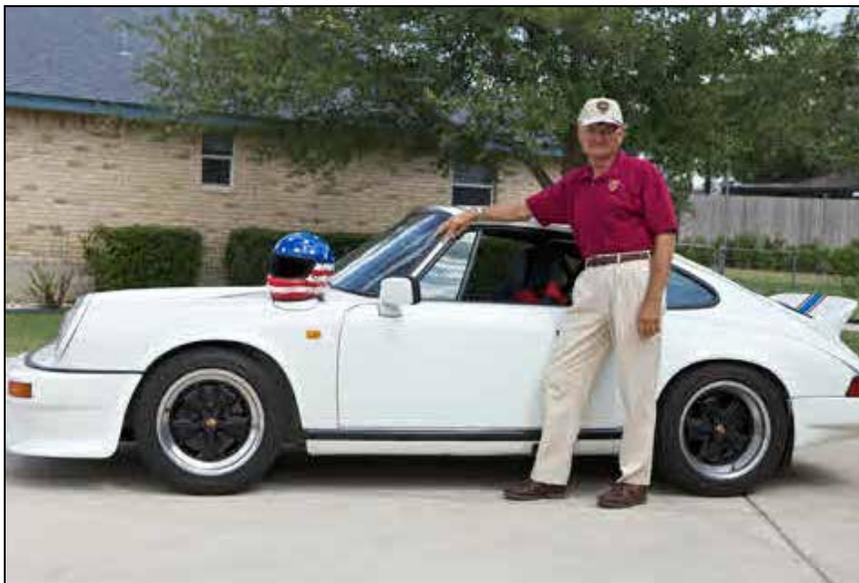
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# MOTORSPORTS TIDBITS

JACK MERRILL, PAST PRESIDENT



**ITS MID YEAR AND I'M JUST BACK FROM THE PORSCHE PARADE IN SPOKANE WA. LOTS OF FAST CARS AND DRIVERS IN THE AUTOCROSS.**

A comment I have heard from drivers, mostly new ones but some experienced, but all driving late model cars is “I feel like I am over driving the car and it is pushing in the corners” slowing me down. In many of these cases the indications you are getting is not because of “overdriving” but instead because of a wonderful safety system in your car doing its job.

Late model Porsche models have a system called PORSCHE STABILITY MANAGEMENT (PSM for short) it is basically a traction control system designed to prevent the car from going out of control mostly on wet or slippery surfaces. When the system senses the rear end sliding it applies some rear brake to get the car back under control. This is great if you are on a slippery surface and the rear end is sliding, BUT the system will also activate when you are going into a corner on an autocross and putting lateral loads on the suspension. For this reason I suggest that you may want to run with PSM off BUT ONLY ON

AN AUTO X COURSE with safe runoffs. You will find that with the system off the car will rotate smoothly and if you are then overdriving or reaching the limit the rear end will slightly drift.

In fact if you go to the Porsche Sport Driving School one of the exercises is to drive a wet skid pad with PSM off so as to feel the dynamics of car handling.

Back to auto-crossing with PSM on. If you do this regularly you will find your rear brake pads are wearing faster than normal. Normally you will get more wear on the front pads as the majority of braking is done by the front wheels on most street cars, but if you are aggressively maneuvering the vehicle with PSM on the rear brakes are activated automatically whenever a significant side load on the suspension is sensed.

So in summary the next time you run an autocross test this out by driving a moderate speed run with PSM off and see how much smoother you go through the turns. That said I strongly recommend you leave this system ON when on the highway or at the track as it may just save your life and prevent damage to your car should you unexpectedly experience loss of vehicle control due to overdriving for conditions.

Remember only test driving with PSM off under controlled conditions so if you do “lose the rear end” you have lots of space to recover. Drive safe and enjoy our Texas summer. **LH**

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# MELLOW YELLOW'S Driving Vacation

■ STEVE & SHERRY FARNHAM

We attended the 62nd Annual Porsche Parade in Spokane, Washington. This was our fifth Parade since attending our first one in 2011 in Savannah, Georgia.

We drove Sherry's GT4, Mellow Yellow. Leaving Texas on June 22nd we headed north, returning back to Texas 30 days later after visiting 12 other states, five national parks, numerous scenic byways and covered 7,137 miles in all.

Our trip can be divided into three segments, the first part was getting to Parade, the second

part was the week-long Parade event and the third was our return trip from Parade back to home. We spent the first two weeks visiting with family and friends along the route to Parade. We traversed Oklahoma and ended up in Kansas, visiting family and friends before a side trip to Slater, Missouri for a family reunion. Little known Slater,

Missouri is the hometown of Steve McQueen. Next, we traveled to Iowa and stopped by the Bridges of Madison County. There were six bridges but some hooligans burned one down a few months before our visit. After more family visits in Iowa, we cruised through Minnesota towards Sioux Falls, South Dakota. The Falls Park

in Sioux Falls is a very scenic place to visit and I unpacked my drone to take a picture of us by the Falls. After lunch we headed west toward Badlands National Park and took some time for the scenic drive through the area. The weather had been marvelous until just prior to reaching the Badlands. We encountered a severe thunderstorm with high winds driving the rain sideways. Fortunately, Mellow Yellow navigated the downpour without trouble and by the time we reached the Badlands the storms had vanished and we enjoyed sunny skies again. After touring the area we headed to the Black Hills, spending a couple of nights in Spearfish. We took several drives including a side trip to Devil's Tower National Monument. After walking all the way around Devil's Tower we headed back to Spearfish and drove the Spearfish Canyon Scenic Byway and then turned onto Highway 87, the Needles Highway in the heart of the Black Hills. The highway ends up in Custer State Park, home to many Bison. We were stopped on the road because a Bison was standing in the roadway several vehicles in front of us. Something spooked the Bison and he took off running, initially parallel to the roadway but then veered directly at Mellow Yellow's driver door. Sherry said she'd never seen a Bison Head get so big, so quickly. I urged her to move forward and



she pulled forward just enough for the Bison to trundle directly behind Mellow Yellow. Later, while driving through the Park's wildlife tour we encountered another Bison. She steered well clear of this fella. After leaving South Dakota we headed west again, through Wyoming and the Tetons National Park, ending up in Jackson, Wyoming for the night. The next morning we were on our way across the mountain pass and into Idaho with our destination being Bigfork, Montana. I forgot to mention that the western states have raised speed limits to 80 mph on most Interstate Highways so you can travel the long distances much more quickly than the old days when speed limits were much lower (more on that later). We arrived at our friend's house in Bigfork after taking the long way on scenic highway 83 in



**TOP LEFT**  
*Mellow Yellow at a stop in Bridges of Madison County in Iowa*

**TOP RIGHT**  
*Roseman Covered Bridge, built in 1883*

**BOTTOM RIGHT**  
*Traffic stopped due to a bison on the highway*



Montana. Bigfork is just south of Glacier National Park so we were excited to drive the Going to the Sun Highway and visit the Park. The scenery is just spectacular and even though it was after the 4th of July there was still plenty of snow in the mountain passes. Speaking of July 4th we attended the parade in Bigfork, hailed as the Biggest small town 4th of July Parade in America. After a great visit in Montana we headed west again, this time traveling on Highway 2 into Idaho again, turning south on the Wild Horse Trail Scenic Byway into Coeur D'Alene and then picking up Interstate 90 to west to Spokane.

This Parade was held “downtown” with the Davenport Grand Hotel as the primary hotel. We stayed at the Historic Davenport a few blocks away and it was really a great experience. The entire Parade week was great! Every time we’ve gone to Parade we try to do something a little different from the previous year. The key to enjoying Parade is to take it all in but try not to over schedule. We entered the Concours, which is always held on Monday as the first competitive event. Parade actually “kicks off” on Sunday with Registration and the Welcome Party. This year they unveiled the new 911 GT3

at the Welcome Party, a beautiful Guards Red one. The last time we entered the Concours we were stressing out at the Welcome Party because we had too much Concours preparation remaining. We solved that problem this year by entering the Street Class of the Concours. The Street Class is about as close as you can get to a “Show and Shine.” It’s really a shame that more people don’t enter this class. The interior and the exterior is all they judge. There are so many beautiful Porsches at Parade! The Concours could definitely use more entries (and a lot more!). We were 3rd in class out of six entries (a Cayman GTS,

a Cayman, an orange GT4, and a couple of Boxsters). We entered the Art Show with some pictures of Mellow Yellow, including a couple of drone photos. There are banquets nearly every evening, starting with the Concours Banquet on Tuesday evening. This year they did something different for the Concours Awards. Instead of giving out the awards at the Banquet, they had all of the Class winners drive their cars up to accept their trophies. This is a superb idea to recognize both the owners and their winning cars at the Concours location immediately after the judging ends. On Wednesday we were scheduled to autocross in the last run group. Mellow Yellow did well but neither of the drivers could muster a low enough time for a trophy this year. More practice is needed. On Thursday we helped out at the autocross with the Texas Grid Team (Jack, Sandy, Chuck, Susie, Lynn and Larry). If you want to help out next year, see Jack Merrell and he'll give you a Texas Grid Team hat. After the Autocross ended we walked over to the Casino across the street for a late add-on event sponsored by Toyo Tires, the Slot Tournament. Friday is the Tech Quiz. Sherry volunteered to help out while I took the Cayman/Boxster portion of the quiz. It's actually a technical and historical quiz and RJ helps write/validate the questions. There were 50 general questions, 25 questions

specific to the class and 5 tie breakers. I've taken the quiz every year but never got close until this year when I placed 2nd in class. Saturday is the end of Parade; gosh it goes by quickly. On Saturday morning they have a 5K run/walk. We both entered the event along with a big contingent of Texans, Chuck and Susie Bush, Jack and Sandy Merrell and Lynn and Larry Friedman. The Texans did well, receiving many medals! The Texans took over the Radio Flyer (second largest in the world) after the 5K run was done. The final banquet on Saturday evening is time to say goodbyes and a chance at winning the Big Prize, a trip to Germany and the Porsche factory. Every Parade is different but we'll remember

Spokane as a fun one. We enjoyed the downtown location although some will say that resort locations are better (last year's Jay Peak Parade was at a ski resort in the middle of nowhere). You'll have to go and decide for yourself which you prefer. Next year's Parade is resort style at Lake of the Ozarks in Missouri.

On Sunday nearly everyone heads home. We headed to Idaho Falls, Idaho but not directly. Taking the scenic routes we headed east to Coeur D'Alene and then south along the lake, a scenic byway. Then, at Lewiston, Idaho we took the Northwest Passage Scenic Byway (formerly the Lewis and Clark Trail) all the way to Montana. The scenery



**TOP LEFT**

*Mellow Yellow in the Badlands National Park*

**BOTTOM RIGHT**

*Longhorn Region table at parade*

is great but the driving is spectacular, 175 miles of twisting roads curving along the river. The next morning we headed back north from Idaho Falls and then entered Yellowstone National Park. After touring Yellowstone we continued south back in Tetons National Park and then headed east on the Wyoming Centennial Scenic Byway for Loveland, Colorado. The highway from the western mountains back east to Cheyenne, Wyoming is pretty long and straight. In fact, it's very long and very straight for as far as you can see. There's not much out there to see, a few small herds of cattle every now and then and some antelope. I had set the cruise on 84 mph but unfortunately the two lane roads in Wyoming don't have the same 80 mph speed limits that are allowed on the Interstates. The long arm of the law went by heading the opposite direction, but not for long. Officer Smith wrote me a ticket for doing 84 in a 70. As my brother said, if you divide the fine by the miles driven, it's only pennies per mile! We arrived in Loveland with plans to drive two of the most scenic roads in America, the Peak to Peak Highway south of Estes Park and the Million Dollar Highway from Silverton, Colorado to Ouray, Colorado. We drove the Peak to Peak Highway, encountering a few sections of road construction delays that are typical of mountain roads during the summer. **LH**



**TOP**  
*Mellow Yellow looks out from Million Dollar Highway*

**MIDDLE LEFT**  
*Sherri and Steve take a photo using their drone in Sioux Falls & mountain goat in Glacier National Park*

**MIDDLE RIGHT**  
*Devil's Tower*

**BOTTOM RIGHT**  
*Giant Red Wagon (2nd Biggest Radio Flyer in the World!)*



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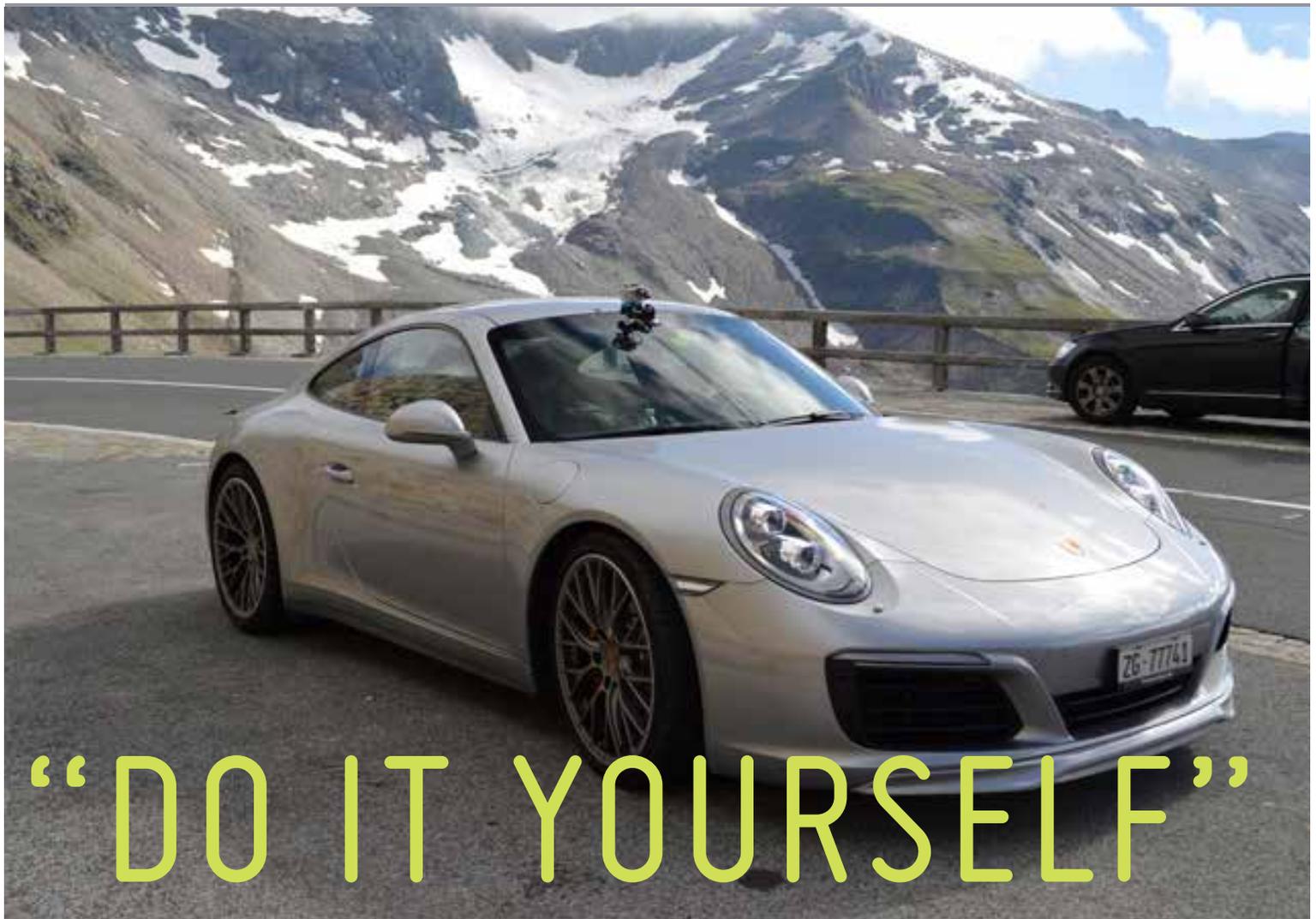
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## Porsche Alpine Pass Road Trip

For a very long time I have wanted to drive a proper sports car through some of the famous passes of the European Alps.

ROB ROBERTSON

Previous business and vacation trips in Europe had afforded a taste of the possibilities, although those Alpine sorties were diluted by the various “typical rent car” sedans I had been driving.

The ideal plan, I imagined, was to order a new Porsche, pick it up at the factory and spend a few weeks driving in Europe before shipping it home to Texas. However, with the required long lead times, juggling of

personal auto inventory and multifaceted scheduling commitments, putting that plan into motion just never happened. Further complicating matters, the recent flood of hostile infiltrators into Germany has greatly reduced my desire to visit there.

In defiance of these unwieldy realities, my ambition for such a driving adventure remained strong and was further inspired by Stefan Bogner’s book *Porsche Drive*.

Bogner relates in detail the routes and adventures of a group of enthusiastic Porsche owners driving a diverse mix of their personal sports cars through 15 Alpine passes in Switzerland, Italy and Austria during a mere four-day period. Active encouragement from my wife, Nancy, launched me into action.

As if they knew what I was thinking, Porsche initiated its “Porsche Drive” operation last year, making available

for rent a variety of the company's automobiles from its Stuttgart headquarters at the Porsche Museum, and from locations in Berlin, Germany, and near Zurich, Switzerland. A seasonal branch has also been opened for the summer at the North Sea island of Sylt, Germany.

Rental fleets are small (example: six cars in Switzerland) so planning and early reservations are essential. Cars available include a selection of well-optioned current models. In addition to the 911 coupe, Targa, Cabriolet and Boxster sports cars, Panamera and Cayenne vehicles are available. A discount is offered for PCA members at Porsche Drive's locations in Germany, but not at the Swiss agency.

Picking up the car at Stuttgart

obviously offers a great opportunity to visit the Porsche Factory and Museum, but we had made that tour several times before. We chose to rent from the Swiss location because of its proximity to the Alpine pass roads while also avoiding potential Merkelistan troubles.

Our rental car was a 2017 911 Carrera 4S coupe, equipped with many desirable options including NAV/Bose, Sport Chrono, Sport Exhaust, "14-way" seats, parking sensors and the dreaded PDK transmission.

An automatic transmission seems wholly inappropriate in a Porsche sports car, but it must be admitted that the PDK is an exceptionally good one. An automatic also makes good sense in a rental vehicle since there

are many unskilled drivers who might be potential customers and the stop-and-go nature of traffic in congested European cities (in addition to the omnipresent summer road repair traffic jams) could invite damage from misuse of a manual transmission.

Left to its own devices, the PDK, when operating in its default "normal" mode, has the disconcerting habit of selecting its highest possible gear. To an experienced Porsche sports car driver this seems distinctly uncharacteristic. It feels wrong, possibly even abusive. Engine speeds of 1000 -1200 RPM while under way trigger a subconscious downshift signal in the driver's mind. Fortunately, the equipment package on our car provided the "Sport" and "Sport Plus" choices, an instantly



**TOP LEFT**

*2017 911 Carrera 4S Coupe rental car at the top of the Grossglockner pass in Austria*

**BOTTOM LEFT**

*Photo taken at speed on one of the passes in the European Alps*

**BOTTOM RIGHT**

*Rob and Ruedi Schwarz, manager of PorscheDrive Schweiz (Porsche Switzerland)*





*European Alps*

available cure for persistent under-revving annoyance. And one can always manipulate the shift paddles to change gears although the tactile connection to the car feels far more artificial than a clutch pedal and shift lever.

Since the idea of this trip was to accrue superlative driving experiences rather than connecting points on the map in minimum time, we limited our travel on the Autobahns and Super Stradale highways and emphasized

secondary roads. Our route took the form of a distorted loop, incorporating several major Alpine passes. There were, of course, “transit stages” between the targeted passes which allowed us to explore an assortment of less well-known mountain roads. Also included, in accordance with Marital Mandate, were stops in cities for “shopping.”

We began our drive in Switzerland, continued south and east through the Southern Tirol and Dolomites of

Northern Italy, arcing northward into the Austrian Alps and the picturesque Salzkammergut lake region, before turning west. The return portion of our loop wound through southern Germany and Liechtenstein on the way back to Switzerland. The scenery was spectacular, the roads were mostly excellent, the passes were challenging and fun to drive.

The Swiss, Austrians and Germans take great pride in their roads and maintain them to a high standard. Unfortunately, weather in the mountains dictates that most repair and maintenance must be scheduled during the summer months, and many pass roads are closed in winter. Trip planning should take this and traffic levels into consideration, meaning that for summer travel June is probably better than July, and August is probably the worst since it seems as if everybody in Europe takes their vacation in that month. Shoulder months of May and September have a higher probability of inclement weather but considerably less traffic. It should be remembered that mountain weather can be difficult to predict and can change rapidly. We were lucky to have good weather conditions during our trip except for a couple of rain intervals, which though intense, passed quickly.

During our first day in the car, a weekday afternoon, we ran four beautiful and entertaining Swiss Alpine passes (Susten, Grimsel, Furka and Gotthard) in rapid succession and found the roads relatively clear of traffic and with only a few active road construction delays. After this

whirlwind initiation to spirited Alpine pass motoring, a pause for a couple of days was necessary to cage and reset Nancy's tumbling internal gyros.

A similarly light traffic situation prevailed during our passage across Italy's southern Tirol region, where we had the opportunity to run several smaller passes en route. Bamboozling the GPS nav system and diverting around road construction often provided an excuse to discover unplanned pass roads. These too were scenic and fun to drive but narrow, sometimes only one vehicle wide, which required elevated levels of situational awareness and caution, especially in the wide-hipped Carrera 4S.

As expected, when we reached Austria and the Grossglockner Hochalpenstrasse (High Alpine Road) for a Sunday passage, there was much more traffic, including many motorcycles and even some bicycles. The Grossglockner was the longest single pass road of our trip, 48 kilometers with 36 major turns and hundreds of lesser bends and kinks. The traffic gave us plenty of opportunities to experience the excitement of the 911's overtaking abilities, with instant 3-gear downshifts and amazing acceleration demonstrating no apparent boost lag from the twin turbochargers. Just press the loud pedal and be instantly teleported to another time and place. Slow traffic was effectively "disappeared" in our wake.

Everywhere we went sports motorcycles were numerous, many of them ridden with verve and flair

by NAFODs\* who had apparently never been hurt (yet). There were also large numbers of touring motos, with a surprising cohort of American Harley-Davidsons, which with their antediluvian Fat Boy design are now evidently considered to be "exotics" in Europe.

(\* No Apparent Fear of Death)

Freestanding "waystation" style hotels on the pass roads appeared to mostly cater to the monotrack 2-wheel travelers. While some of the small villages along the route also offer accommodations, they are usually of the traditional Eurostyle inns, except in the established ski resort areas where there are, appropriately, more choices for food, drink and lodging. With a few agreeable exceptions, we chose to make our overnight stays in or near larger towns and resort areas, where we could expect to find "all mod cons" including air conditioning, en suite baths, wi-fi access and a

generally higher level of luxury and convenience.

Being able to plan your own trip on a flexible schedule tailored to your own desires and whims, may not appeal to everyone. There are plenty of organized tours available, even some catering to Porsche enthusiasts who want to drive themselves, as can be seen in the numerous advertisements in Panorama and Excellence magazines. But for some of us, buying or renting a new Porsche and exercising the freedom to set your own itinerary and pace is by far the best way to go. With today's wide access to information and reviews on the internet, it is easier than ever to do it "your way" without the necessary restrictions and inconveniences of group travel. And if you like to drive, having a fine Porsche automobile for your trip can greatly improve the travel experience. We would do it again tomorrow! 



European Alps

# PARADE PHOTOS

STEVE FARNHAM



**Longhorn PCA members finished strong at Parade this year.** Sandy Merrell took first place in her class for second year in a row on a tortuous 5K run/walk course, and Susie Bush finished second in her class. Chuck Bush and Steve Farnham also finished “in the medals” getting 3rd place in their respective classes.

Steve Farnham was the only Longhorn Region member to take the Tech Quiz, finishing second in the Boxster/Cayman class.

Saturday evening is a wrap on the Spokane Parade with the Victory Banquet. All of the Longhorns headed home on Sunday morning.





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# ANOTHER DAY with my wife

BOB CARRAN

A while back I wrote a story about my families vacation to a place northwest of Cabo San Lucas called Todos Santos. Perhaps some of you read about how in the middle of nowhere while my wife was attempting to spend every penny I have and, in the middle of nowhere, my boys and I stumbled across a really interesting 911. If you didn't read the story, check back to the November/December issue of 2016, and this new story will make sense for everyone.

So in this episode...my wife and I were in Brownsville Texas on a narrow road where the Rio Grand was on one side and Mexico the other. This was a somewhat rainy dreary March day..and, once again, my wife was in her tactical mode of seek and spend on what appears to me as being totally useless stuff that for all intents and purposes was another spousal mission to decimate my credit card.

I was board out of my mind so I followed her into this one shop where after what seemed to be an eternity - I was slowly slipping into a coma while she had to touch every item and of course ask me what I thought.

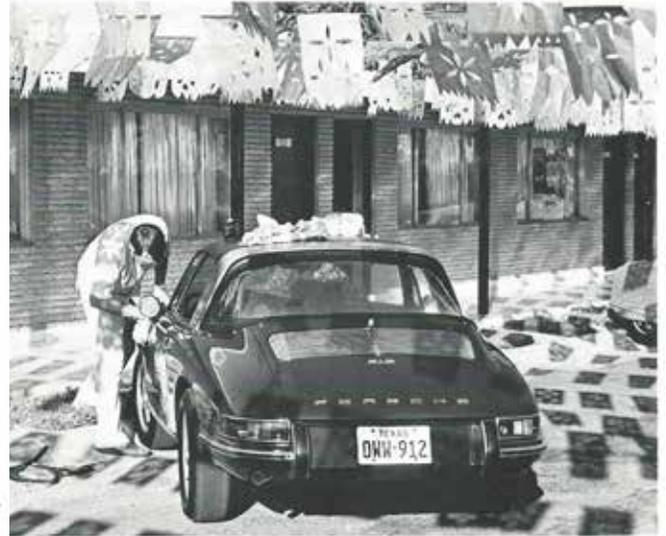
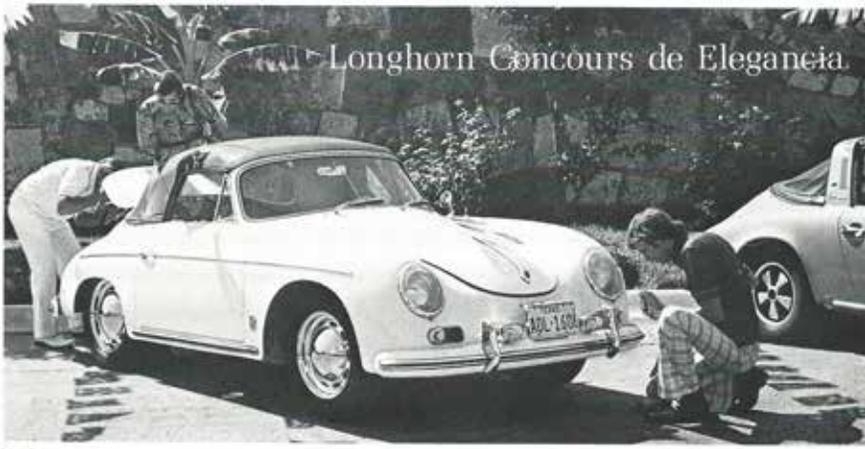
I told her I had to get out or I would go nuts and she said..SO GO!...So I did, as I left the shop of horrors I looked up and this is what I saw...

I shook my head and thought this is so unreal given what happen in Todos Santos months earlier. After digesting all this I realized that for whatever reasons it seems that whenever I am held hostage to go shopping with my wife that the one thing that always makes me feel better is when I think about my 911. Immediately following that thought I heard my wife shout..”HONEY I NEED YOUR CREDIT CARD?

I can't win. LH



# BLAST FROM the past



**SOUTH OF THE BORDER** was the setting for the first Concours de Elegancia, sponsored by the Longhorn Region. Excited Porsche owners gathered from Mexico as well as Texas to join in the merriment of the tropical gardens of the El Rio Hotel in Nuevo Laredo, Mexico.

Arriving Mexico at one o'clock Saturday afternoon the ladies spent the remainder of the day shopping, while the men held informal tech sessions around first one car and then another. At five o'clock the ladies returned laden with many gifts purchased from the

quaint shops and market places that only abound in Mexico.

Beginning at six a most enjoyable party around one of the tropical pools was held with music, wonderful food and drinks. It was here that the first drawing of door prizes began. The Porsche dealers in San Antonio, Austin and Laredo were very generous in their gifts and most everyone was a winner—anywhere from a decorator's mirror to fog lamps to car wax. These drawings were to continue throughout the event.

Senor Manuel Rivero from Monterrey, Mexico, and



Mr. Charles Davis, president of the Maverick Region from Ft. Worth, Texas, traveled the farthest to participate in the Concours.

The final day of the Concours began with a morning after party which was welcomed by all while the cars were prepared. The cars were lined up under gala decorations of fiesta Mexico while the judging began. The head judge was Mr. Bill Jones. As the judges moved from car to car they were followed by Mariachis serenading them. ■

**Concours Results:**

- Best In Show** 1971 911T Paul & Gloria McDougall—San Antonio, Texas
- Most Popular Car** 1959 356B Bill & Virginia Jones—San Antonio, Texas
- Class Winners** 1970 911E Peter & Sherry Rogers—San Antonio, Texas
- 1972 911T Bill & Helen Reeves—San Antonio, Texas
- 1969 912 Targa Kermit Fox—San Antonio, Texas
- 1973 914/2 Dewey & Jean Dykstra—Austin, Texas

18/PORSCHE PANORAMA

This article featured Longhorn Region in Porsche Panorama from February 1976. Thank you to our Historian, RJ Wilmoth for sharing this!

# IMPROVING THE 996/997 TURBO WING LIFT MECHANISM

DAVID J. COOPER, RALLY SPORT REGION

A few years ago, my Porsche® 996 Turbo's hydraulic wing lift system failed... twice... The first failure was before I bought the car. I purchased my 2002 Turbo knowing that the wing did not go up and down as it should.

Being an engineer, I thought it must certainly be a rather simple repair. Researching a few popular online 996 Turbo forums, there was quite a bit of advice on how to fix the problems with the hydraulic wing system.

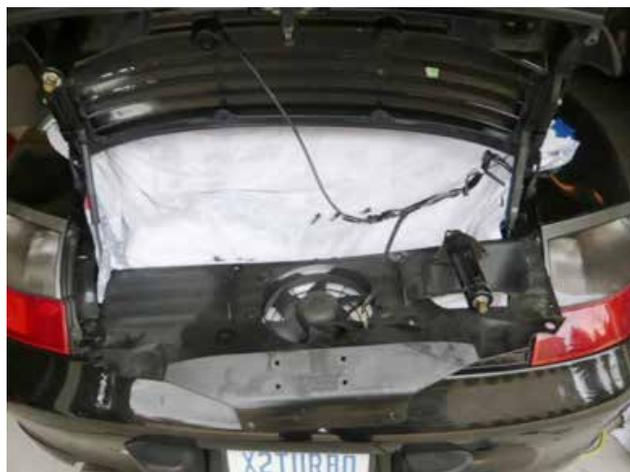
Step 1 was removing the 3-piece hydraulic mechanism from my Turbo's back lid and disassembled it on my work bench.

Removal of the 3-piece hydraulic system and subsequent troubleshooting

took quite a bit of effort – and was a very messy job with power steering fluid leaks and drips. But I was driven to find the root cause of failure and finally discovered plastic components that had partially melted inside the 12V motor along with the PS fluid leaks. It was clear that the system was never intended to be refilled, much less regularly maintained. Once the motor was repaired and the hydraulics refilled, bled,



tightened up and bench tested, the mechanism was installed back into my Turbo. Problem solved...I was proud of my





repairs.

Just a few months after the rebuild, one of the hydraulic rams catastrophically failed, leaking PS fluid down the back bumper and into the engine bay. The wing was stuck up on one side and wouldn't move.

Further research verified that the hydraulic ram cylinders cannot be rebuilt without cutting them apart to replace leaking internal seals – then resoldering the assembly back together. From stories on the forums, it became apparent that there are a quite a few failure modes:

- Drive motor overheating (my root cause problem)
- Leaking ram o-ring(s) (my other root cause problem)
- Leaking banjo fitting(s)
- Leaking syringe pump seal(s)
- Broken plastic plunger block
- Malfunctioning micro-switch(es)
- Broken ram spring(s)
- Deteriorated shaft wiper seal(s)
- Contaminated fluid
- etc.

Why would such a failure prone mechanism ever be installed on the 996 Turbo? Further research revealed that Porsche®

designed and patented a “Motor vehicle with a rear end spoiler device”, or the bi-wing design, that for the first time provided negative lift (or downforce) on the Turbo. Porsche needed a dual cylinder lifting mechanism for such a wing and went outside to find the mechanism. A hydraulic mechanism was designed, patented and supplied by a German supplier to Porsche in time for the 5th generation water cooled turbo production start in 2000. This same hydraulic mechanism was

used for the Carrera GT wing and again for the 6th generation 997 Turbo wing. It was clear to me that there had to be a better device for raising and lowering the wing.

My engineering instincts kicked in, causing me to wonder how to improve the overly complex, and failure prone hydraulic wing lift mechanism.

My goal was to design and build a simple all-electronic wing lift mechanism for my car that is robust, yet easy to install and work on without special tools. I searched for a 12 volt electric ram and found devices that are used to position photovoltaic panels in the desert. Perfect for placement under the Turbo's lid! I then designed CAD prototype parts and had them machined for trial fitting. A local water-jetter and machinist were secured to produce the various prototype parts out of billet aluminum (See photo below).

The next challenge was figuring out the electronics, which was

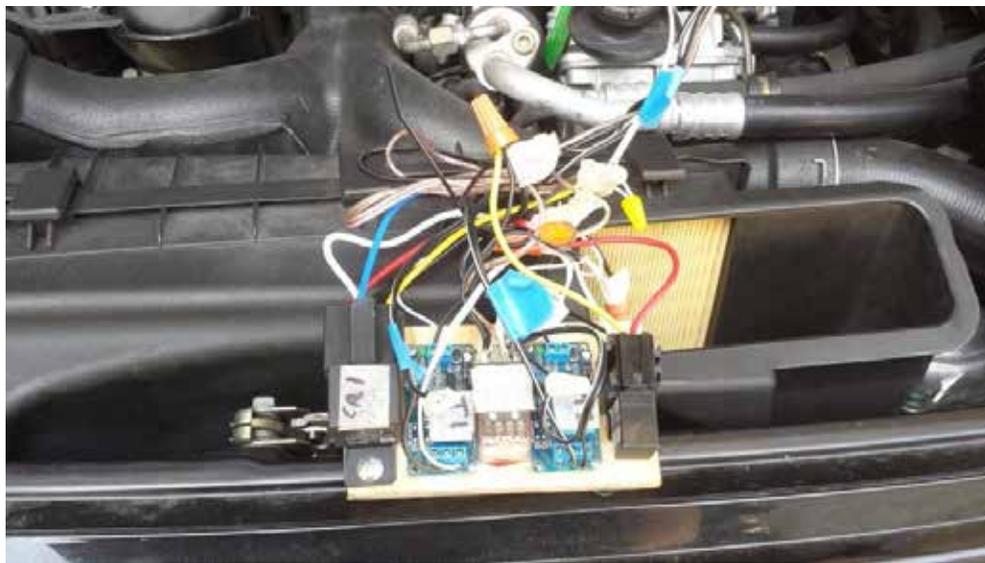




the most time consuming piece of the puzzle. In the stock Turbo, should the wing not move, or extend up all the way, or take too long to deploy, the dreaded Spoiler Warning is displayed on the instrument cluster.

It was necessary to understand the switch logic and reverse engineer what the original programmers had coded into the cluster ECU in order to circumvent the warning. After completing the ladder logic, I made a prototype electrical gizmo with relays and programmable timers mounted to a plywood board for in-car testing. It functioned perfectly to circumvent the warning.

The final challenge was figuring out how to fit all of the electronic



components into a small waterproof box – with that piece done, it was mission accomplished: Lighter, More Robust, 3 Heights, Virtually Plug & Play and NO MORE HYDRAULICS!

After all this work, I wondered if an electric wing lift mechanism might be desired by other 996 Turbo owners? As it turns out, the 4th most popular post on a well-attended 996 Turbo forum, at 55,911 views, is “996 TT rear spoiler problems – Help!” The original idea was to improve upon the factory hydraulic system in my car, but maybe others would benefit from a solution to replace their dysfunctional spoiler mechanisms.

To find out, I created a post on the same 996 Turbo forum titled “Beta Testers Needed for Electric Spoiler Rams”. In short order, 24 fellow 996 turbo enthusiasts stepped up to test out my new wing lift kit and provide feedback. Currently, my “Beta Testers” post is in the top 15 with 27,958 views.

I had my answer. Early in 2015, I created a company called Rennkit to provide a replacement electric actuation system for the wing hydraulics on 996 Turbos. Any new company must hand out titles. I chose President, and my wife was awarded the title of Chief Bubble Wrap Officer (CBWO). The first “eRam” kit was installed on my 996 Turbo in March, 2015, followed closely by



Porsche® 996 / 997 Turbo eRams

the two dozen beta testers.

The Rennkit website was launched to explain the infamous factory hydraulic system and failure modes and to provide details about the distinctive eRam wing actuation system. The electric wing lift mechanism was unique enough to file for a provisional patent. The final check was high speed track testing; which took place at our club's annual Grattan Raceway DE event and again at another club's Mid-Ohio Sports Car Course weekend DE event. The highest extension version is

the 4" eRam, which added more rear downforce to improved lap times.

With Rennkit up and running, the next development was for the 997 turbo eRam kit, which was accomplished 6 months later. The first 977 turbo eRam beta tester claimed 200 MPH runs with his 3" eRam kit installed.

At the moment, I don't have any plans to develop a kit for the Carrera GT, unless that one-off request comes in. So, what quirky part on your Porsche® should be reimagineered? **LH**



## GOOD NEWS!

Our PCA drive to Goliad is rescheduled for Saturday, 30 September 2017. Jim Lowe has confirmed with the Hanging Tree Restaurant and they are operating at full speed. Even though Hurricane Harvey dealt them a lot of wind and rain, Goliad did not experience flooding and sustained little damage.

Everyone who wishes to attend the 30 September drive must RSVP to Ron McAtee, (email [longhornpca@gmail.com](mailto:longhornpca@gmail.com) or call 210-654-6639) no later than Friday, 22 September 2017. Please submit your RSVP and menu choices even if you were on the list for the original drive on 26 August.



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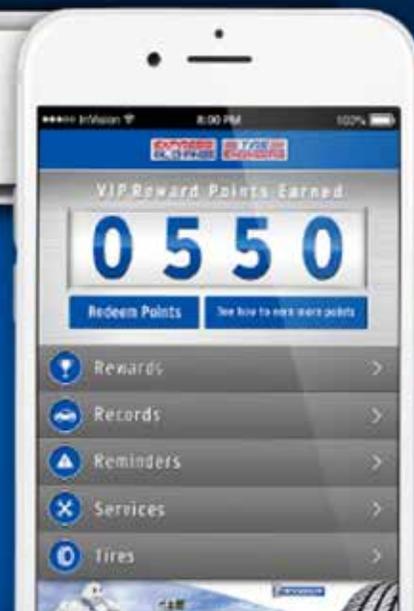
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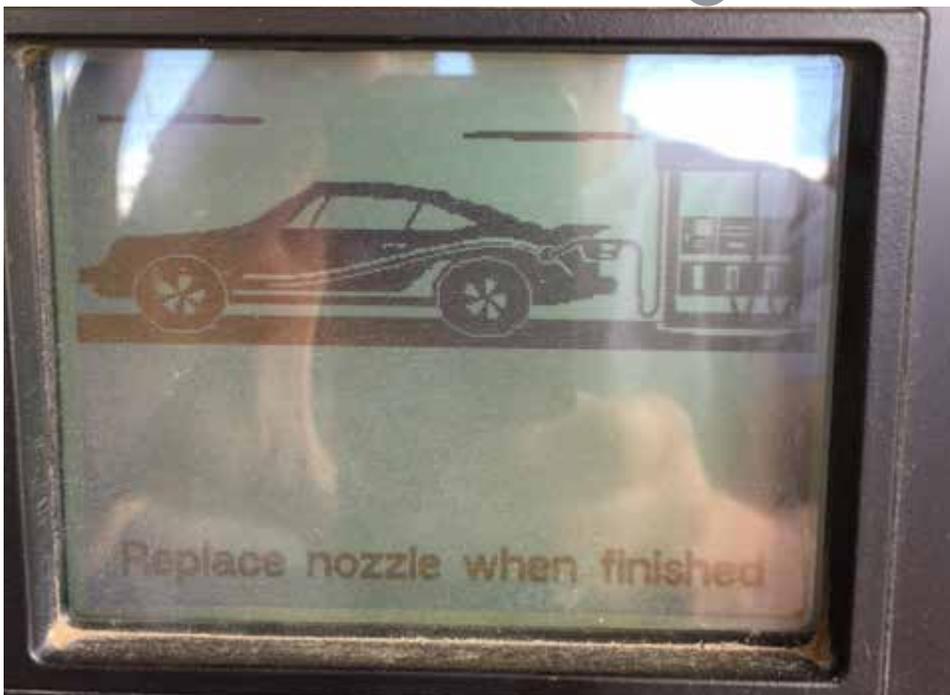
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# ONE COOL gas station



While on vacation in Colorado, I was surprised to see something very interesting while refueling our truck at a Conoco station in Trinidad. The pump displayed an image of vehicle that looks like a classic 930 Turbo. We thought it was kinda cool!

-Kris and Betty Campbell

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