

# The *Roundup*

**Longhorn Region PCA  
May-June 2023**



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# **PORSCHE**

# The Roundup

Vol. 18 - Issue 3  
May-June 2023



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## ON THE COVER

Cars get prepped and ready for the concours at Fiesta Challenge.

# 2023 LONGHORN REGION LEADERSHIP



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President



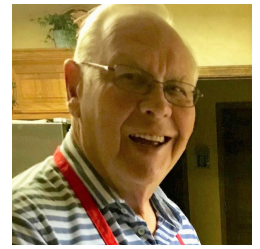
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To find out more information on a committee or how to volunteer, email [www.longhornpca.org](mailto:www.longhornpca.org)

For information on activities to help with, contact a committee chair by visiting - [www.longhornpca.org](http://www.longhornpca.org) - and click on the Volunteer tab.



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Forward all publication submissions or to reserve advertising space please contact the editor, Shelley Matthews an email..

# 2023 Calendar

## Longhorn Region Events

### PCA/Other Region Events

For full calendar and latest information go to [www.longhornpca.com](http://www.longhornpca.com)

#### May:

- 4 - Monthly meeting - BigZ Hamburgers
- 6 - Drive to Laurel Tree
- 19 - Track Day - Harris Hill Raceway
- 27 - Autocross - Tree of Life Church

#### June:

- 1 - Monthly meeting - John the Greek
- 10 - 75th Anniversary celebration - Porsche of San Antonio
- 17 - Autocross - Tree of Life Church
- 24 - Drive to Twisted Sisters/Coopers BBQ Junction
- 18-24 - Porsche Parade - Palm Springs, CA

#### July:

- 6 - Monthly meeting
- 8 - Drive to Kerrville
- 15 - Historical Tour

#### August:

- 3 - Monthly meeting
- 18 - Werks - Monterrey, CA
- 19 - Breakfast to OST in Bandera amd drive
- 28-Oct 1 - Rennsport - Laguna Seca, CA

#### September:

- 7 - Monthly meeting
- 8-10 - Boxstoberfest - Fredricksburg, TX
- 20-24 - Treffen - St. Louis, MO

28-Oct 1 - Rennsport - Laguna Seca, CA

30 - Fall Picnic - Jim Peck's home

#### October:

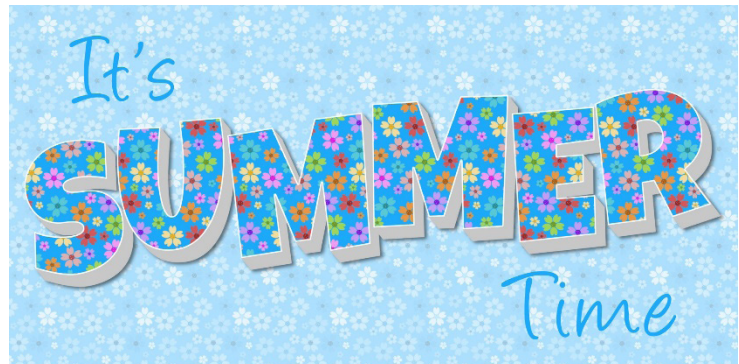
- 5 - Monthly meeting
- 20 - Track Day - Harris Hill Raceway
- 20-23 - F1 - COTA
- 28 - Trunk-n-Treat - Boysville/Girlsville

#### November:

- 2 - Monthly meeting
- 4 - Drive to COTA for SVRA
- 11 - Drive to Fredricksburg
- 9-11 - Porsche Palooza - Eureka Springs, AR

#### December:

- 9 - Christmas Party - The Club at Sonterra



***Dates and locations could be subject to change. Please check the website calendar most up-to-date information at [longhornpca.org](http://longhornpca.org).***



Summer is knocking on the door and soon we'll be feeling those dog days again. Let's not break the record for 100 degree days this year please.

Much appreciation goes out to all the Longhorn members that made our 41st annual Fiesta Challenge such a rewarding event. I am very grateful for the much needed help provided by these generous members. Jack Merrell with his Porsche dealership liaisons. Jud Walford for our event registration, concours and golf events. Irene Camacho for coordinating the paint with a purpose fundraiser. Michael Vriesenga on planning and conducting the Rallye. Rick Elizando with his valuable assistance. Mary Walford and Sandy Merrell for handling the charity raffle and lunch activities. Ron McAtee, Michael Sorbera, Mikel Matthews, Chuck Bush, Tom Schadegg and James Bricken with their concours judging talents. We can be proud of everyone's participation and generosity. This year we raised \$4500 in charitable donations. We continue to supporting local organizations which provide needed services to our community. Meals on Wheels and K9's for Warriors provide life changing services to many San Antonio families. They sincerely appreciate our kindness and donations. Thank you for supporting their efforts.

Autocross is on the calendar for June 17th. This will be last event before a summer break, away from the blazing hot tarmac. Chuck Bush is tour master for a Twisted Sisters drive on June 24. First leg is an I-10 run to Junction for a Coopers BBQ lunch. Then each of the Twisters and some



rolling back roads are all part of the route back. In July we have our first ever Historic Tour to honor all the Porsche's of the past. Organized by tour master Klaus Weismurm and Michael Sorbera, this is one you won't want to miss. Mark your calendar for July 15th. You can find quick info and registration links for all scheduled events with the Upcoming Events scrolling calendar on our homepage.

Whatever your plans may be this summer, I hope you will get out and enjoy yourselves. Our region events are great for sharing all things Porsche and finding new friends along the way. I encourage you to join fellow LHR members at any of our fun driving and social activates planned this summer.

Happy Drives,  
Chris Royter  
LHR President



# Editor's Observations

By Shelley Matthews

We've had a **busy couple of months** with Fiesta Challenge, drives, monthly meetings, autocrosses and track days. We've got a summer full of more of the same. Keep checking the calendar on the website for the most up to date information and additional events.

Summer and vacation time are here! Don't forget to send pictures for the **Photo Contest** (see page 39 for submission information)! Please specify the picture is for the Photo Contest. We'll put together a 2024 calendar with pictures from the winners and some of the submissions. So get out your cameras and get snapping!

**PCA and Princess Cruise line** have joined forces to give PCA members special pricing to cruise throughout the world. On March 26, Mike and I and 27 other LHR members boarded the Ruby Princess cruise ship in Galveston, TX. for a 7 day cruise to the Western Caribbean - checkout pages 28-29 for the story and pictures. We learned a lot and had a great time. PCA is putting on a Treffen at Sea (see page 30-31 for more information) in December leaving out of Florida. If you love cruising, check with Princess Cruise line PCA representatives about destinations, dates, and pricing! If you'd be interested in joining LHR members (and maybe members from other Texas regions - maybe a Zone 5??) for another cruise out of Galveston or somewhere else (maybe Alaska???) Let us know!

A big **THANK YOU** to Chuck Bush, Stephen Grigory, Mike Vriesenga for writing columns on some of the events we had this issue! And to Rik Aguilera for writing his continuing column - Rik's Ramblings! I love it when people write about their experiences to share with the rest of us! Keep on writing ya'!!!



## PCA members make a difference in their community!

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES:  
[www.pca.org/members-making-difference](http://www.pca.org/members-making-difference)

OR SUBMIT YOUR REGION'S CONTRIBUTION:  
[www.pca.org/contact-members-making-difference](http://www.pca.org/contact-members-making-difference)



**PORSCHE CLUB  
OF AMERICA**

# Targa, California ~ what a ride!

Article and Photos by Chuck Bush

One of the most famous Porsche rallies is the Targa California. Held since 2009, this event explores the fabulous roads of California. It is held in a different location every year, to leverage all the great roads available out there. This year was 690 miles of roads exploring southern California. The Targa is mostly limited to older cars, but exceptions are made by the organizers. The largest percentage of cars in the Targa are air cooled Porsches- probably about 80 percent. But there were quite a variety of other sports cars- early Alfa Romeos, BMWs, Triumph, Corvairs, Corvettes, etc. As someone that mostly goes to Porsche events, that was a lot of fun.

So how did I hear about this way out here in Texas? One of our longtime members, John Milne, approached me about it and asked if I was interested. He gave me all the info, and after talking with the event organizer, I got approval to enter the event with my daughter Ashley's 1975 911S Targa which was conveniently already in California.

The Targa is a full three-day event, so I met John at the first hotel in Palm Desert California in the Coachella Valley.

Day one was Thursday 17 May. After a short driver's meeting, we split up into groups, and headed out into the desert. The morning route took us past Palm Springs, Pioneer town, and The Joshua Tree National Park which is really fabulous. We ended up at Chuckwalla Valley Raceway. This raceway is located in a valley in the Mojave Desert and is pretty flat and was over 100 degrees this time of year. We got to do some laps on the track led by a pace car to keep our speeds down. It is a very fun track with a large banked 180-degree turn. After playing on the track for a bit, we had a nice catered lunch.

In the afternoon, we headed out through the desert on some great roads through a twisty Box Canyon Road. With no pace car and wide-open roads, you could say the drive was "quite spirited". This is when all that time doing autocrosses and track events really pays off. Our route took us past the Salton Sea, over some large hills and into the desert town of Borrego Springs where we spent our second night- and a lot of time in the pool cooling off after a hot day. Borrego Springs is a nice little desert town- kind of like an oasis. One of the neat things was the many metal sculptures

on the outside of town. My favorite was a huge dragon that goes from one side of the road to another. As we were all parked around the statue a California Highway Patrol officer stopped by to check out our cars. He was really nice and even posed for a photograph pretending to arrest the Targa organizer.

Day two was much cooler as we got out of the Coachella Valley into higher elevations in the San Gabriel mountains and headed south towards the US-Mexico border. As we turned East into the mountains, and the Cleveland National Forest, the roads were even more beautiful as we were surrounded by trees and wildflowers. We ended up just east of San Diego at the Sycuan Casino Resort.

Day three was a beautiful 150-mile drive north through the Cleveland National Forest, up past Mt Laguna and Palomar Mountain into Old Town Temecula. It was very wooded and hilly terrain- great for our little sports cars. In the afternoon we come back on much the same route for another night in the resort. More pool time and a closing dinner followed.

The next day, John and I got an early start and drove our cars back to San Antonio. A bit of a long haul, but our cars performed great and got us home safely.

I am so glad I got to make this trip. The people, cars and scenery were wonderful, and I am already planning my next drive.

Taking a break at the Summit. The leather bag on my daughter Ashley's targa was part of the welcome packet and you could win a prize for submitting pictures during the rally with the bag in the picture.







Lineup



Box Canyon



Chuckwalla Raceway



Rally Cars



Borrego Springs Resort



Old BMW



Overlook stop



Cleveland National Forest



Starting point



A Dragon protects the cars



Just because his Targa looked like it went over the speed limit



Susnet at Borrego Springs Resort

# MEMBERSHIP REPORT



Primary members:	589
Affiliate/Family members:	308
<b>Total:</b>	<b>897</b>

## New Members as of May 1, 2023

Brad Beldon	2023	911 Targa 4S
Ruben Bonales	1975	Carrera
Tyler Carlston	2017	718 Boxster S
Christopher Caron	2002	911 Carrera
John Finnell	1970	914
Francisco & Elian Hernandez	2016	Boxster
Sam Jeitani	2005	911 Carrera S
Siria and Lester Luckey	2016	Panamera S E-Hybrid
Javier Nunez	2007	Boxster
Kevin Schuble	2019	Carrera 4 GTS
Cade Steen	2022	911 Carrera S Cabriolet
Sergio Ugazio	2003	911 Carrera S Cabriolet
Craig Watkins	2016	Cayman GT4
Chris Wittwer	2016	Cayman GT4

## Transfers In:

Thomas & Wendy Cury	2009	911 Carrera
Thomas & Lisa Ann Kincheloe	1963	356
Samuel Montemayor	2005	911 Carrera Cabriolet
Nick & Shelby Patti	2006	Cayman S
Bradley & Ann Walker	2012	911 Carrera S
Frederic Wohlgemuth	1986	911 Carrera

## From:

Maverick  
Hill Country  
Hill Country  
Hill Country  
Lone Star  
Kansas City

## Transfers Out:

Marc Bodley	2008	911 Turbo
Jerry Courson	1976	911S
Michael Hendry	1991	911 4 Cabriolet
Matt Serrano	2016	Boxster Spyder
Dawn Van Buskirk	2023	Macan

## To:

Hill Country  
Hill Country  
Vancouver Island  
Hill Country  
Hill Country

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## **May:**

### **50 years**

Gary & Penny Perser

### **20 years**

Federico Del toro

### **10 years**

Brian Lichy

Gary Smith

Steve & Yoli York

### **5 years**

Mark Maniscalco

Mark Deschenes

Ignacio Fortuno

Haven Stewart

Joseph Stuart

### **1 year**

Richard Aguilera

Travis Dooley

Salvador Jimenez Emanuelli

Eddie Kaufman

Danielle Schneider

Andrey Trofimchuk

Nathan & Amy Whyntott

# Anniversaries

## **June:**

### **10 years**

Ralph & Sylvia Crevoisier

### **5 years**

Tony East

Ted Hattori

### **1 year**

Ralph Carlson

Don Coronel

Gene Farroux

Kimberly Hayes

Gene & Brenda Huegin

Ben Mcpeak

Liliana Padilla

Roger Romo

Roy Sanders

David Smith

Gary & Eunice Sowers

David Starratt

Rebecca Yard

# Rik's Ramblings

by Rik Aguilera

## Driving SLOW cars FAST

I have never been a fan of the phrase personally. Mainly due to perception. Perception of what is SLOW and what is FAST. This is a phrase I have heard a lot within the last few years, and it always strikes me as odd, mainly because of what some consider to be SLOW. Yes, personal experience is a huge factor in placing these monikers upon a vehicle and is what I consider when I hear someone say this phrase. I will admit though, that the vehicles that are considered “slow” by today’s standards ARE the most fun to drive.

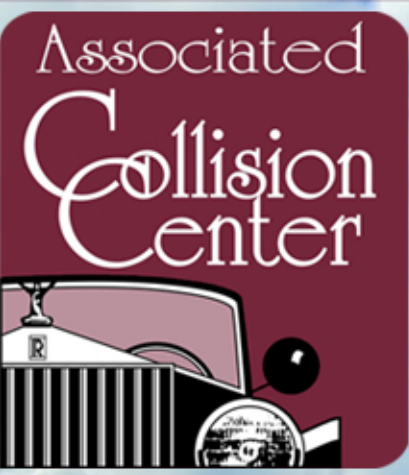
Speaking of “today’s standards”, can we all admit that cars today are just insanely fast and powerful. Not just crazy fast, but way beyond the capabilities of the majority of the people who buy them. Without their computer aids to drive the car, they would be undrivable by the public. Their level of power and speed then change the definition of what is slow. A car that has a top speed of 157 mph and 0-60 times in the 4 to 5 second range is now considered SLOW. But anyway, that is a rant for a different time. The best way to learn how to be a better driver is to drive “slow cars quickly”, yes, quickly. Learning how to become a smoother momentum driver will raise your talent and driving skill to levels you probably did not know you had hidden. This is where Auto-cross and Track Days come in. The best drivers in the world cut their teeth in “slow” cars. I remember jumping from go karts to Formula Fords. Not a fast car by any means but learning how to keep it on the track while being flat out most of the time was an education on “momentum” driving. Moving on too much, MUCH faster cars was easier due to skills I learned in slow cars.

Let’s be honest, “slow cars” are actually more fun. Yup, I said it. Don’t believe me, well get in a 944, or a 986 Boxster and hit the backroads. You can actually USE the power that these cars have. They are not point and shoot cars. They are momentum cars that handle really, REALLY well. So well that I have often run away from cars with twice, three times the horsepower as my little 986, all due to handling and smooth driving. A momentum car makes YOU learn how to drive, how to balance the car, how to brake and apply throttle. Teaches you how to shift, yes shift.

I love to drive. It is therapy, it is entertainment, and it IS an art. If done right of course. Well, if done wrong it could go from being a Da Vinci to being a Pi-casso... Still art, but... Anyway, It is why I have had Porsches most of my life. I have had some really fast Porsches (we built a twin turbo 930 with huge KKK turbochargers and a dyno sheet that showed 680 horsepower at the wheels... 2400# car... stupid fast.) So being someone who LOVES driving the backroads, loves being able to use ALL of the car. Loves finding that ZEN moment when you become one with the car. Can feel the weight transfer, the balance, experience WHY your car was built. Those are the moments when you can hear angels sing! Or the engine sing. Yea, the engine.

Jay Leno actually has this line that I have heard a few times. It makes sense. “Who cares if a car can go over 200 mph. The most fun you can have in a car is 0 to about 130. Beyond that, well, you are going to jail.” This is very true. Now, I want to make something clear. I absolutely LOVE cars. I have spent my life building, restoring, racing, authenticating for customers and just plain DRIVING cars. I also love horsepower. But there is a place and need for learning how to drive slow cars fast. And the more analog your slow car is the better. YOU need to be the driver, not the computer. YOU need to control the traction, stability, braking and shifting. If this is not something you have available to you, then hit me up. I am always willing to get another person addicted. Stay safe and HAVE FUN!





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KEVIN D. ROBISON - PRESIDENT

# Autocross Results from Apr 22, 2023



PCA	Place	Car #	Name	Car	Run 1-8								Class/ PAX	Best w/PAX
	1	33	Stephen W	2016 GT4	54.135(1)	49.273	49.854	49.095	48.554	48.051	47.555	47.643	SS 0.833	39.613
	2	112	Ignacio F	2009 Cayman	64.197	64.052	50.438	-0.145	49.165	50.376	57.613	48.309	AS 0.823	39.758
	3	117	Lester O	2006 Cayman S	50.074	47.509	47.064	45.623	48.322(1)	45.986	47.394	46.445	SSM 0.879	40.103
	4	97	Frank L	2007 Cayman	53.208	51.939	52.622	51.078	50.863	50.402	50.562	49.207	AS 0.823	40.497
	5	88	Chris R	2014 Cayman S	56.454	53.965	53.08	50.729	49.753	51.133	50.458		AS 0.823	40.947
	6	30	Stephen M	2014 CaymanS	55.082	53.095	52.264	51.305	50.511	50.774	50.83	49.86	AS 0.823	41.035
	7	102	Klaus W	1973 914	52.371	52.533	53.297	51.597	51.243	51.018	DNF		CS 0.811	41.376
	8	5	David L	2022 718 Boxster GTS	DNF	60.741(1)	53.1	50.406	DNF	50.036	50.044	50.885	SS 0.833	41.68
	9	54	Donovan B	1970 911	DNF	55.066	51.986	50.767	50.504	49.955	49.372	50.514	CSP 0.860	42.46
	10	7	Chuck B	1999 Boxster	58.675	53.033	52.414						AS 0.823	43.137
	11	3	Rodney R L	2002 Boxster S	73.318	59.805	57.823	DNF	55.919	53.907	56.365(1)	53.379	CS 0.811	43.29
	12	2	Bob B	2013 Boxster	61.87	58.774	57.559	55.443	54.135	54.21	57.597(2)		BS 0.818	44.282
	13	101	Michael S		68.336	59.158	59.528	58.278	57.346	56.245			AS 0.823	46.29
SASCA														
	1	99	Chase G	2017 Ford Focus RS	45.811	45.403	44.792	50.376(3)	44.408	44.413	49.876(2)	46.087(1)	DS 0.808	35.882
	2	57	Federico D	1999 Mazda Miata	47.417	45.358	45.538	44.741	47.043(1)	46.970(1)	46.817(1)	44.843	STS 0.814	36.419
	3	32	Salvador A	2019 Subaru BRZ	47.473	59.381(2)	47.924	66.276(2)	48.35	46.783			STX 0.817	38.222
	4	35	Rachael A	2005 Acura RSX Type S	48.701	52.746(2)	50.515(1)	48.577	50.067	48.269	47.816	50.381(1)	STX 0.817	39.066
	5	196	Jeff V	94 Mazda Miata	47.807(2)	45.357(1)	46.883(2)	48.664(2)					DP 0.865	39.234
	6	8	James B	2005 Carrera S	50.141	48.135	49.103	48.284	47.686	47.892	48.08		AS 0.823	39.246
	7	115	Angela O	2010 Mazda MX5	DNF	DNF	DNF	DNF	57.764	55.468	56.062	56.626	CS 0.811	44.985
Novice														
	1	10	Matthew B	2017 911 C4 GTS	53.755(2)	53.014(2)	49.720(1)	58.045(4)	51.764(2)	47.271	52.688(3)	46.698	SS 0.833	38.899
	2	25	Mark H	2006 Cayman S	53.356	52.908	52.63	51.208	50.473	DNF	50.383	50.201	BS 0.818	41.064
	3	75	Jean C	2018 718 Boxster GTS	DNF	54.909	DNF	53.835(1)	DNF	DNF	52.767	71.549	SS 0.833	43.955
	4	98	Marcos V	2001 Boxster	66.674	61.165	57.772	56.925	DNF	58.866	DNF	56.24	BS 0.818	46.004



# Autocross Results from May 27, 2023

Name	Class	#	Runs							
<b>PCA</b>										
William D	P	87	50.92(1)	48.285	48.324(1)	47.76	48.269(2)	48.516	48.18	48.572
Andrew G	P	119	50.463	49.764	49.505	48.218	49.033	49.056	49.546	48.097
Stephen W	P	33	51.566	50.331	49.581	49.284	49.364(3)	50.142	50.008	49.466
Rob R	P	99	53.849	51.753	51.204	51.546	50.324	50.158	49.973	51.298
David F	P	18	53.044	52.597	50.94	51.116	49.553(2)	50.122	50.387(1)	50.092(4)
Gary P	P	118	56.168	DNF	53.318	50.916	53.212	DNF	51.359	51.61
Mikel M	P	170	53.061	52.23	51.811	52.296	51.364	51.984	51.392	62.597
Mark H	P	25	DNF	54.542	RRN	DNF	54.968	53.501	52.83(1)	52.604
Stephen G	P	96	56.562(1)	59.62(1)	54.359	54.392	53.622	53.155	52.974	55.288(2)
Chuck B	P	7	58.964	54.519	56.728	54.596				
Rodney R L	P	3	63.434	61.981	59.125	57.575	56.942(1)	56.904(1)	57.245	57.392
<b>SASCA</b>										
Federico D	X	57	DNF	48.642	47.959	47.604	RRN	54.06(1)	47.605	56.894(1)
Jake C	X	47	DNF	49.897	50.122	48.099	49.805	47.952(3)	51.419	49.098
Kasey P	X	199	52.509(1)	51.325	51.172	49.335	63.136	48.733	48.814	49.532
James B	X	8	53.441	51.981(1)	51.125	51.332	DNF	RRN	49.842	
Rachael A	X	35	54.043(1)	52.215	52.702	52.089	52.334(1)	50.99(1)	51.682	51.488(3)
Lester O	X	117	55.89	55.103	53.854	53.568	54.406	54.272	55.466	54.535
<b>Ladies</b>										
Denise H	L	116	DNF	75.223	68.576	DNF	64.81	61.129	58.294(3)	58.291
<b>Novice</b>										
Trung H	N	45	62.915	54.376	54.943	55.351	54.754	54.755	54.643	54.025
Beth H	N	107	76.812	63.743	DNF	59.155	56.887	57.872	57.259	58.016



Bill flew home from Atlanta just to win the autocross - oh and to see Irene too!



Kasey checks her tire pressure between runs.



Lester and Bill discuss strategy



Lining up with car 170 leading the way

# Altstadt Brewery Drive

Photos by Donna Clement and Shelley Matthews

On April 8 LHR members met in Bergheim and snaked their way to have lunch at the Bavarian-inspired Altstadt Brewery in Fredricksburg. Food was ordered, beer sampled, and a German band showed up to entertain us. They even got a couple of our members involved in the cow-bell song. (I think we may just have entertainment for the Christmas party - Irene start looking for cow bells?) And what great weather! It was an amazing drive with a place to relax and have a good time with amazing friends!





# Treffen ~ Georgia Mountains

Article and Photos by Stephen Grigory

**Treffen:** reunion [noun] a meeting of people who have not met for some time. The Porsche Club of America hosts two Treffens each year, one in the spring and one in the fall. This spring was the Treffen Georgia Mountains, which was held at the Barnsley Resort near Adairsville, GA. and hosted by the Peachstate Region.



The Barnsley Resort was an ideal venue to host a Treffen because it is situated on a historic estate with a main inn and many cottages in a village setting. Those four days it transformed into Porsche Village! It was also a great launching place to all directions for the Georgia mountains and small towns and attractions nearby.

There were five members of the Longhorn Region that were able to register in the 5 minutes before it sold out! RJ and Linda, Bill Dorsey and Irene Camacho and Stephen Grigory.

There were several driving tours to choose from with various attractions including the Smithsonian affiliated Booth Western Art Museum, the Wolf Mountain Winery, the Valhalla resort in Helen, Ga. (also known as Georgia's little Bavaria), and the Savoy Automobile Museum. Ask RJ about the 75 Years of Porsche exhibit!



Unfortunately, Bill, Irene and I missed the welcome reception due to a situation in Chattanooga involving a slashed tire, but we did barely make it for our reservations at the Woodlands Grill (\$\$\$\$) at the Barnsley Resort



for a very nice steak dinner.

Early Thursday morning we gathered in the staging lot to do a roundabout drive to Cartersville to tour the Booth Museum of Western Art. Lunch was at the Maine

Street Coastal Cuisine for pub grub and that night we gathered at the **Barnsley Manor House ruins** for our opening dinner.

Coincidentally, all five of us chose to do the Wolf Mountain Winery tour on Friday. Once we had parked in our designated Porsche lots, the owner of the winery and longtime PCA member, Karl Boegner introduced himself to us and gave us a private tour of his Porsche garages and impressive collection of Porsches and memorabilia. After lunch Bill and Irene convinced me to keep driving to visit Helen since it wasn't that far away. But then we changed our minds because we have German towns in Texas and decided to take the exhilarating drive through the Chattahoochee National Forest on Hwy 60 to Brasstown Bald, the highest peak in Georgia. That was a fun drive, but a long day. Fortunately, we made it back just in time to enjoy an **Evening in the Town Square** where we enjoyed a buffet of southern cuisine with fried chicken and pulled pork.

Saturday was the navigator's day off, so we took the time to tour the beautiful grounds of the Barnsley Estate, but others had the option to take a bus to the Pirelli factory or the Porsche Experience Center Atlanta. That night we had our closing dinner in the **Georgian Hall** where many nice prizes, including a set



Pirelli tires and a Princess Cruise to anywhere, were given out. But sadly no one at our table won anything.

The next Treffen this fall will be **Gateway to the West** held at the Ritz-Carlton in Clayton, Mo., from September 20-24. They will be touring the Mississippi River Valley and Missouri Wine Country.

Next December 9-16 will be the second **Treffen at Sea** cruising the Western Caribbean with Princess Cruise Lines out of Ft. Lauderdale, FL.

And finally, it has been announced that the Treffen in Spring 2024 will be **Treffen Wine Country** on Sunday April 21 thru Thursday April 25 at the Fairmount Sonoma Mission Inn in Sonoma, Ca.

# Track Day May 20, 2023

Photos by Shelley Matthews

Starts with a driver's meeting



Beautiful day to run! In groups and ready to drive.

Lining up and ready to hit the track!



Waiting for your turn.



Finally on track. Let's go!!



# Laurel Tree Drive

Article by Chuck Bush Photos by Susie Bush and Kris Campbell

On May 6 the Longhorn region conducted a tour through the Texas Hill Country to the Laurel Tree restaurant in Utopia for lunch.

We started off at a leisurely 9:30 am with 20 cars and 38 people. The weather was perfect, and the route took us past Kerrville and followed along the Guadalupe River. This makes for a fun drive through an absolutely gorgeous area.

One feature of the drive this year was that the wildflowers were truly spectacular. As we drove along Hwy 187 past the Lost Maples State Park, it was like we were driving on a carpet of flowers.

We arrived at the Laurel Tree at 11:45 and had a great 5 course French inspired meal. My favorite part of the meal is the soup and the sauces with the main course. Our lunches there are always delicious! After a walk through the gardens, we headed back to San Antonio. The drive back is almost as fun as getting out there with many high-speed twisty roads to enjoy the performance of our cars.

Thanks to everyone who came out and helped make it a special day. We try and do this tour every May, so hope you to see you next year to enjoy the people, cars, food and scenery.



Driver's meeting and ready to go.



Hill Country roads are beautiful



Ready for the 5 course French inspired lunch.



Betty C in the back with the flowers and tree house.



# 2023 Hill Country Rallye ~ March 9-12, 2023

Article by Mike Vriesenga Photos by John Barnes

While we all know the stars at night are big and bright deep in the heart of Texas, for the 2023 Hill Country Rallye (HCR) they also aligned. The weather, the wildflowers, 270 cars, and 350 people all came together in cosmic harmony.

We drove from San Antonio to Kerrville on Thursday afternoon on Highway 16. I always enjoy the wide sweeping turns, open windows, a little four-cylinder “brrrap,” and the park-like clusters of trees along the creek beds. The treat was a Mexican Plum in full bloom just south of Medina. Twisting through the Medina Mountains always sharpens my attention, then the relaxed downhill run into Kerrville. Thursday ended with pizza and Porsche palaver in the parking lot. There were lots of old friends to greet and new ones to meet.

The stars are big and bright, but the cars are the stars at HCR. They came from as far north as Washington, as far west as California, as far south as Mexico, and as far east as North Carolina. There was a larger than usual contingent of 914s, mid-engined and well-suited to the Three Sisters. Two standouts in my mind were the Zim’s testbed 356A with fuel injection and a variety of other experimental upgrades, and Justin’s 911 under the flowering pear.

Friday, we headed up through Harper and Doss to RR 2323 towards Llano. The bluebonnets carpeted the sides of the road better than I’ve ever seen them. Lunch at Boat Town Burgers is always pleasant, and I enjoyed talking with Manuel and Maya from Mexico. When Save the World Brewing was closed, we headed over to Altstadt for beer and spring sunshine on the patio. Friday evening brought repairs. Jim Conrad successfully replaced the fuel pump in his 914, while another crew replaced intake runners on a 911, cheered on by a circle of elbow-bending coaches.

Saturday Chuck Bush and I led groups to the Laurel Tree Restaurant in Utopia. This is a HCR tradition, even though seating was limited this year

because of staff shortages. The trip is always a pleasure. The fun begins leaving Hunt on FM 1340, with plentiful sweeping turns, trees and cliff faces giving way to a high-speed run to Highway 41. After a boring, if necessary, trip, west on 41 we headed south on 335 towards Camp Wood. This is my favorite Twisted Sister run. I play a game where I power downhill, coast near the bottom and let gravity slow me to the right speed for the next turn. There is a joy in synchronizing with the road and minimizing braking. Serendipitously, our groups rendezvoused accidentally in Leakey. To his credit a motor home driver eventually pulled over on RR 1050, although I suspect he’d never seen that many air-cooled Porsches in one line. Lunch at Laurel Tree is always a treat, and the table conversation is always lively. Even at HCR, it’s not just the cars....

It is eye-popping to see how many people actually attended HCR at the Saturday banquet. As is our wont, we retired to the parking lot for more conversation and more car gazing before falling into bed, with dreams of HCR 2024 dancing in our heads.





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# Fiesta Challenge

April 13-16, 2023 was Fiesta Challenge - LHR's biggest charity event of the year - this year raising \$4500 - benefitting K-9s for Warriors and Meals on Wheels. Events included Painting with a Twist, a concours, gimmick rally, and golf tournament. The

weather was perfect and the Porsche dealership was very accommodating and gracious as always. Thanks to everyone who planned and executed the event and members that came out to show their support!

## Painting with a Twist



Photos by  
Betty Campbell  
Sherry Sorbera  
Shelley Matthews



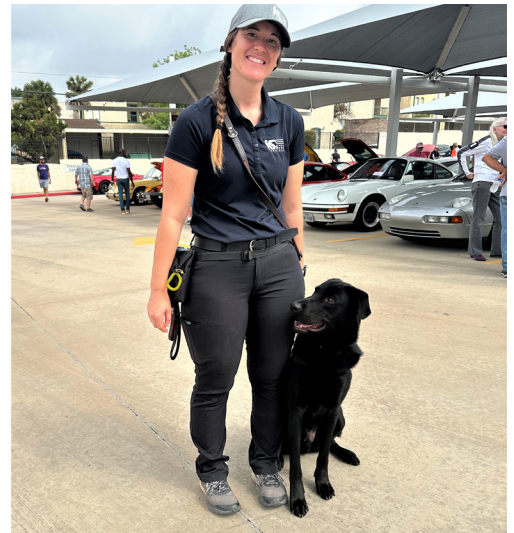
# Concours



Photos by  
Mike Matthews  
Shelley Matthews

# K9s for Warriors

K9s for Warriors is the nations largest veteran service organization that provides Service Dogs to American Heros. They use rescue dogs to rescue veterans. Veterans suffering from disorders such as PTSD, traumatic brain injury, and/or military sexual trauma, can receive a dog. Most dogs are rescued from high-kill shelters. Both the dog and veteran go through extensive vetting and training. Once the veteran is ready to return home with their dog, the K9s for Warrior's staff stays available for guidance and support. These trained K9s empower their veterans with confidence, independence, and freedom. This program is so successful, they report 92% of veterans graduates report a reduction of medication and 82% report reduced suicide ideation. For more information on, or questions about, K9s for Warriors, contact Jill England at [jengland@k9sforwarriors.org](mailto:jengland@k9sforwarriors.org).



# Meals on Wheels

The number of seniors is growing exponentially! Meals on Wheels, established in 1977, is a public-private partnership that provides and delivers meals and services to at-risk, isolated people in Bexar county and the surrounding area. Today in the San Antonio area, volunteers and staff deliver 4,500 meals per day. This service allows seniors to stay safe, comfortable and, most important, stay at home. In addition to delivering meals, some of the services Meals on Wheels provide include nutrition information, dietary consultations, pet food delivery, senior friendship, home safety, and Alzheimer's services. The local office is located at 2718 Danbury St., SA, 78217 For more information or to volunteer, visit their website at [mowsatx.org](http://mowsatx.org) or contact Anna Wimberley, Corporate Engagement & Event Coordinator call 210-735-5115 ext. 1404.



2023

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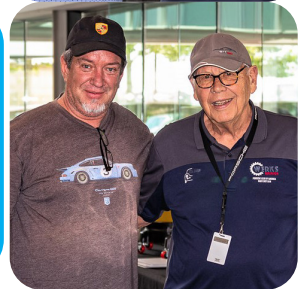
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Boxster/Cayman  
1st - Mike V  
2nd - Bruce M  
3rd - Tom S



996-997 Early  
1st - Michael S  
2nd - Louis D  
3rd - Eric J



996/997 Late  
1st - Spencer W  
2nd - Jud W  
3rd - Cleo G



993/968/928/944  
21st - RJ W  
2nd - Chuck B  
3rd - Carlos C



Early Air Cooled  
1st - Justin R  
2nd - Kris C  
3rd - Jim C



991/992  
1st - Andy W  
2nd - John P  
3rd - Ken M



Misc 991/Cayenne/  
Taycan  
1st - Cleve W  
2nd - Cleo G  
3rd - Matt B

Photos by  
Mike Matthews

# Rally Winners

- 1st - Kris and Betty Campbell
- 2nd - Tom and Claudia Schadeegg
- 3rd - Chuck and Susie Bush



Mike V gets the rally cars off and running

# Golf Scramble

- 1st - Joseph Hatem Team
- 2nd - Ray Fallaria Team
- 3rd - Jud Walford Team

Longest Drive  
Joseph Hatem

Closest to Pin  
Jud Walford



**HEY - Come join us for the weekly Lunch Brunch - Everyone's welcome!!  
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at Stonewerks Big Rock Grill 1201 N. Loop 1604 W, San Antonio**



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# Cruisin' Longhorns

Photos by Andy Wright, Mike Matthews, Shelley Matthews

Twenty-nine Longhorn went cruising on March 26 thru April 2 on the Ruby Princess out of



Galveston, TX. Princess Cruises has partnered up with PCA to give members and their families great discounts and perks on cruises anywhere, anytime. After the first two days at sea, our cruise took us to Roatan, Costa Maya, and

Cozumel and another day at sea and back to Galveston. The perks included free beverage package, wi-fi, a \$100 credit at the casino, taxes and gratuities, and insurance.

Everyone was free to do their own thing. We had a reserved area in the Boticelli Dining room where we met at night and all talked about our day. At night there was a show every night, the casino, and lots of bars and lounge areas with different music, entertainment, and atmospheres. We learned a lot from the first cruise on what to do on the next group cruise - maybe Alaska next summer!

Enjoy just a few of the pictures that I know were taken!



Dinner in the Boticelli Dining Room



Fun around the pool and a hidden spot



Battleship USS Texas undergoing repairs in Galveston.





Gathering around the ship



Shore excursions: Stephen G, Steve W, Andy W getting ready to dive (left), Mike & Shelley M at the Chacchoben Myan Ruins (below), beach in Cozumel (below), Mahogany Bay, Roatan (right)

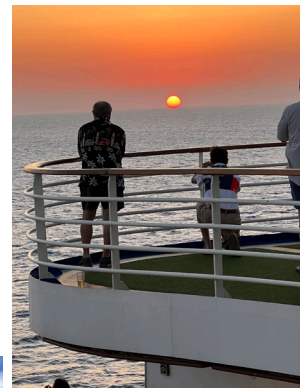


Andy & Stephanie W



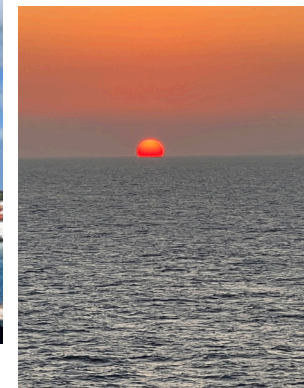
Costa Maya

Sunset pictures



Cozumel

Our waiters - Emmanuel & Alfredo





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Roatan, Honduras



Cozumel, Mexico

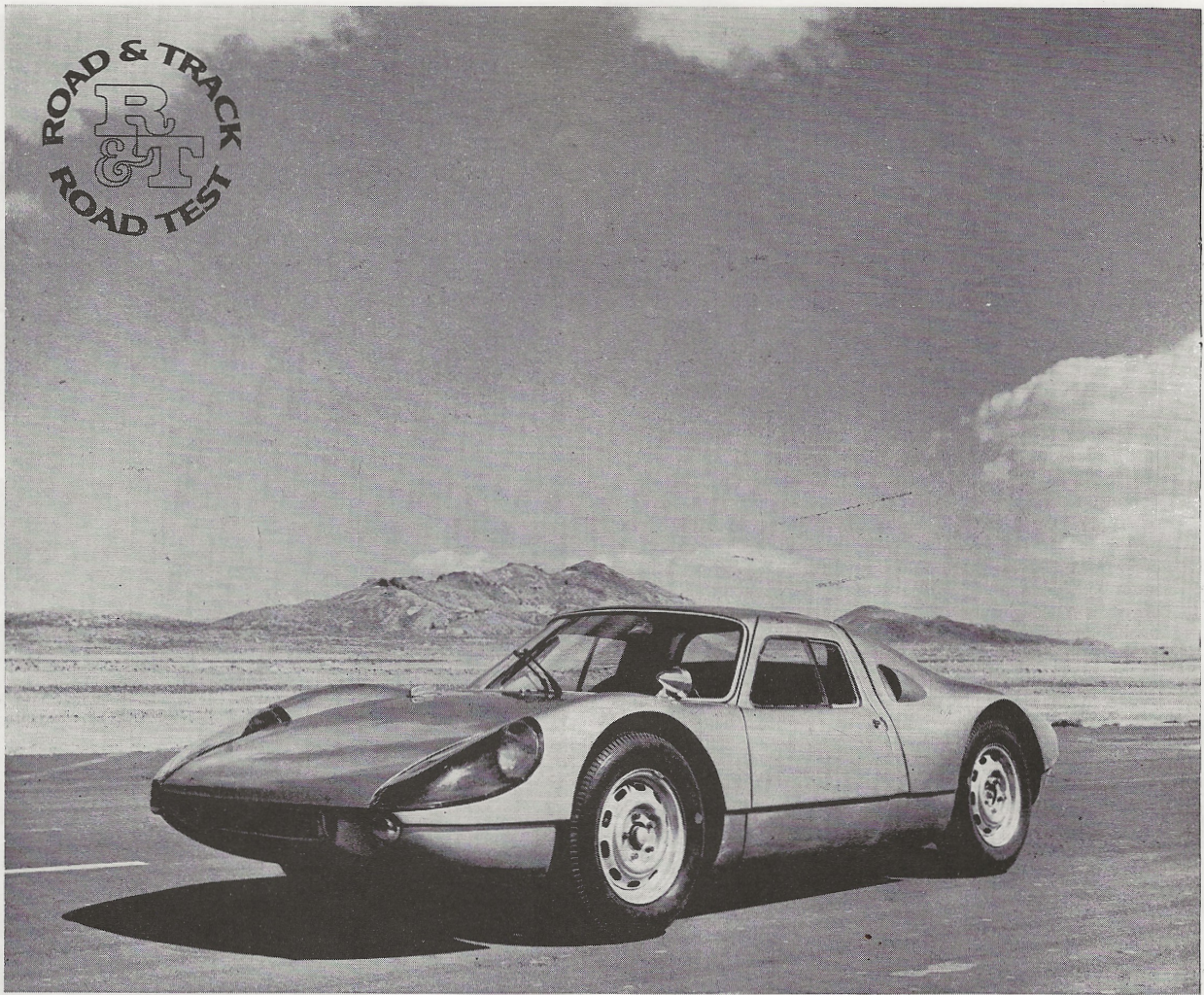


Costa Maya (Mahahual), Mexico



Belize City, Belize

# Historically Speaking.....



## PORSCHE 904

*Porsche continues to offer the private owner an outstanding value in the competition field*

PHOTOS BY GORDON CHITTENDEN

WHEN THE MODEL 550 Porsche appeared in American road racing in the mid-Fifties, it brought a new dimension to the sport in this country. Prior to its becoming available to private owners, campaigning a 1500-cc sports/racing car was almost certain to lead to frustrations and anxieties. In those days there weren't many 1.5-liter racing cars that could be called "factory built" and even these few tended to be frightfully expensive, yet still had only the spottiest factory support for the private owner. Not only was there no assurance that a completely different model would not obsolete yours at any moment but there was also a good chance you couldn't obtain the proper replacement parts to keep it running anyway. As a result, the most successful

1500-cc cars were locally produced specials that coupled a tuned production car engine with a lightweight chassis and body.

The Porsche 550 changed all that with the introduction of a 110-bhp, dohc 1498-cc engine at the Paris Show in the autumn of 1953 which heralded the revolution. Within a year, the MG Specials were virtually out of contention and, with a few notable exceptions, the Porsche 550 and its derivatives completely dominated the under-2-liter sports/racing class right up until the arrival of the twin-cam 1600 Lotus 23-B in 1963.

In fact, the Porsche 550 became a sort of Everyman's Racing Car, the first Everyman's Racing Car in American racing. For a minimal amount of money, less than \$8000 (which Everyracingman considers cheap), it was possible to purchase a soundly engineered, thoroughly developed and responsibly supported racing car. You could buy one, race it with a good chance of success, depending on your own driving skill, be assured that a new model wasn't going to make yours old-fashioned next week, and you could get the spare parts you needed. The 550 even brought a word into popular use in American racing—Spyder. Ah yes, Spyder. What a nice foreign sound it made in the mouth, Spyder with a "y."

But things have changed since 1954. In those years, the

*(Reprinted from July 1964 Road & Track.)*



# Reprinted from July 1964 Road & Track

emphasis was all on sports/racing cars and nobody cared whether five, 50 or 500 examples had been built. Grand Touring cars, in those years, were still cars that were grand for touring. Not for racing.

Now, however, the biggest emphasis in international racing is on Grand Touring cars, as defined by the *Federation Internationale de l'Automobile*. This, coupled with the Sports Car Club of America's consistent program aimed at getting U.S. racing onto more or less the same basis as the rest of the world, has also brought an emphasis on GT racing in this country.

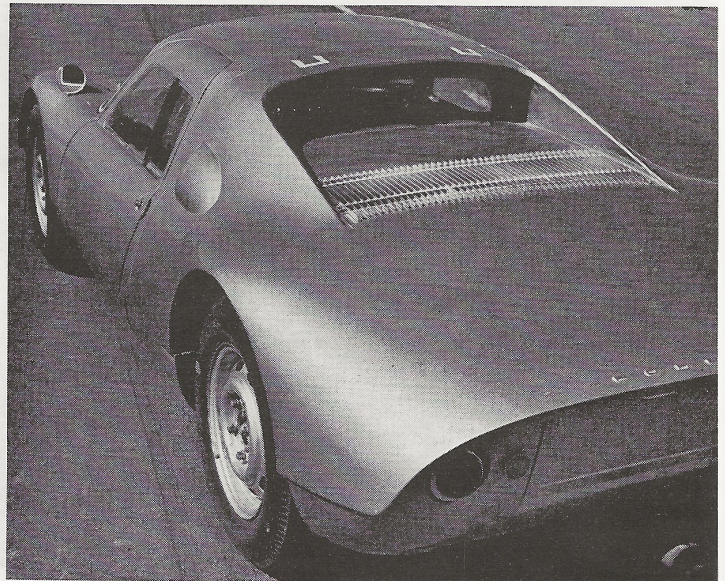
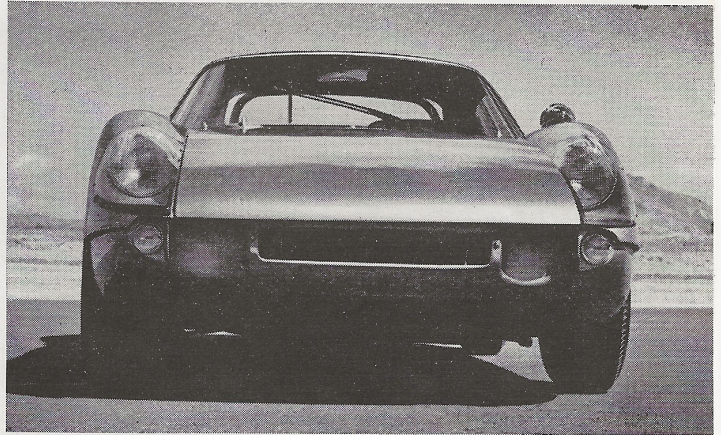
All this background has comparatively little to do with our test car, the Porsche 904, except that it is important to somewhat understand the position Porsche has held in past U.S. road racing and what may be expected in the future.

Our test car is the Porsche Carrera GTS Type 904, to give it its properly cumbersome German title. It is, technically, a Grand Touring car meeting all the FIA's requirements right down to the 110-liter fuel tank, baggage space to accommodate a box 65 x 40 x 20 cm and outfitted right down to the last ridiculous letter of the silly regulations. So what's a "Grand Touring" car? It isn't easy to define. By the FIA's definition, it is a vehicle that fulfills the myriad requirements of Appendix J, Group 3, of the International Sporting Code, and is described as vehicles "built in small series for customers who are looking for better performance and/or a maximum comfort and are not particularly concerned about economy." It is also important to remember that there is nothing in the rules that says anything about a GT car having to be primarily intended for normal use, for business or pleasure, or "*utilisation normale pour la promenade et les affaires*," as it says in the Sporting Code. There is a host of requirements and among them one requiring that at least 100 identical examples must have been built . . . except . . . well, not quite . . . but let's not get into *that*.

Finally, when you come right down to it, the definition of a Grand Touring car, speaking in the FIA's meaning, is that the car is either a production sports type car or a racing car that meets the dimensional requirements and can be sold in sufficient quantities to meet the production requirement. The Porsche 904 meets the second of these conditions—a racing car to be built in sufficient numbers to qualify as a GT car.

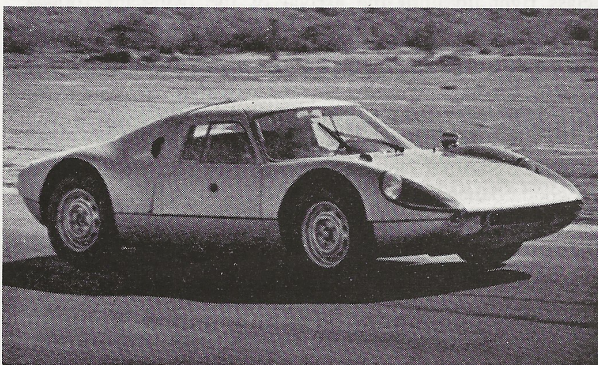
So the position the car has in international racing is that of the leading contender in the 2-liter category of the FIA's Constructors Championships. In this country, the 904 will be eligible for the Manufacturers Division in the SCCA's U.S. Road Racing Championships. In SCCA club racing, the 904 will run as a modified sports car inasmuch as it has not been approved for production category racing.

In appearance the Porsche 904 is purposeful. It is low (41.5 in.), built on a short wheelbase (90.55 in.) and has a long nose that gives it more front overhang than most full-size American sedans. This long snout is functional on the 904, sloping gently upward for good air penetration and al-



lowing room underneath for essentials such as a 29-gal. fuel tank, oil radiator, battery and spare tire. The rear of the car is chopped off sharply in the utilitarian modern manner.

The passenger compartment of the 904 is completely furnished, as required by the FIA regulations. There is a full set of instruments as befits a machine of this performance,



## PORSCHE 904

### AT A GLANCE...

Price, FOB Stuttgart . . . . .	\$7425
Engine . . . . .	Flat 4, dohc, 1988 cc, 198 hp
Curb weight, lb (no fuel) . . . . .	1350
Top speed, mph . . . . .	150
Acceleration, 0-60 mph, sec. . . . .	6.4
Passing test, 50-70 mph, sec. . . . .	2.5
Overall fuel consumption, mpg . . . . .	n.a.

# PORSCHE 904

molded seats with foam padding and the steering wheel is adjustable. The car is not easy to get into or out of, special ingress-egress techniques being required, and once inside, the space is minimal for anyone taller than average. Applying our "Driver Comfort Rating" standards, the results are 80-60-45, which indicates that the 904 would be reasonably comfortable for the average or smaller driver, just barely possible for the 6-footer and almost hopeless for a driver who was 6-3 or taller. The passenger is even more cramped than the driver as he has even less leg room and must also make way for the driver's operation of the shift lever.

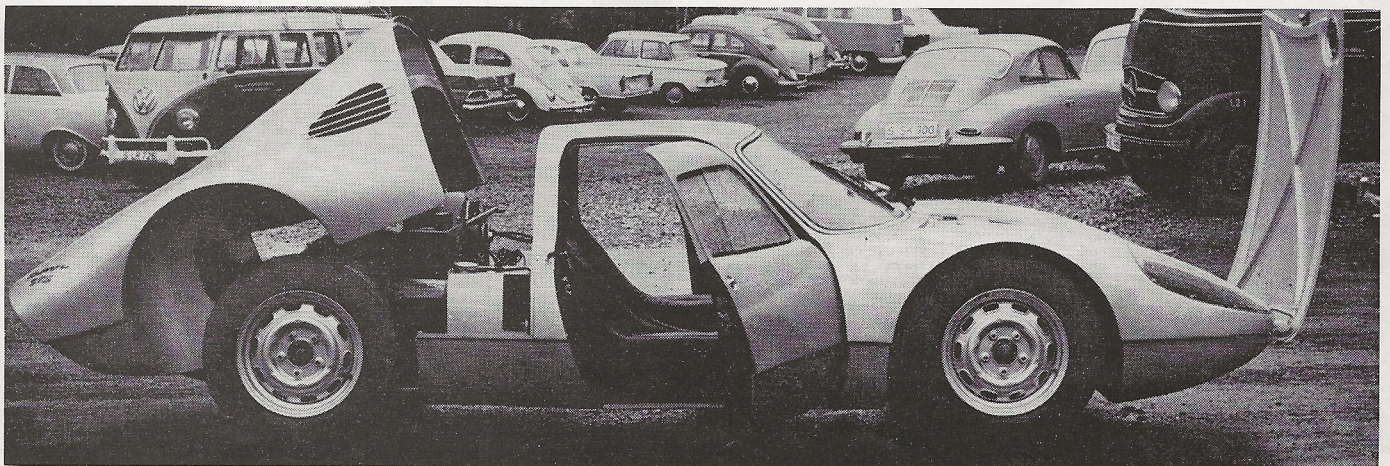
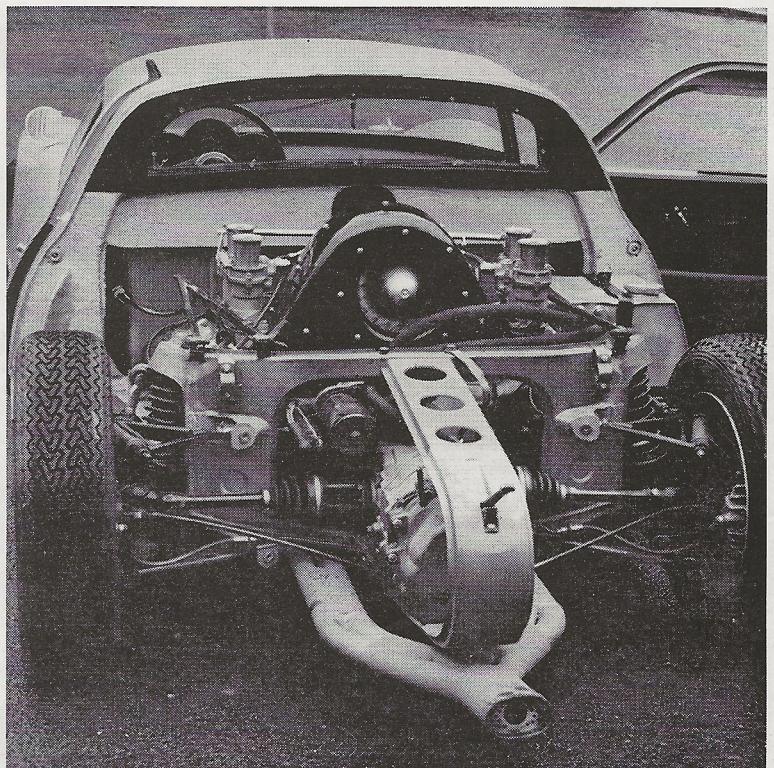
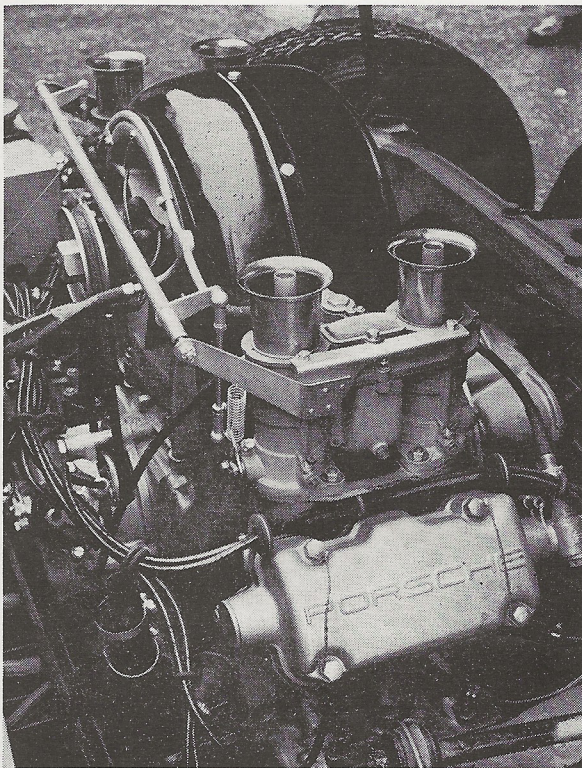
The rear of the car houses the engine and gearbox. This rear hood moves on eccentric joints that swing it back and up to permit temporary access to the engine. For more serious engine work, the rear bodywork comes off as a unit. In the top of the rear of the tail is the required luggage space

and access to this is gained through a hinged drop door on the outside.

The chassis of the 904 has fabricated metal boxes along each side that form deep side rails that are tied together with boxed cross members. The side rails are bowed outward to give a wedge fit to the occupants' hip bones. The body is fiberglass, a departure for Porsche, and is permanently bonded to the chassis.

The gearbox is a 5-speed all-synchro Porsche product and, in common with most competition gearboxes, is not exactly the sort of thing you'd want to fight down to the supermarket and back. First gear, over to the far left and back, is the off-the-line gear and the remaining four, set in a conventional 4-speed pattern, are the ones that get the job done. First gear is difficult to engage, or was in our test car, but the other four seemed readily located and engaged.

The engine of the 904, which is located ahead of the rear axle, is the full 2-liter (1966 cc) version of the dohc Carrera and gives a robust 198 horsepower (SAE) at 7000 rpm. The previous version of the Carrera gave just over 180 hp at 6400



and the power increase comes from changes in valve timing with a different camshaft grind, from an improved exhaust system and from better cooling resulting from deeper finning around the engine. The torque of the engine comes on sharply at about 3500 rpm and stays on strong until 6500, a useful range. A 175-hp engine is also offered but it seems unlikely that many takers will be found for this de-tuned version.

The suspension of the 904 is also a departure for Porsche sports cars as it has conventional double A-arms at the front and reversed A-arms at the rear with trailing links. It looks almost un-Porsche, what with no trailing links at the front and no swing-axle at the rear, but it is an adaptation of the suspension on the 8-cyl Porsche F-I car and works very well.

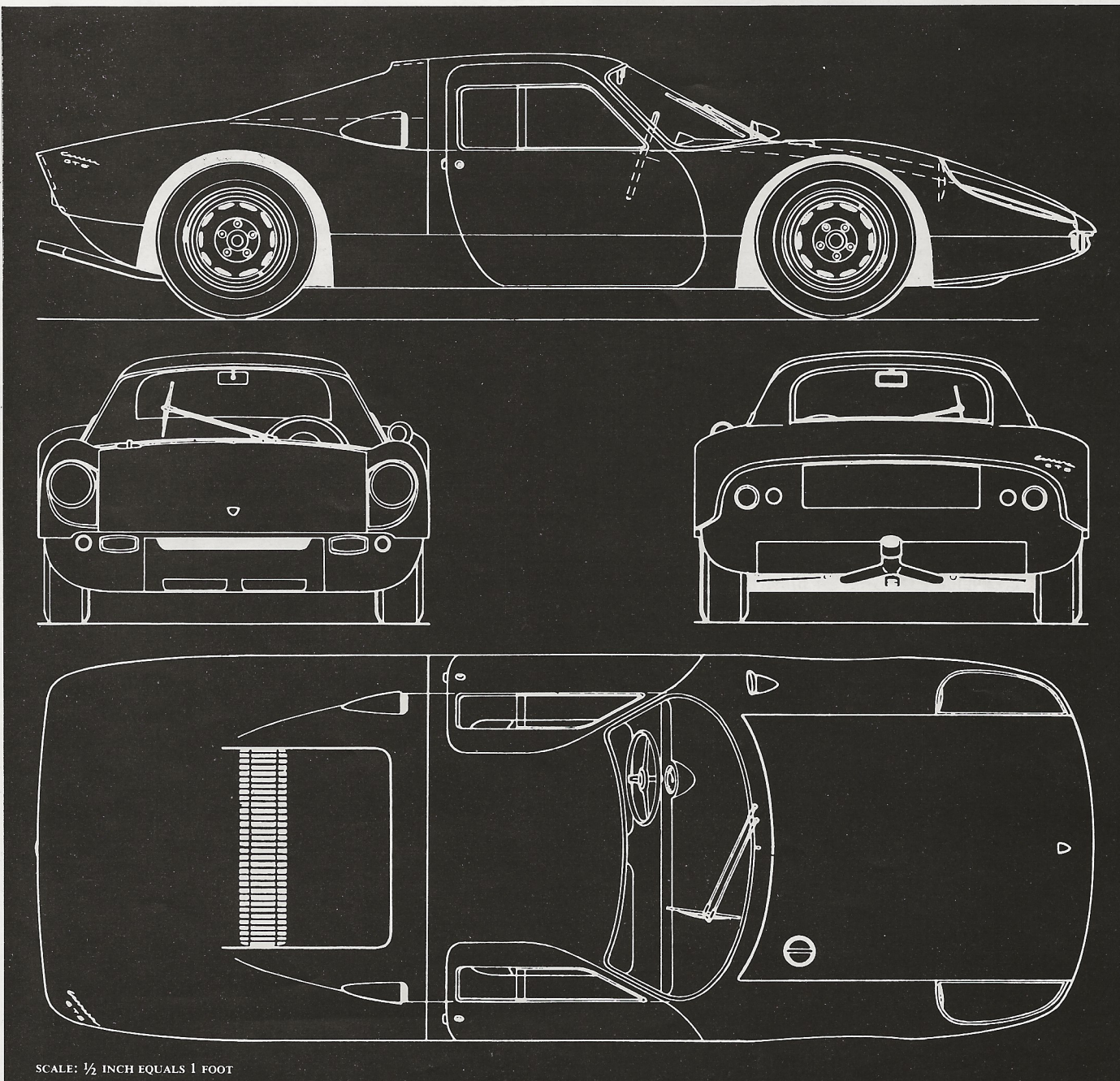
The brakes are Porsche-ATE discs at both front and rear, the same as on the 356-C, with a small internal drum inside the rear hub to act as a parking brake.

Our test car was one of the two Porsche 904s owned by Otto Zipper, a Porsche-VW-Ferrari dealer in Beverly Hills, Calif. This particular car was the one driven by Richie

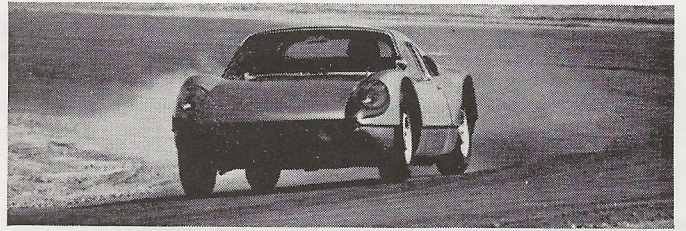
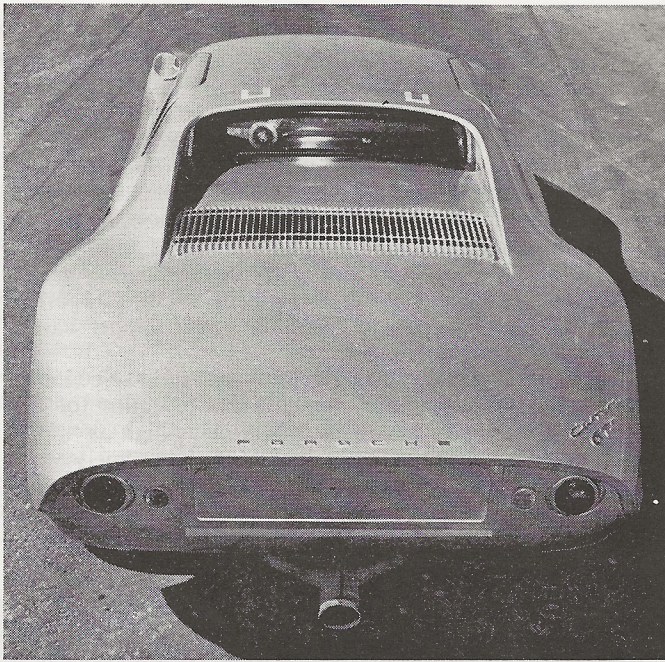
Ginther and Ronnie Bucknum at Sebring where they led the 2-liter class until the front suspension collapsed about half way through the race. It was painted in Porsche racing silver with the upholstery and interior trim in a restful blue. On the day we obtained our performance figures the engines in both cars were being broken in for a race the following weekend, tire sizes and pressures were being experimented with and the car was still equipped with the gear ratios selected for Sebring—which were hardly ideal for the short 2.6-mi Riverside circuit where we were testing. With the Sebring gears, which gave an overall final drive ratio of 3.936, at Sebring the car was pulling 6800 rpm, which owner Zipper calculated to be 152 mph.

As in all respectable racing cars, the gear ratio selection is almost infinite and the four standard sets of ratios for the 904 offer a final drive as low as 3.362, or as high as 4.605. The acceleration figures we obtained (see data panel) were done with two people plus test equipment and about 18 gal. of fuel in the car, and the 904 took us through the standing quarter in 14.5-sec. This is respectable enough, goodness

MODEL PLANS BY JONATHAN THOMPSON, COURTESY OF MODEL CAR AND TRACK



SCALE: 1/2 INCH EQUALS 1 FOOT



## PORSCHE 904

knows, but it is really not pertinent to discuss standing quarters for such a car as the 904 or any other road racing car. It isn't wottle-she-do in the quarter, it's wottle-she-do after she gets there and it's time to turn, stop, or maneuver.

In discussing the performance of the 904, we must consider that it is strictly a competition car, though not an all-out racing car. If it were a true dual-purpose sports car, the performance would be little short of sensational. As a car qualified for FIA Grand Touring car racing, its performance is excellent and certainly adequate to successfully defend the 2-liter section of the international constructors championship for GT cars Porsche has held since it was originated. Compared to an all-out sports/racing car, which it admittedly is not, the 904 is well off the pace.


Demonstrating these statements most graphically is the performance of the 904 at a recent U.S. Road Racing Championship meet at Riverside, Calif. In practice before the races, all the competitors, both sports cars and GTs, were timed in practice laps to determine their grid positions. The fastest lap by a Porsche 904 was 1:40.4 for the 2.6-mi circuit. Compared with the other cars entered in the 2-liter GT class, the 904 was 4 sec faster than the fastest 1600 Porsche Carrera, 7 sec quicker than the speediest pushrod Porsche 1600-S, and almost 9 sec faster than the strongest MG-B on the West Coast.

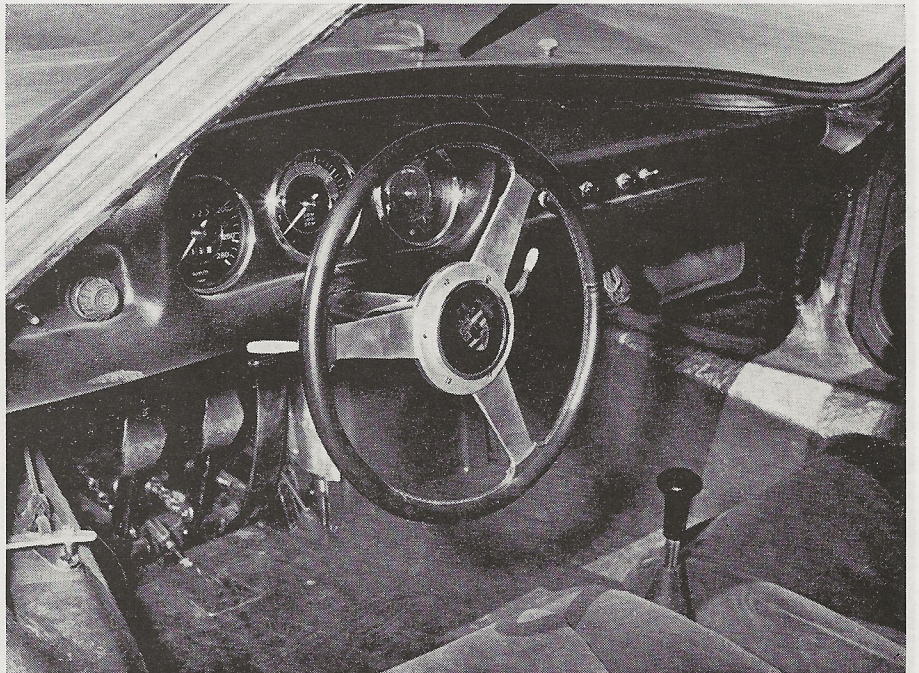
Thrown in with the 2-liter modified sports cars, however, the tiger's stripes are changed. Compared with the 904's fast time of 1:40.4, a Lotus 23 with a 2-liter Climax engine turned a 1:36.8, Lotus 23-Bs with 1600 twin-cam Ford

engines lapped at 1:37.7, an Elva-Porsche went 1:38.6, a Merlyn-Porsche 1:38.8 and a garden variety 1700-cc Porsche RS-60 1:40.0 flat.

The performance of the 904s in the race itself confirmed the stories told by the practice times. In the GT car event, two 904s ran 3-4 overall behind two AC Cobras and finished over a lap ahead of the first non-904, a well-driven Porsche 1600-S. One of the same 904s also ran in the sports car race and ran eighth in class until sheer reliability began to tell and it finished fourth in class behind two Lotus 23s and a Porsche RSK.

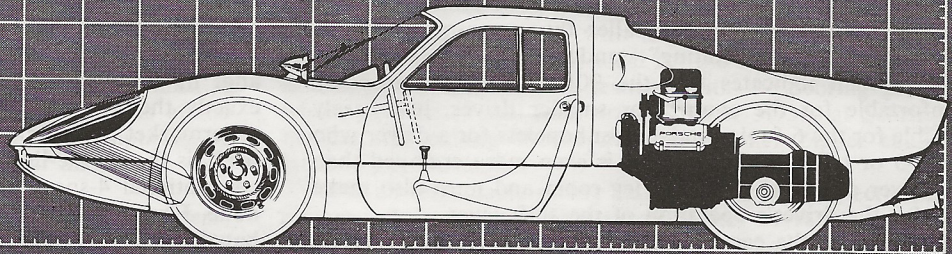
Scotter Patrick, a highly respected young driver who drove our test car (and finished third overall in the GT race in the same machine), likes the handling of the 904 very much. Compared with other competition Porsches he has driven he finds it comfortable, enjoyable to drive and a comparatively easy car in which to go quickly.

Considering all sides of the problems faced by the American owner of such a car as the Porsche 904, it is not easy to assess its ultimate place in the scheme of things. The price is certainly right, \$7245 at the factory, as this means the private owner in the U.S. can obtain a first class racing car and basic spares for something under \$9000, dirt cheap for a first-class competition car. On the other hand, the 904 buyer should not expect to win the 2-liter class in events that permit the entry of 2-liter sports/racing cars. But for racing in the U.S. RRC series, or any other 2-liter race under the FIA's Appendix J for GT cars, the buyer can be assured of some of the same virtues as the original purchasers of the Porsche 550 and its derivatives—a first-class car that is soundly engineered, properly developed and responsibly supported. And more than this the buyer of a competition car cannot reasonably expect. 





# ROAD TEST PORSCHE 904



SCALE: 10" DIVISIONS

### PRICE

List, FOB Stuttgart.....\$7425

### ENGINE

Engine, no. cyl, type: Air-cooled flat 4 dohc  
 Bore x stroke, in. .... 3.62 x 2.91  
 Displacement, cc.....1966  
 Equivalent cu in..... 120  
 Compression ratio..... 9.8:1  
 Bhp @ rpm .....198 @ 7200  
 Equivalent mph..... 150  
 Torque @ rpm, lb-ft.144.5 @ 5000  
 Equivalent mph..... 97  
 Carburetor, no. make. . 2 Webers  
 No. barrels, dia. .... 2-46 mm  
 Type fuel required..... Premium

### DRIVE TRAIN

Clutch diameter & type: . 7.9 in., Single plate dry.  
 Gear ratios, 5th (0.889)..... 3.936  
 4th (1.040)..... 4.605  
 3rd (1.217)..... 5.389  
 2nd (1.550)..... 6.863  
 1st (2.643)..... 11.703  
 Synchronesh..... on all 5  
 Differential, type & ratio: Spiral bevel, 4.428:1

Optional gearbox ratios: Ratios shown are those used at Sebring. Four other "standard" sets available to give final drive ratios of 4.605, 4.260, 3.636 and 3.362:1.

### CHASSIS & SUSPENSION

Frame type: Box section ladder frame.  
 Brake type..... Disc  
 Total pad area, sq in..... 28.68  
 Tire size, f/r..... 550-15/600-15  
 Wheel revs/mi..... 785  
 Steering type..... Rack & pinion  
 Overall ratio..... 15:1  
 Turns, lock to lock..... 2.07  
 Turning circle, ft..... 42  
 Front suspension: Independent with double A-arms, coil springs, tube shocks, anti-roll bar.  
 Rear suspension: Independent with reversed A-arms, trailing links, coil springs, tube shocks, anti-roll bar.

### ACCOMMODATION

Normal capacity, persons..... 2  
 Hip room in..... 2x18.5  
 Head room..... 38  
 Seat back adjustment, deg..... 0

Entrance height, in..... 41.5  
 Step-over height..... 15.0  
 Floor height..... 5.5  
 Door width..... 30.0  
 Driver comfort rating:  
 for driver 69-in. tall..... 80  
 for driver 72-in. tall..... 60  
 for driver 75-in. tall..... 45

### GENERAL

Curb weight, lb (no fuel)..... 1350  
 Test weight..... 1825  
 Weight distribution without driver, percent..... 41/59  
 Wheelbase, in..... 90.55  
 Track, front/rear..... 51.73/51.65  
 Overall length..... 161.02  
 Width..... 60.62  
 Height..... 41.93  
 Frontal area, sq ft..... 14.00  
 Ground clearance, in..... 4.72  
 Overhang, front..... 39.37  
 Rear..... 31.10  
 Departure angle, no load, deg. 14  
 Usable trunk space, cu ft..... 7.5  
 Fuel tank capacity, gal..... 29

### INSTRUMENTATION

Instruments: 280-kph speedometer, 8000-rpm tach, oil pressure, oil temperature, fuel.

Warning lamps: Turn indicators, generator, high beam, parking light, oil pressure, fuel level.

### MISCELLANEOUS

Body styles available: Coupe as tested.

### CALCULATED DATA

Lb/hp (test wt)..... 9.2  
 Cu ft/ton mi (test wt)..... 119  
 Mph/1000 rpm (4th)..... 19.4  
 Engine revs/mi..... 3090  
 Piston travel, ft/mi..... 1499  
 Rpm @ 2500 ft/min..... 5154  
 Equivalent mph..... 100  
 R&T wear index..... 46.4

### MAINTENANCE

Crankcase capacity, qt..... 10.6  
 Change interval, mi..... 3000  
 Oil filter type..... Full-flow  
 Clean interval, mi..... 3000  
 Lube interval, mi..... 3000  
 Tire pressures, front/rear, psi..... 32/35

## ROAD TEST RESULTS

### ACCELERATION

0-30 mph, sec..... 3.2  
 0-40 mph..... 4.0  
 0-50 mph..... 5.2  
 0-60 mph..... 6.4  
 0-70 mph..... 7.8  
 0-80 mph..... 9.6  
 0-100 mph..... 13.7  
 0-120 mph..... 20.0  
 Passing test, 50-70 mph..... 2.5  
 Standing 1/4 mi, sec..... 14.5  
 Speed at end, mph..... 103

### GRADE CLIMBING

(Tapley Data)

Data not taken

### TOP SPEEDS

5th (7200), mph..... est 150  
 4th (7200)..... 120  
 3rd (7200)..... 101  
 2nd (7200)..... 80  
 1st (7200)..... 47

### FUEL CONSUMPTION

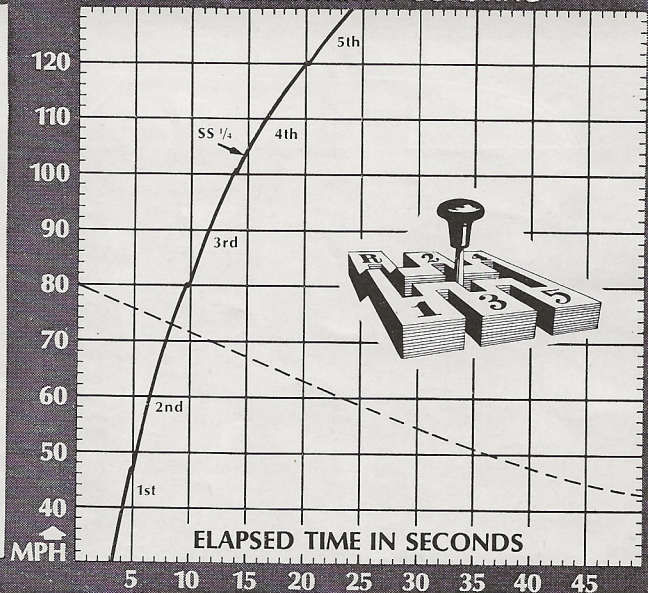
Normal range, mpg..... na  
 Cruising range, mi..... na

### SPEEDOMETER ERROR

Speedometer calibrated in kph

Data not taken

### ACCELERATION & COASTING



# Don't Just Attend Porsche Parade...

# ...Be a Part of It!



A Concours d'Elegance is a judged event celebrating the history and provenance of the Porsche marque. PCA members show their cars and judges deduct points from a maximum possible value based on vehicle condition and cleanliness. The Parade Concours is an event favorite. Parade is a great time to give it a try!



June 18-24, 2023  
La Quinta Resort & Club  
Palm Springs, California  
[www.porscheparade.org](http://www.porscheparade.org)

# Photo of the Month



Jean Carrasquel enjoys the ride to Luckenbach, TX to show off his white 718 Boxster GTS

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## Photo of the Month Contest

Get your cameras out and start shooting! Or search for a favorite picture.  
We're having a contest - Photo of the Month.

We are adding a Photo of the Month feature to the new Roundup. Please send a favorite photo to enter. Photos must be Porsche related - meaning it could be of a Porsche sitting in a field of Bluebonnets or people standing next to their Porsche in front of amber waves of grain or purple mountains majesty. Selected pictures will be used in the 2024 LHR calendar - along with some of the runners-up. Pictures should be in landscape mode and must be YOUR pictures (no copies from internet or magazine). **When sending picture, please specify that they are for Photo of the Month.**

**But we cannot do this without YOU!!** Please add description - type of car, people in the picture, who took the photo, etc. Pictures need to be in no later than the 20th day of the month to be considered for that issue but, if later, may be used in a different issue and can be submitted anytime. Any picture related to our favorite car brand. Send photos to [longhornporsche@gmail.com](mailto:longhornporsche@gmail.com).



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