

**Longhorn Region PCA
November-December 2023**

The *Roundup*



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...it's the people!*



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The Roundup

Vol. 18 - Issue 6
Nov-Dec 2023



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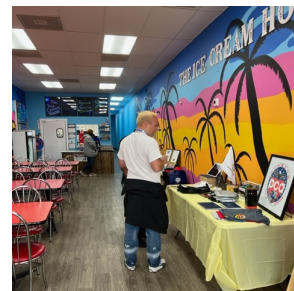
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New Member Social
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SVRA at COTA
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Christmas Party
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*Support
our
Sponsors*

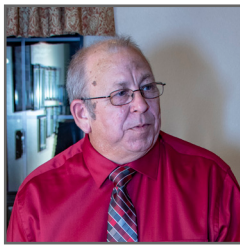
ON THE COVER

Jeff Spencer's photo of his 2002 Boxster S. The shot was taken by his son Nolan, and his friend and automotive photographer Ryan Surber. The "light ribbon" shot was taken at Boerne City Park at dusk. It was created using a long-timed exposure and waving a light stick behind the car.

2023 LONGHORN REGION LEADERSHIP



Chris Royter
President



James Bricken
Vice-President



Ignacio Fortuno
Treasurer



Nathan Whynot
Secretary



Jud Walford
Past President

CHAIRS

Autocross - James Bricken
Concours - Jud Walford
Database Admin (elections) - Mike Vriesenga
Dealer Liaison and Marketing - Jack Merrell
Driver Education (track) - James Bricken
Driving Tour - Michael Sorbera
Historian - Matthew Besfer
Insurance - Tom Schadegg
Membership - Shelley Matthews
Newsletter Editor - Shelley Matthews
Safety - Mike Matthews
Social - Irene Camacho
Social Media - Cleo Garza
Technical - Mike Matthews
Website - Michael Sorbera



To find out more information on a committee or how to volunteer, email www.longhornpca.org

For information on activities to help with, contact a committee chair by visiting - www.longhornpca.org - and click on the Volunteer tab.



www.longhornpca.org

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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

2024 Calendar (Tentative)

January:

4 - Monthly Meeting - Matamoros
6 - Drive - Garrison Bro. Distillery
13 - Cars & Coffee
20 - Autocross

February:

1 - Monthly Meeting
3 - Drive - Twisted Sisters
10 - Cars & Coffee
17 - Autocross

March:

2 - Drive - Missions
7 - Monthly Meeting
8 - HPDE - Harris Hill Raceway
9 - Cars & Coffee
16 - Autocross

April:

4 - Monthly Meeting
6 - Rally (Fiesta Challenge)
13 - Cars & Coffee
20 - Autocross - Fiesta Challenge
27 - Fiesta Challenge

May:

2 - Monthly Meeting
4 - Drive - Laurel Tree
11 - Autocross
17 - HPDE - Harris Hill Raceway
11 - Cars and Coffee
17 - Track Day

June:

1 - Drive
6 - Monthly Meeting
8 - Cars & Coffee
11-18 - Porsche Parade - Birmingham, AL

July:

11 - Monthly Meeting
13 - Gimmick Rally
13 - Cars & Co

August:

1 - Monthly Meeting
3 - Drive - Bandara OST
10 - Cars & Coffee

September:

1 - Drive to COTA - WEC Lone Star LeMans
5 - Monthly Meeting
13-14 - Boxstoberfest - Fredricksburg
14 - Cars & Coffee
21 - Autocross

October:

3 - Monthly Meeting
5 - Drive
11 - HPDE - Harris Hill Raceway
12 - Cars & Coffee
19 - Autocross
26 - Fall Picnic & Concours

November:

2 - Drive - Twisted Sisters
7 - Monthly Meeting
9 - Cars & Coffee
16 - Autocross

December:

7 - Christmas Party
14 - Cars & Coffee

Dates and locations could be subject to change. Please check the website calendar most up-to-date information at longhornpca.org.



Here we are heading into the Holiday season and putting a wrap on our 2023 events. November provided us fun drives to COTA for the SVRA event and Fredericksburg with a stop for gourmet chocolate then downtown for lunch and shopping. Autocross events in Nov and Dec will finalize the driver standings and determine our 2023 season winners. We'll top the year off with our annual Holiday Party benefiting Toys for Tots at the Club at Sonterra.

Many fun new experiences in 2023 thanks to Social Chair Irene Camacho and her supporting cast. Activities included a Princess Cruise group, painting party for charity, a Pizza Party, the old west Fall Picnic and our Annual Toys for Tots Holiday Party. Porsche SA graciously hosted our Fiesta Challenge concours, charity raffle and Rallye starting point.. We also enjoyed a Historic showing of members cars, BBQ and live stream Le Mans action at the 75 Anniversary party. Our annual new members social gathered at The Ice Cream Shoppe for a fun meet n greet and concluded with a solar eclipse viewing.

Track Chair James Bricken planned our Autocross and HPDE events this year. Michael S. arranged for 9 AX events at Tree of Life Church with a total of 218 drivers participating. Valuable track support from Irene, Bill, Chuck, Mike and Patricia made events and timing run smoothly.

Harris Hill Raceway was the site for our May and October HPDE events. 60 drivers participated including 16 novice with instructors. With new grid timelines and event support from Steve, Andy, Ignacio, Mike, Rick, Chuck and Lester, run groups

ran safe and smooth with maximized track time.

Drive Tour Master Michael Sorbera coordinated 9 tours this year. With tour leader help from Steve, Chuck and Bill, over 290 members enjoyed the roads together. It was a grand turnout and another fantastic Boxstoberfest event orchestrated by Chuck and Susie Bush. Much appreciation goes to the many members who provided their event support and represented our region so well. Big thanks to our Insurance Chair Tom "Shaggy", who always made sure we had the proper PCA coverage for all our moving events.

It was nice to see so many Porsche enthusiasts out enjoying our club's activities this year. Our region's membership has grown to its highest level with over 930 now. A big Thank You goes to Shelley Matthews for publishing The Roundup so beautifully for us to enjoy. Through the pictures and articles everyone submits, Shelley works her magic and provides us a fun look at ourselves and the experiences...for years to come!

Our 2024 events calendar already has many planned events listed. There's a variety of activities to spark your interest and participation. Thanks to our webmaster Michael Sorbera for keeping LHR website up to date and the best place to go, to see what's happening next.

As we close out the year, let's share appreciation for the valuable time our members invest so can enjoy many rewarding activities. It's always fun to share the comradery and enthusiasm we have for our Porsches.

Happy Drives for the New Year,

Chris Royter
President
Longhorn PCA



Board of Director Meeting Notes

PCA-Longhorn Region Board Meeting Minutes

Date: 6/15/23

Location: Zoom Mtg

Called to Order: 7:38p by Chris Royter

Attendees:

Chris Royter President

James Bricken, Vice President

Ignacio Fortuno, Treasurer

Nathan Wynott, Secretary

Jud Walford, past President

Michael Sorbera, Drive Tour/web Chair

Shelley Matthews, news/member chair

Mike Matthews, safety/tech chair

Irene Camacho, Social Chair

Mike Vriesenga, elections chair

Quorum Present, Yes

Old Business

Minutes from last mtg already approved via email vote

Review of overall financial snapshot after Fiesta Challenge events

New Business

Develop plans and budgets for upcoming events: New Members Social, and Fall Picnic

Review of these 2022 event expenses to determine goals for our 2023 events

Board approved the proposed LHR funding for these events at:

New Members Social \$1300

Shelley tasked with finding a venue and planning the activity to fit this budget

Fall Picnic \$3000

Irene tasked with assessing food and rental options to fit this budget plan.

Proposed \$10 registration fee to help offset costs and plan accurate food needs

Members to bring side/dessert dish

Time of adjournment 8:40p

Board of Director Meeting Notes

PCA-Longhorn Region Board Meeting Minutes

Date:10/18/23

Location: Zoom Mtg

Called to Order: 7:30p by Chris Royter

Attendees:

Chris Royter President

James Bricken, Vice President

Ignacio Fortuno, Treasurer

Jud Walford, past President

Tom Schadegg

Michael Sorbera, Drive Tour/web Chair

Shelley Matthews, news/member chair

Mike Matthews, safety/tech chair

Irene Camacho, Social Chair

Mike Vriesenga, elections chair

Dan Alwood, Secretary Elect

Matt Besfer, Historian

Quorum Present, Yes

Old Business

- Minutes BOD meeting on 6/17/23 were presented and read. Motion and voted to approve as written
- Review of Year to Date Financials
- Fall Picnic and New Members Social had strong member turnout and both performed to the financial budgets we had planned.
- AX and HPDE events are seeing less participation, making event breakeven challenging. One solution suggested may be to include more non PCA participants.

New Business

Review Forecasted Financials for year end

- Develop plans and budgets for upcoming Toys for Tots Holiday Party:
- Venue and Menu: Club at Sonterra venue fee and buffet service is \$80 plate with 115 people capacity. Estimated \$9156 total Venue expense. Member registration fee agreed at \$65 per person. LHR to subsidize the balance along with 15 special guest dinners.
- Guest Gifts budgeted at \$1700
- Plaques/Trophies budgeted at \$300
- Total event budget \$11457. Estimated Registration/Sponsor receipts \$7750
- Estimate LHR event subsidy \$3707
- Motion and vote approved this budget

Time of adjournment 8:40p

LHR Financials

By Ignacio Fortuno, LHR Treasurer

PCA LONGHORN REGION INC

Profit and Loss by Category

January 1 - December 5, 2023

	Autocross	Christmas Party	Drives	Fiesta Challenge	Golf Day	Meetings	Newsletter	Track Day	General and Admin	TOTAL
Revenue										
Donation Income		1,000			510					1,510
Driving event receipts	35		50							85
Fiesta Challenge				2,420						2,420
Meeting Receipts		195				180				375
Newsletter receipts							4,500			4,500
PCA National, Membership Rebate		750		750		500			9,684	11,684
Receipts from Club Registration	7,322		2,417	2,594	2,965	867		9,432		25,597
Total Revenue	\$ 7,357	\$ 1,945	\$ 2,467	\$ 5,764	\$ 3,475	\$ 1,547	\$ 4,500	\$ 9,432	\$ 9,684	\$ 46,171
Expenditures										
Advertising & Marketing									252	252
Donation				4,500						4,500
Insurance								900		900
Meals & Entertainment	375	750	187						466	1,778
Meals & Entertainment		1,054			218	1,149				2,421
Misc Awards	600	643		624	545	316				2,727
Newsletter							1,661			1,661
Office Supplies & Software	2,014	110						42	1,921	4,087
Rental Fees, Catering	7,200		2,615	914	2,435	3,241		9,352		25,757
Taxes & Licenses									70	70
Total Expenditures	\$ 10,259	\$ 2,557	\$ 2,801	\$ 6,037	\$ 3,198	\$ 4,707	\$ 1,661	\$ 10,294	\$ 2,640	\$ 44,154
Net Operating Results	\$ (2,902)	\$ (612)	\$ (334)	\$ (273)	\$ 277	\$ (3,159)	\$ 2,839	\$ (862)	\$ 7,044	\$ 2,017

Prepared on a cash basis, excludes \$200 interest on CD.

Pos Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score		
Main Category								
PCA			Drivers: 14		Trophies: 5		Run Heat: 2	
T 1	99 Rob Redanz	2012 Porsche Cayman R	SS 0.833		41.830 44.476(1) 40.334 40.411 40.018 40.578	41.532 39.825	33.174	
T 2	117 Lester Ogawa	2005 Porsche Carrera S	AS 0.823		47.022(1) 41.566 40.368 41.075 43.254(1) 42.465	DNF 41.910(1)	33.223 (0.049)	
T 3	351 Andrew Auerbach	2024 Porsche 718 Boxster	AS 0.823		49.004 46.008 46.204(1) 46.143(2) 41.323 40.617	44.444 43.011	33.428 (0.205)	
T 4	18 David Frye	2016 Cayman GTS	AS 0.823		43.232 42.189 DNF 40.941 42.281(1) 40.881	43.241(1) 47.358(2)	33.645 (0.217)	
T 5	170 Mikel Matthews	2012 Porsche Cayman R	SS 0.833		44.649 41.847 41.124 42.209 41.564 40.482	41.340 45.411(2)	33.722 (0.077)	
6	112 Ignacio Fortuno	2009 Porsche Cayman	AS 0.823		47.791 42.065 44.105(1) 42.083 41.347 42.683	43.379(1) 42.928	34.029 (0.307)	
7	102 Klaus Weiswurm	1973 Porsche 914	CS 0.811		DNF 44.725 43.993 43.727 43.121 43.099	43.415 41.959	34.029	
8	37 Tom Mix Petreca	2015 Porsche 911 GTS	SS 0.833		42.568 43.446 42.787 42.637 41.638 40.946	42.964 41.449	34.108 (0.079)	
9	7 Chuck Bush	1973 Porsche 911	CS 0.811		61.399 44.175 45.302(1) 43.715(1) 42.151 50.075(1)	42.170 42.801	34.184 (0.076)	
10	96 Stephen Grigory	2021 Porsche Cayman S	SS 0.833		45.868(1) 42.805 46.340(1) 42.189 41.604 41.611	42.474 42.761	34.656 (0.472)	
11	5 David Lurz [105]	2022 Porsche 718 Boxster G	SS 0.833		DNF 45.546 41.663 43.528 41.609 43.871	42.966 42.420	34.660 (0.004)	
12	54 Donovan Butter	1970 Porsche 911	DSP 0.844		48.781 DNF 43.657 42.319 42.891 41.819	45.172 42.511	35.295 (0.635)	
13	105 Sebastian Garcia [5]	2016 Porsche GT4	SS 0.833		60.872 57.918(3) 46.144 45.664 46.091(1) 43.441	49.735 44.573	36.186 (0.891)	
14	110 David Handley	2016 Porsche GT4	SS 0.833		DNF DNF DNF	DNF	No Time	
SCCA			Drivers: 8		Trophies: 3		Run Heat: 1	
T 1	8 James Bricken	2005 Porsche Carrera S	AS 0.823		39.703 39.620 39.003 39.090 38.938 39.093	39.964 39.001	32.046	
T 2	106 Neil Penberthy	2013 Mazda Miata	CS 0.811		42.472 41.592 40.277 39.852 40.089 40.086	40.376 39.540	32.067 (0.021)	
T 3	1 Shawn Kurth	1997 Toyota Tacoma	FS 0.813		DNF 39.976 39.491 41.027(1) 40.910(1) 39.443	39.696 41.026(1)	32.067	
Pos Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score		
4	13 Rachael Acosta	2005 Acura RSX Type S	STX 0.817		43.306 45.914 43.134 41.146 41.199 41.498	44.058(1) 46.129(2)	33.616 (1.549)	
5	137 Salvador Acosta	2005 Acura RSX	STX 0.817		43.407 42.145 41.345 45.000(1) 42.944(1) 42.516(1)	41.281 48.801(3)	33.727 (0.111)	
6	11 Joshua Kurth	1997 Toyota Tacoma	FSP 0.828		45.608 43.583 49.421 45.766(1) 41.923 40.737	44.255 43.061	33.730 (0.003)	
7	50 Phillip Carter	1993 Honda Civic	SMF 0.847		44.144(1) 42.447 41.452 40.605 40.565 40.185	41.701 44.860	34.037 (0.307)	
8	124 Rami Alhaj	1991 Honda Civic	SMF 0.847				No Time	
Ladies			Drivers: 1		Trophies: 1		Run Heat: 1	
T 1	116 Denise Harris	2004 Porsche Boxster S	AS 0.823		69.317 59.550 52.251 51.507 51.124 48.483	52.990 DNF	39.902	
Novice			Drivers: 3		Trophies: 1		Run Heat: 1	
T 1	153 Daniel Sorbera	2006 Porsche Cayman	SSM 0.879		51.619 46.387(1) 41.930 40.668 41.887(1) 40.334	42.547 40.809	35.454	
2	135 Michael Sorbera	2006 Porsche Cayman	SSM 0.879		DNF 49.026 46.213 45.131 44.971 44.375(1)	46.759 44.038	38.709 (3.255)	
3	59 Rick E	2010 Porsche GT3	SS 0.833				No Time	

Autocross Results - Oct. 21, 2023

Autocross Results - Nov. 18, 2023

Results Longhorn PCA Autocross



Pos	Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score
Main Category							
PCA				Drivers: 10	Trophies: 4	Run Heat: 2	
T 1	114	Steven Tellman	2013 Porsche 911 Carrera S	SS 0.833		54.263 50.627 52.588(1)	55.161(2) 49.884 49.605
						53.114(1) 49.820	41.321
T 2	95	Kevin Alexander	2019 Porsche 911 Turbo S C	SS 0.833		61.370(2)	DNF 53.011
						73.254	44.158 (2.837)
T 3	18	David Frye	2016 Cayman GTS	AS 0.823		DNF 54.420 53.936	55.419 58.226 53.777
						56.345 55.093	44.258 (0.100)
T 4	7	Chuck Bush	2018 Porsche GT3	SS 0.833		57.454	55.640 54.305
						DNF	45.236 (0.978)
5	112	Ignacio Fortuno	2009 Porsche Cayman	AS 0.823		65.995 DNF 56.232	59.788 57.560 56.011
						56.080	46.097 (0.861)
6	96	Stephen Grigory	2021 Porsche Cayman S	SS 0.833		64.907 57.106 61.605	60.405 56.422 56.011
						60.448 59.516	46.657 (0.560)
7	54	Donovan Butter	1970 Porsche 911	ESP 0.840		65.929 69.202 57.317	60.478 59.900 57.679
						61.902 59.835	48.146 (1.489)
8	135	Michael Sorbera	2006 Porsche Cayman	SSM 0.879		63.563 59.684 RRN	62.741 60.816 59.585
							52.375 (4.229)
9	123	Robert Iverson	2017 Porsche Panamara	FS 0.813			
							No Time
10	199	Rob Redanz	2012 Porsche Cayman R	SS 0.833			
							No Time
SCCA				Drivers: 7	Trophies: 3	Run Heat: 1	
T 1	8	James Bricken	2005 Porsche Carrera S	AS 0.823		DNF 53.649(1) 51.519	DNF 51.865 51.777
						64.568(1)	51.907 51.246
T 2	57	Federico Del toro	1995 Mazda Miata	STX 0.817		51.752 53.470(1)	53.159 52.112 53.323(1)
						56.634(1)	42.281 (0.106)
T 3	13	Rachael Acosta	2005 Acura RSX Type S	STX 0.817		58.171(1) 61.102(3) 53.767	56.476 54.938 56.121
						56.598(1)	43.928 (1.647)
4	137	Salvador Acosta	2005 Acura RSX	STX 0.817		64.180 55.056 54.727	56.682 54.698 54.491
						54.736 54.175	44.519 (0.591)
5	50	Phillip Carter	1993 Honda Civic	SMF 0.847		53.771 53.881 DNF	54.927 53.326 53.671
							45.167 (0.648)
6	117	Lester Ogawa	2010 Mazda Miata MX-5	CS 0.811			
							No Time
7	125	Erik Siegel	2014 Chevy Corvette	AS 0.823			
							No Time

Results
Longhorn PCA Autocross



Pos Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score	
Main Category							
PCA			Drivers: 14	Trophies: 5	Run Heat: 2		
T 1	95 Kevin Alexander	2019 Porsche 911 Turbo S C	SS 0.833		59.287 55.060 54.444	62.050 56.350(1) 53.290 57.074 55.005	44.391
T 2	87 William Dorsey	2019 Porsche Targa4 GTS	SS 0.833		55.604 53.988 55.115(1)	53.702 55.693(1) 53.518 55.863(1) 53.640	44.580 (0.189)
T 3	114 Steven Tellman	2013 Porsche 911 Carrera S	SS 0.833		77.876 63.681(2) DNF	54.123 53.887 58.273 58.294(1) 53.682	44.717 (0.137)
T 4	12 Hung-Jen Hung [112]	2023 Porsche GT4 RS	SS 0.833		57.294 55.371 DNF	55.918 55.115 56.716(1) 58.058(1) 53.713	44.743 (0.026)
T 5	18 David Frye	2016 Cayman GTS	AS 0.823		59.013 DNF 58.105	57.341 57.571 57.088 60.338(1) 58.306	46.983 (2.240)
6	112 Ignacio Fortuno [12]	2009 Porsche Cayman	AS 0.823		77.529 68.318(1) 59.339(1)	74.059(1) 62.172(1) DNF 61.663 58.363 58.084	47.803 (0.820)
7	756 Shawn Veach	2002 Porsche 911 Turbo	SSM 0.879		62.996 56.868 56.383	59.287 57.661 56.702 59.270 56.306 54.991	48.337 (0.534)
8	96 Stephen Grigory	2021 Porsche Cayman S	SS 0.833		62.784 60.526 58.821	61.726 58.363 62.685(1) 58.532 DNF 58.813	48.616 (0.279)
9	88 Chris Royter	2014 Porsche 911 C4S	SS 0.833		64.037 61.270 58.803	61.773 RRN 59.263 61.302 60.024 58.817	48.983 (0.367)
10	78 Don Coronel	2013 Porsche Boxster S	AS 0.823		62.203 65.471(1) DNF DNF	61.845 61.070 RRN 63.141(1) 62.526(1) 60.054	49.424 (0.441)
11	54 Donovan Butter	1970 Porsche 911	ESP 0.840		64.289 60.984 DNF	61.993 59.262 DNF 59.038	49.592 (0.168)
12	135 Michael Sorbera	2006 Porsche Cayman	SSM 0.879		66.587 62.456 60.192	63.928 62.251 59.439 64.007 61.145	52.247 (2.655)
13	5 David Lurz	2022 Porsche 718 Boxster G	SS 0.833				No Time
14	7 Chuck Bush	1973 Porsche 911	ESP 0.840				No Time

SCCA			Drivers: 2	Trophies: 1	Run Heat: 1		
T 1	8 James Bricken	2005 Porsche Carrera S	AS 0.823		55.961 54.007 54.250	54.942 54.380 56.109(1) 56.821(1) 54.069	44.448
2	9 Robert Veach	2013 MINI Coupe	SSM 0.879		DNF 73.000 DNF	DNF 76.745(2) 71.931 75.978 72.090	63.227 (18.779)

Ladies			Drivers: 1	Trophies: 1	Run Heat: 1
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12/2/2023 3:33:46PM

Pronto Timing System
www.ProntoTimingSystem.com

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Results
Longhorn PCA Autocross



Pos Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score	
T 1	116 Denise Harris	2004 Porsche Boxster S	CS 0.811		DNF 70.898 66.921	76.231 69.061 65.012 71.469 67.685	52.725

**Auto-
cross
Results**

**Dec.
2,
2023**

MEMBERSHIP REPORT



Primary members:	615
Affiliate/Family members:	321
Total:	936

New Members as of Oct 1, 2023

Louis Alvarado	2016	Cayenne S
Daniel Arredondo	1997	911 Carrera S
Ryan Berg	1989	911 Carrera Targa
Arturo Bermea	2008	Boxster
David Bliss	2014	911 Carrera S
Daniel Briggs & Marcell Martin	1987	944
Kenneth Burroughs & Nyssa Branstetter	2013	Cayenne
Richard Bryant	2022	918 Boxster T
Louis Burton	2012	911 Carrera S
Dennis & Deneise	2014	Boxster
Christian Diel	2001	911 Carrera
Francisco Fabregat	1977	911S
Patrick Galloway	2018	718 Cayman
Brandan Gerry	1990	944 S2
Marshall Gildermaster	2002	911 Carrera Cabriolet
Scarlet Guardiola	2016	Macan S
Jaime Hidalgo	2007	911 Carrera S
Lewis & Shelly Knapp	2009	911 Carrera S
Shane London	2024	Cayenne S
Jin Ha & Erica Poole	2024	Macan S
Christian & Therese Reynolds	2024	911 Carrera T

Transfers In:

Gordon Brooks	2023	Cayenne
Daniel & Shannon Cernoch	2007	Cayman S
Quentin & Nikki Guidry	1999	Boxster
Johnathan Kantor	2016	Cayenne Diesel
Eric & Laurie White	1988	911 Carrera
Doug Van Zandt & Alicia Barraza	2008	Cayman S & 2001 Boxster

From:

Hill Country
Los Angeles
Lone Star
Hill Country
Peachstate
Coastal Empire

Transfers Out:

Alexander Lo	2007	Cayman S
Nick Patti	2006	Cayman S
Scott Waldrup	2019	911 Carrera S

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Anniversaries

November:

35 years

John Sanson

20 years

Fernando Martinez

10 years

Joseph Hatem

Renee Sampiere

Brian & Tracey Zettner

5 years

Mark Gaiennie

Thomas Schadegg

Steve Wright

1 year

Asencion Escajeda

Kellie Finley

Hector Hernandez

Micah Long

Daniel Potter

Kyle Rutkoski

Matt Serrano

Pamela Smith

Craig Teplitz

Thomas Whitney

December:

30 years

James Mini

10 years

Wayne & Cindy

Lawson

James & Cheryl

Startzell

5 Years

Shawn Connolly

Eldon Hansen

1 year

Tina Almond

Oliker & Mary Atrain

Rick Ledbetter

JuJu Robinson

Jessica Venditti

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New Member Social

Article by Shelley Matthews

On October 14, LHR and The Ice Cream House hosted a new member's social for members that joined LHR between August 2022 and October 2023. The social was originally planned in August but was rescheduled due to our extremely hot summer. A total of fifty people attended the event. Incidentally, the October 14 date coincided with the Annular Solar Eclipse that went right over SA.

Those attending received coupons for a free scoop of ice cream from The Ice Cream House, goody bags, solar glasses, and a chance to win door prizes. There was also a video playing with pictures of past club activities. Everyone got a chance to meet the LHR officers and committee chairs and learn about the many upcoming activities and events scheduled by the club.

Since the Annular Eclipse happened at the same time as the social, we also had a telescope and

monitors set up to view the eclipse thanks to Mike Matthews. Everybody received solar glasses to make sure they safely viewed the sun but also had the chance to view through monitors set up under a tent. In the beginning of the eclipse there were a lot of clouds and the sun occasionally appeared through the clouds. But the clouds slowly disappeared and we were able to see the Ring of Fire through clear skies.

A special thanks to our officers – Chris, James, Ignacio, our committee chairs – Michael, Sherry, and Irene, and helpers Rick, Cindy, and Mike for all your help and assistance. And a very special thanks to LHR members Meg and Jesse Touchette and their crew at The Ice Cream House for hosting the event.



Photos by Michael Sorbera, Patrick Galloway, Shelley Matthews, Mike Matthews

Pushrod Porsches in Marble Falls

Article and Photos by Mike Vriesenga



Over the weekend of October 29, 2023, ten “Pushrod Porsches” from across Texas met in Marble Falls for driving and camaraderie. Pushrod Porsches have older, four-cylinder engines in which the valves are opened with pushrods riding on the camshaft in the center of the block, rather than from camshafts riding on top of the cylinder heads. This design was most popular in Volkswagen Beetles, but Porsche 356s, 912s, and 914s also shared this design. The virtues of simplicity and economy may not trump power and prestige, but they are virtues nonetheless.

Friday evening, we met at Bear King Brewing on the north side of LBJ Lake. Drivers came from as far away as Houston, Corpus Christi, and Dallas, and some tackled the Three Sisters that day, so it was good to meet and talk. Fortunately, the beer was good because the service was slow. There was time afterward for beer and Porsche Palaver in the La Quinta parking lot, with a view of Lake LBJ stretching out west behind us.

Saturday morning was the “big” drive. We headed east out of Marble Falls. Although FM 1431 is well-travelled, it swoops and dips as it follows the Colorado river, so it makes an entertaining drive. You know you’re in the sticks when the road is “Nameless” and you go through the burgeoning metropolis of Oatmeal, Texas (population 20, Salute!). Be sure to return to celebrate the Oatmeal Festival the Friday and Saturday before Labor Day.

Returning to Burnet (durn it, learn it) for gas, we picked up Park Road 4, which is a lovely drive. Coming down from Longhorn Caverns into the Hoover Valley is a bit of a roller coaster ride with a view, including the Falkenstein Castle and glimpses of Inks Lake. Crossing Highway 29, we hugged the shore of Lake Buchanan on the way to Canyon of the Eagles Overlook Restaurant. As the name implies, the restaurant would normally overlook the lake. This year it overlooks the mud flats. Drought. Sigh.

I caused the biggest trouble of the weekend when my 912 wouldn’t start. Part of the joy of Pushrod Porsches is you can push start them, and I’m thankful for the six guys who did the heavy pushing, and diagnosed a weak coil, which I replaced that evening with a spare from NAPA. We all need friends with muscles and skills. Those with time visited the Commemorative Air Force museum in Burnet, worth the small entrance fee if you’re in the neighborhood.

The weekend’s highlight was supper at the Bayview Restaurant in Horseshoe Bay. We arrived about 6:20. The restaurant sits on a bluff overlooking Lake LBJ, so we enjoyed a spectacular sunset, good conversation, good food, and excellent service. If you’re looking for a place to take that special someone....

So next October I hope you join us if you own a Pushrod Porsche, or give us a thumbs up as you pass us by.



Keys to an Adventure

As I sit here writing this in my garage I look out at my Boxster and I think about my days as a child pushing 1:24 scale Porsche cars all around my floor. How I would imagine the life I would have owning one someday. Little did I know I would be one of the lucky few to own not just one but 2 Porsches. I imagined back then how great it would be to drive the cars, but honestly for me the driving has just been the tip of the enjoyment these cars would bring me.



I feel like it was just yesterday I found my Boxster on Facebook marketplace; I couldn't wait to go see it. That very night I made the 2-hour drive to go and test drive

the car. It was in need of love when I first saw her, but the moment I sat in that leather seat I was hooked she was going to be mine. The dash was sun damaged, and the car didn't always want to start but little did I know that key didn't just start the car but also started a whole new chapter of my life.



For the next few months I would make plans on what

I wanted her to look like, listing all the parts I needed to order and repair. Sitting on my front porch for days looking out at her as parts poured in from delivery trucks brought a whole new feeling to me. I have felt so alive just spending days

on end in the garage bent in funny angles removing screw after screw putting in the new list of parts I had assembled. Then finally to paint she went where I chose the Shark Blue color as her new look. Even still all the enjoyment the repairs brought me were

nothing to what came next.

I soon learned of the PCA, a group of people who all owned and loved the cars like mine. So, I joined the club. From that moment I saw the true greatness that is owning a P-Car. The club was very welcoming to my family and me. It was thanks to a fellow member, I had never met, that my family and I were able to even find a home in this lovely city of San Antonio. For me personally the club is not just a club but a Family. I have spent this past year enjoying cars with like-minded, kind people who will go out of their way to help each other, I haven't had a bond like this since my time in the military. My family and I enjoy the gatherings and making of new friends.

I guess what I am saying is to me owning a Porsche wasn't just me owning my dream car but the key to an endless changes of thrilling rides, great people and many new adventures.



Thanks for listening,

Tyler Guidry

Golf Scramble

Article Jud Walford

Photos by Chris Royter and Jud Walford

The Fall Golf Scramble finally got off on Sunday, November 12 at Olympia Hills Golf Club. We had been rained out the Sunday previously and the rain would not go away this week either with constant drizzle throughout the tournament. Our golfers were not deterred and had a great time in spite of the weather.

Scramble Winner was the Walford Group with a net score of 60.



Jud & J.P. Walford, Joe Ashcraft and Mike Hess.

Runner up group was the Pace Group with a score of net 63.



Larry, Jon, Cody and David.



Closest to the Hole Winner was Mike Kelly from the Hatem Group.



Longest Drive Winner was Jon Pace.

SVRA at COTA

Article by Mike Vriesenga

Photos by Mike Vriesenga and Mike Matthews

On November 4, 2023 sixteen souls in 10 Porsches ranging from John Barnes' and Charlie Brandt's classic brown 911s to Cesar Munoz's 911 cabriolet met early at Buc-ee's in New Braunfels for the drive to the Circuit of the Americas (COTA) for the 2023 Sportscar Vintage Racing Association (SVRA) Speedtour. The SVRA races are arguably the best value at COTA. For \$75 you get a car show sponsored by Hagerty Insurance, premium parking at the Grand Plaza, easy access to turns 15 and 19, shuttle access to the pits, and an opportunity to see a bewildering variety of race cars. It's a treat for all the senses.

Before leaving the Buc-ee's parking lot, our Porsches were already a hit. Half a dozen buses from Northeast ISD on their way to a band competition disgorged over a hundred high school students, some of whom appreciated our beautiful cars, engaging in conversation and taking pictures with their cell phones of course. Stay in school kids!

Ordinarily the racers are practicing when we arrive at 8 am, but COTA was blanketed in fog, so the action didn't start until closer to 9. Unfortunately, that cost the car show participants the parade lap we usually enjoy. In fairness, the weekend is for the racers, not the spectators.

Porsche made its reputation as a giant killer, running light, small-displacement cars that regularly outran bigger, more powerful machinery. I remain partial to the smaller, less-expensive racers. It is still remarkable to see a Mini running with other racers, although the Mini was a giant killer in its own right. The Austin Healy Bug-Eye Sprites are still smiling to be out on the track after 75 years, so I smile too. Older Porsches, like vintage 911s and 914s, are a treat to watch. Knowing the drivers aren't professionals also enhances the experience. Occasionally the spindly, featherweight, older "Formula" cars would come too hot into turn 15, and you could see the tires smoke and lock up as they fought their mistake to complete the corner. Even an amateur like me could diagnose a Mustang plowing against its front tires with understeer.

Walking the pits is a privilege, and a history tour, at the SVRA races.

Among the first to catch my eye was Dick Smothers' [Brabham BT-21](#), a tiny thing with his name on it.



20 LH ROUNDUP

I was surprised to see Janet Guthrie's [Toyota Celica](#). Since she would end up at the Indianapolis 500, it is an acorn story, where great things have small beginnings. Finally, I noticed one of the [Audi TDI](#) diesel racers from their era dominating Le Mans. While watching the 24 hours of Daytona I was struck by the Audi's sound. Corvette's thundered and belched fire from their exhaust pipes. The Audis sounded like vacuum cleaners. Frankly the Corvettes were more fun, but I suppose if I could have sharks with laser beams on their heads, I'd take that too.



Finally, the day saw an automotive reunion of sorts. Jim Conrad's orange and yellow 914 had a sister



race car painted yellow and orange, once owned by the same person who liked the reverse color schemes. During the morning the driver, Mike Kopecky, visited Jim and suggested he bring his car to the pits for a photo. So, at the end of the day, we visited Mike and took some family photos. It brings a smile to your face, if not a tear to your eye.

The SVRA races are usually the first Saturday in November, so I hope you join us next year.



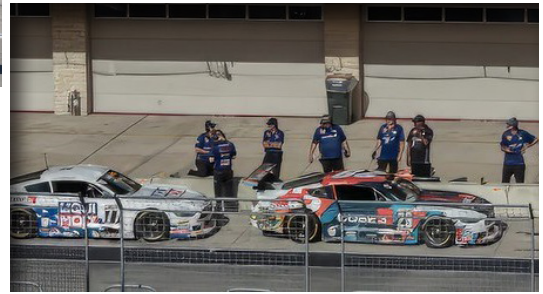
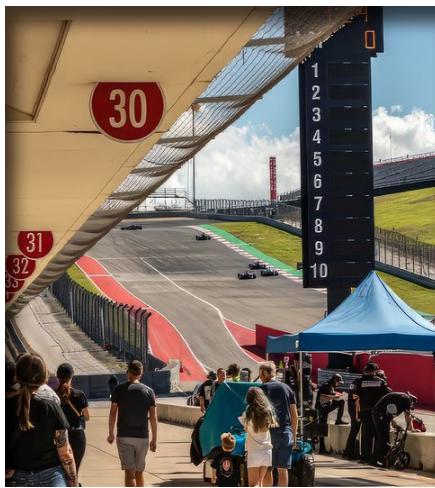


Car Show

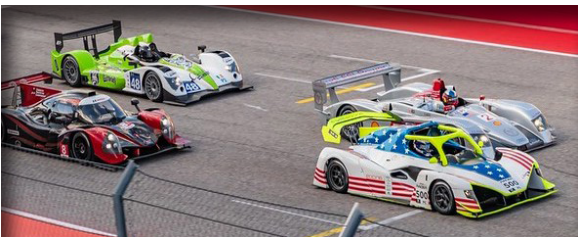


In the Pits





On the Track



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Fredericksburg and Chocolate

Article by Michael Sorbera

Photos by Sherry Sorbera, Donna Clement, Mike Matthews

What a wonderful tour even though it was cloudy!
We fellowshipped for a while at Scooters Coffee at Bergheim and 46 and then started our Tour.



Next, we drove through some wonderful scenic roads on the way to Fredericksburg. Shortly before Fredericksburg we stopped at the famous Chocolates El Rey! They specialize in chocolate from Venezuela. Delicious!



First stop was the famous Luckenbach, Texas for a short restroom break.



Started our final leg to Fredericksburg. And finished up at the Marktplatz in the center of Fredericksburg!

Great drive, great people!

Thanks!
Michael Sorbera
Tourmaster



Here's a wonderful pic of everyone at Luckenbach:



2024 Tour Schedule:
January 6 - Bourbon Distillery
February 3 - Twisted Sisters
March 2 - Missions
April 6 - Fiesta Challenge Rally
May 4 - Laurel Tree
June 1 - Windy roads
July 13 - Gimmick Rally
August 3 - Bandera OST
September 1 - COTA
October 5 - Hill Country tour
November 2 - Twisted Sisters

Be sure to check the website for up-to-date information and registration information

Porsche Palooza

Article and Photos by Steve Wright

PCA Palooza hosted by White River Cimarron and Ozark PCA took place this year on November 9-12. It was a great way to see the fall leaves while enjoying spectacular winding roads through the Ozark Mountains.

Palooza is an annual event held in Eureka Springs Arkansas the second weekend in November. It's a popular event with 422 cars attending this year. Activities included tours each day, dinners each night, a Porsche parade through historic Eureka Springs, a concourse with prizes for each car category winner, and a raffle at the Saturday night banquet.



Roadside rest stop.

Eureka Springs is a quaint little town with historic hotels, shops and restaurants. It's surrounded by National Parks and beautifully maintained scenic roads through the Ozark Mountains.

It's best to reserve your hotel early and sign up when the website opens (roughly a month prior to the event) at PCA-Palooza.com. Palooza headquarters is the Best Western Inn of the Ozarks, but any hotel in Eureka Springs will work. A good time was had by all the Longhorn attendees!



A general store from the early 1900s.



Parking lot at Porsche Palooza.

Excellent roads with beautiful colors.



Lunch at the Basin Park Hotel in Eureka Springs

Christmas Party

Photos by Donna Clement and Mike Matthews

What a great way to end 2023! The annual LHR Christmas Party was held Saturday December 9 at The Club at Sonterra. The large crowd enjoyed social hour, buffet dinner, awards, and door prizes. This is also our annual Toys for Tots

events where everyone brings an unwrapped toy to put under the Christmas Tree. This year we were honored to host three Marines and one Navy personnel to represent the SA Toys for Tots.

Autocross



2nd Place
Bill Dorsey



3rd Place
Ignacio Forunto

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Premier 1

Member's Cup Awards



Irene Dorsey



James Bricken



Michael Sorbera



Ding Dong Cake - Prez Chris Royter started the year by giving Ding Dongs as a door prize at every meeting. It became the most popular prize. So they showed up at the Christmas party!

This year's gift was a slate cutting board etched with the PCA logo along with luggage tags, dish cloths, and candy canes. Thanks Social Committee!



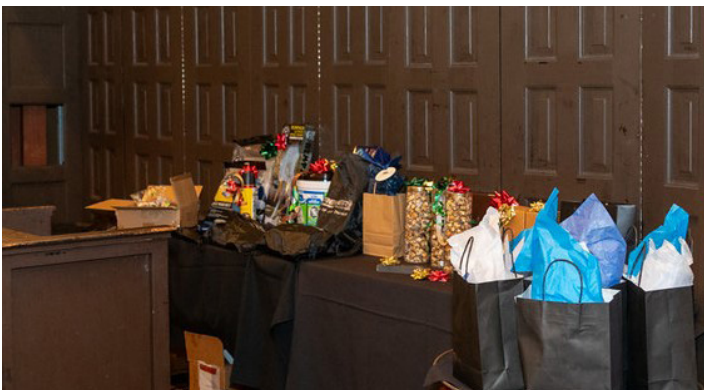
Patricia Broyles the night's MC.



LHR has always come through for Toys for Tots. Lots of toys were collected to give to help make Christmas special for kids! Thanks to the Marines for collecting these gifts and thanks to LHR members for your generosity!



Three Marines and One Navy Sailor represented Toys for Tots.



Santa's been here with door prizes!



Cindy and Sherry man the registration table



Christmas Elves hand out the prizes.



*Merry
Christmas to all....*



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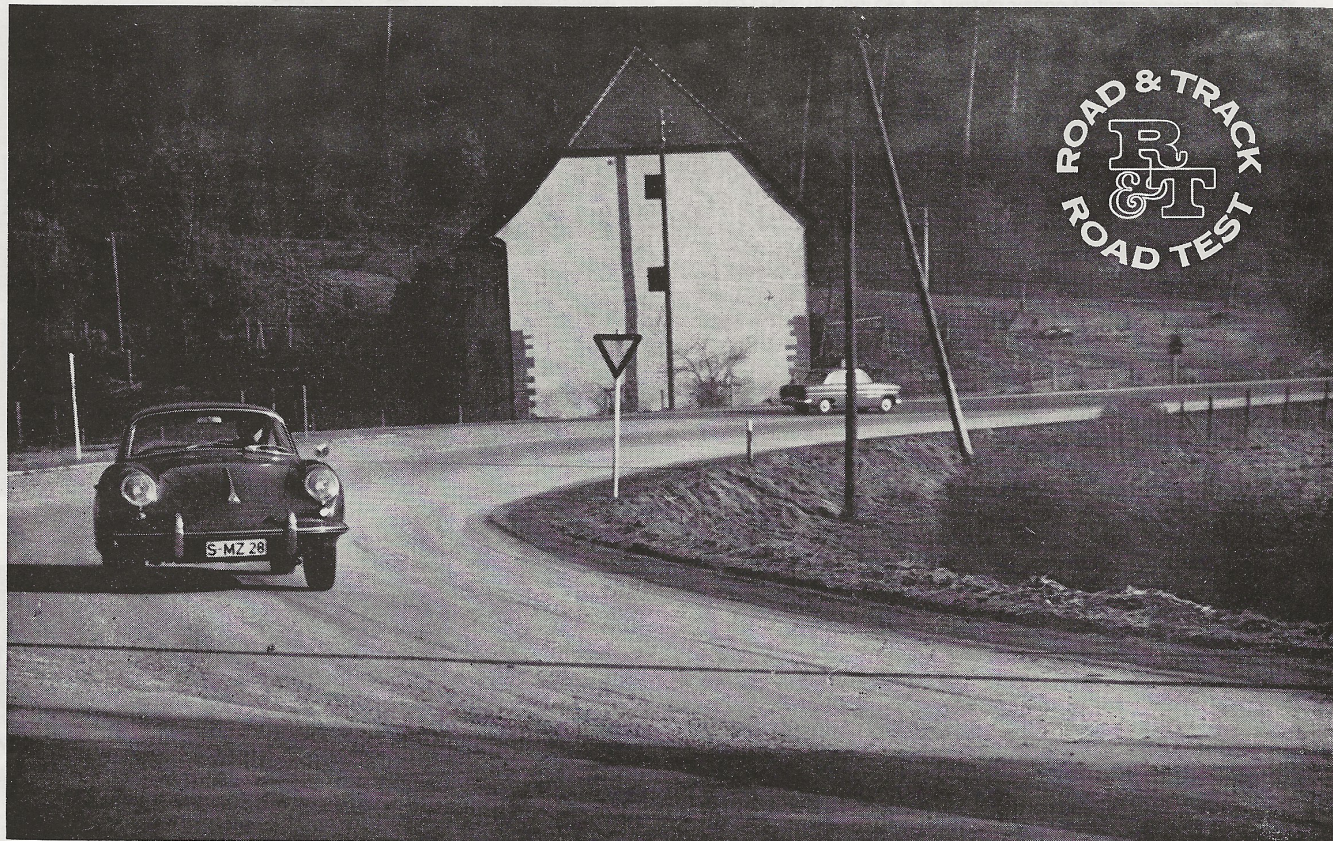


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Historically Speaking.....



PORSCHE CARRERA 2-LITER

STORY AND PHOTOS BY HANSJOERG BENDEL



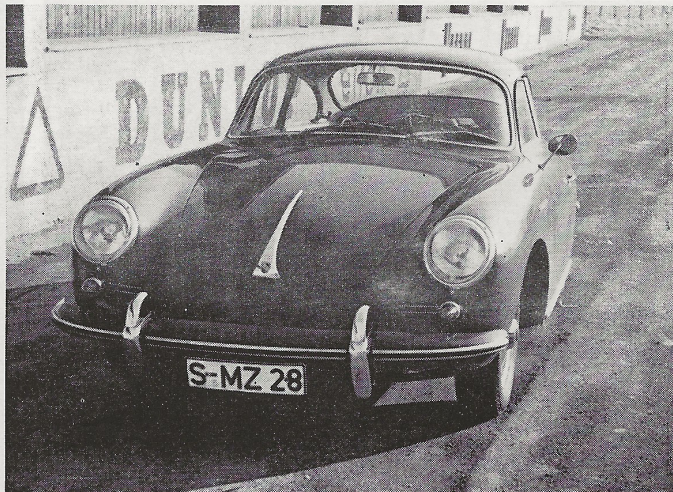
LET'S LOOK BACK a few years: When the first Porsche appeared in 1948, it was little more than a hotted-up VW beautified by a streamlined coupe body—made of aluminum at that time—produced in very small numbers in very small workshops at Gmünd in Austria. The 1131-cc, air-cooled flat-4 engine had been talked into producing 40 bhp, the transmission incorporated that remarkably solid crash box good for a) delightfully professional, double-clutched changes, or b) changes without any use of the clutch, or c) the production of horrible noises without apparent ill effects, and the brakes used the original small VW drums. Top speed was around 87 mph, and the car soon got a reputation for “difficult” cornering because of a strong addiction to oversteer.

To the surprise of many, this modest theme—just like that of the VW itself—proved capable of fantastic development. After Porsche had returned to Stuttgart, large-scale production methods were adopted, and numerous improvements made later models faster, quieter, more refined and led to better handling and reliability.

The most obvious development concerned the pushrod engine. Enlargements first to 1300 and then to 1500 cc brought racing units which, when fed with alcoholic beverage, produced up to 98 bhp (DIN measurement, i.e., with all accessories and silencer) and propelled coupes and open 2-seaters at speeds exceeding 125 mph.

For some time these engines collected success after success, but in 1952 Ferry Porsche and his staff realized that, for serious racing, the days of the simple pushrod unit were numbered. A completely new, flat-4 engine of 1500 cc was built, air cooled again, but incorporating 4 overhead camshafts;

From the front, the 2-liter looks like any other Porsche.



(Reprinted from July 1962 Road & Track.)

the result was an initial power output of 115 bhp at 7500 rpm.

In an open 2-seater, driven by pre-war ace Hans Stuck, this engine had a few experimental sorties in 1953; entrusted to Hans Herrmann, it made its first successful bid for top racing honors in the 1954 Mille Miglia, where it delighted its creators by placing 6th overall and winning the 1500-cc class. Even today, the racing career of this design is anything but over, as the 1962 Porsche GP team started this season with a fuel-injected version credited with about 165 bhp—nearly 50% more than the original design target.

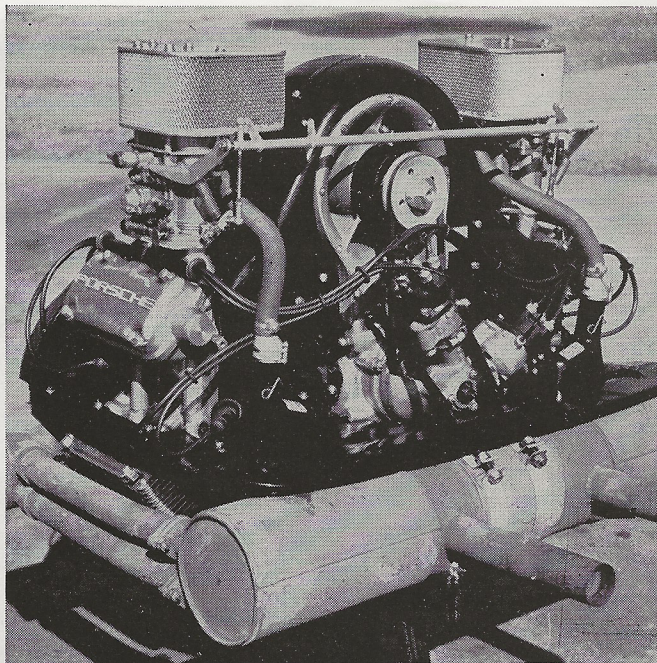
In the same year of 1954, this engine also commenced a second career which, as far as the private Porsche owner is concerned, is of even greater direct interest: It was installed in one of the Austrian-made aluminum coupes and appeared in the Liège-Rome-Liège, one of the toughest long-distance rallies ever; driven by Polensky and Linge, it beat the entire competition and came first in general classification.

The winning potential of this combination was so convincing that series-production was decided; christened "Carrera" in honor of the Mexican Road Race and recognized as a "series-production GT car," it has since distinguished itself in countless events.

The Carrera, produced first with 1500, later with 1600 cc, was meant for the driver interested in serious high-speed motoring. Many Carreras never faced a starter's flag, and there was really not much point in preferring the more sophisticated engine and its exacting demands on maintenance unless the superior performance in the upper speed range could be exploited—the pushrod units were cheaper to buy and to run, less noisy and, in daily use, just as fast. One Carrera specialty merits recording: To this day, all pushrod engines have been cooled by virtually the original VW fan. This was not good enough for the 4 ohc engines, for which a powerful blower with twin rotors was evolved; at high revs, huge quantities of air were expelled underneath the engine, which on dry roads produced the most spectacular clouds of dust and a distinct "atmosphere of racing."

As the years went by, even the big touring cars got more power and began to trespass into performance regions hitherto considered private Porsche hunting grounds. To enable the air-cooled fraternity to keep in front, even in straight-line acceleration, something more powerful than even the Super 90 was desirable. The 2-liter "Carrera 2" was the answer.

This model was introduced at the Frankfurt Motor Show in the fall of 1961; its body has all the latest modifications mentioned in R&T's December 1961 issue (larger window area, modified front hood, fresh-air inlets ahead of windshield, external fuel filler cap, twin cooling air inlets on engine cover), while the chassis specification is identical to that

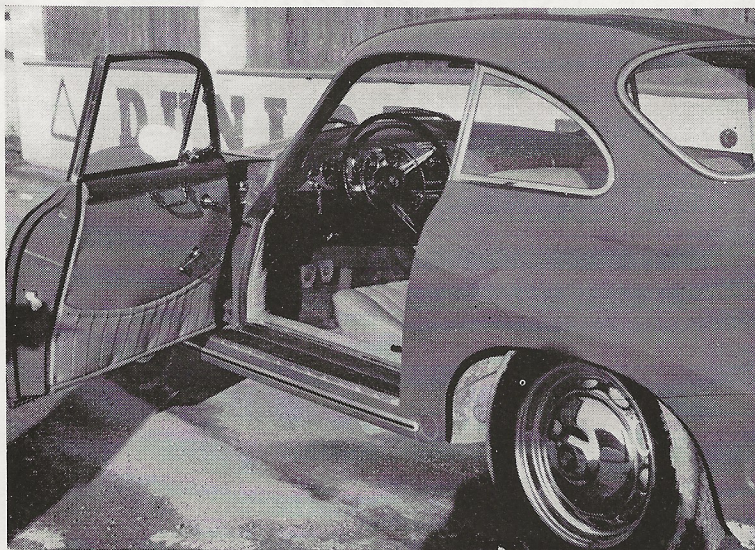


Twin ignition, 2 carburetors and 4 camshafts for the 2-liter.

of the Super 90, with its rear swing axle with transverse equalization leaf spring. In other words, body and running gear are modified in detail only; it follows that in comparison with the Super 90 and the 1600 (tested by R&T in March '60 and October '61), no radical departures are to be expected.

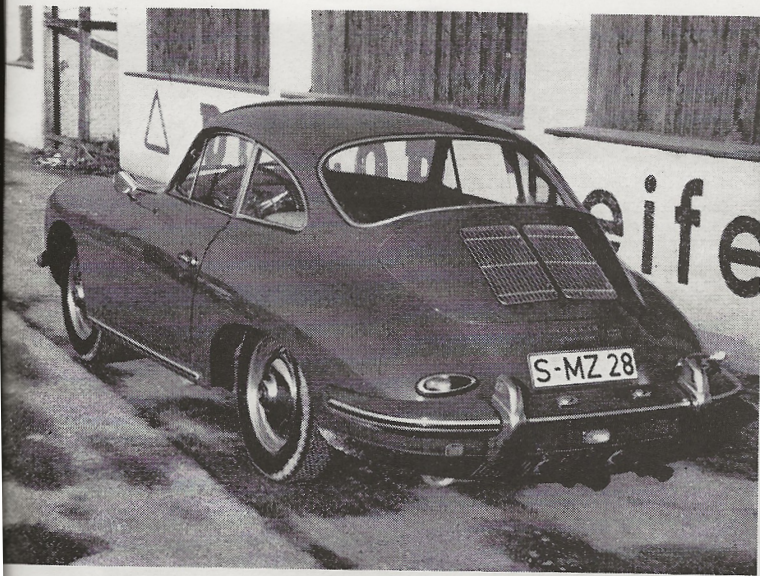
The only thing completely new is the engine. Porsche has often been named among those constructors who are wizards at achieving results which others (or theory) consider impossible; when it was decided to provide plenty of torque at low speeds—for real acceleration—and smooth, flexible running, even the fathers of the Carrera agreed that this could best be achieved by a little more displacement: When the 4-ohc engine was first laid down, it had already been decided that the design should permit a maximum size of 2 liters, and this then was the volume selected for the Carrera 2. With 92-mm bore and 74-mm stroke, it is decidedly oversquare; its peak power of 152 bhp (SAE rating) at 6200 rpm is definitely below the figure attainable by this unit in racing tune; maximum torque comes at 4600 rpm on a long, flat curve. In the interest of smoother running, longer life and easier maintenance, bearings are plain throughout, in contrast to the early models' roller bearings for the mains and connecting rods.

A full-length door pouch for maps and other flat objects.

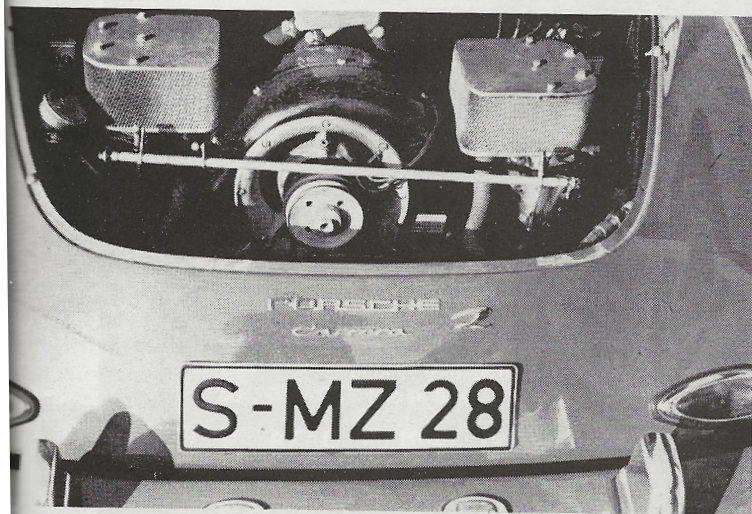


Dust on the Solitude circuit is kicked up by the cooling fan.





Unlike standard model, the 2-liter has extra panel below bumper.



Unique air cleaners are used for the Solex-carbureted 2-liter.

PORSCHE CARRERA 2-LITER

Our test car was fitted with the "European" gearbox; for cars supplied to the U.S., standard ratios in 3rd (1.227) and 4th (0.885) are slightly "slower," in the interest of a little more pulling power.

As explained previously, we did not expect any surprises from the chassis; when we threw our test gear into the back of the car, we were prepared to find a well-known package in which only the new engine would merit special comment. In a way, we were right, because all the well-known features are there: the very comfortable Reutter seats, the quick gear-change, the familiar surroundings and, above all, the unmistakable feel of a quality car built for the connoisseur. But we did have a pleasant surprise. Apparently the "unchanged" chassis has again been subject to subtle detail development, which makes itself felt as soon as one takes the wheel. The steering is a little better—improved response with reduced vibration feedback—and there is unmistakable progress in the way the car keeps glued to the road at all times. There is better stability under fierce acceleration, at full speed and under heavy braking, and experiments like braking in a

corner can result in a slightly ragged line but practically never bring real trouble.

It is likely that part of this improvement must be credited to the late-model "round shoulder" tires but, whatever the reason, the balance is perfect.

This is not useless luxury. The high torque promised on paper is certainly there, and when climbing winding mountain roads it is very easy to accelerate out of a corner with too much steam; under conditions such as this, the exceptional controllability is quickly appreciated.

The car's acceleration is truly exhilarating. The clutch takes quite a bit of throttle without protest, and when one finds that it is time for 2nd gear, down comes the stick in a flick, more acceleration, and other cars pass by as if in reverse. High up in the speed range, this is it—the effortless superiority of the true high-performance machine.

Performance figures are almost exactly as claimed by the manufacturer. Best recorded speed was 126 mph (Porsche says 124.5) and our acceleration times were just slightly slower than those given by a graph included in the specifications. Unfortunately, our test car was wanted "back as soon as possible," so we had no opportunity to check the fuel consumption. However, we have reason to believe that owners will find it easy to get better than the minimum 16.8-mpg figure indicated.

In the body department, the most notable innovation concerns the fresh-air intake, combined with electric fan and a separate heater which is situated in the front compartment, ahead of the battery. This combination is effective and (at last!) permits windshield defrosting without running the engine; it has the amusing peculiarity that, after switching the engine off, the burner continues with burbling noises until all the fuel previously aspirated is used up—which may lead to uninitiated parking lot attendants calling the fire squad when faced with a car obviously about to explode! At present, no figures are available concerning the additional fuel consumption of this heater but, anyhow, the extra comfort is worth something.

Points of criticism: When we first laid eyes (and ears) on the new engine, in the autumn of 1961, we were struck by a silkiness totally unusual for this kind of power unit. It was therefore with high expectations that we approached our test car. But these expectations were not entirely fulfilled: There was too much noise inside the car, and the engine appeared to have that certain roughness well remembered from older Carreras. In fairness, we must record that we tried a pre-production model, so we can only hope that this peculiarity will have disappeared on the cars supplied to customers. A second remark concerns the body as a whole. It is certain that Porsche has never tried to be "à la mode," and bless it for that—but after 14 years with an almost unchanged shape, even the accustomed eye begins to notice some signs of age. The instrument panel, for example, is higher up than is usual nowadays, and visibility could only benefit from a lower waistline.

Also, of course, the rear seating compartment remains impossible—at least for grown-ups—for distances over 5 miles. No doubt comparatively small production figures do not invite frequent body changes, even less so when the existing shape has many proven advantages and a solid following, but, in spite of this, we feel that Porsche should start to look ahead—if it hasn't already done so.

As a whole, the Carrera 2 is certainly one of the most desirable GT cars produced today; it is not cheap, and maintenance will not be quite as easy as on the simpler pushrod versions, but it should delight the owner looking for a car of high quality and exceptional roadworthiness.

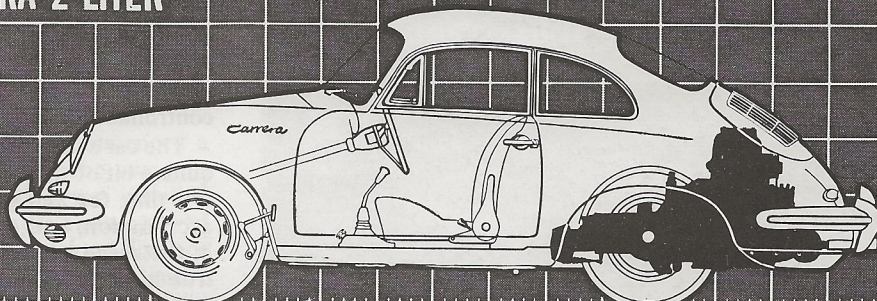
Production is underway—in limited numbers—on both coupe and cabriolet models, and we understand that Porsche dealers are accepting orders. First deliveries are not to be until about September, however, so a certain amount of patience is required, along with the desire.





ROAD TEST

PORSCHE CARRERA 2-LITER



SCALE: 10" DIVISIONS

DIMENSIONS

Wheelbase, in.	82.7
Tread, f and r	51.4/50.1
Over-all length, in.	158
width	65.8
height	52.3
equivalent vol, cu ft	315
Frontal area, sq ft.	19.1
Ground clearance, in.	6.0
Steering ratio, o/a.	16.0
turns, lock to lock	2.5
turning circle, ft.	36
Hip room, front.	2 x 21.0
Hip room, rear.	
Pedal to seat back, max.	42.0
Floor to ground	10.0

CALCULATED DATA

Lb/hp (test wt)	16.6
Cu ft/ton mile	84.4
Mph/1000 rpm (4th)	19.6
Engine revs/mile.	3060
Piston travel, ft/mile.	1485
Rpm @ 2500 ft/min.	5150
equivalent mph	101
R&T wear index.	45.4

SPECIFICATIONS

List price	\$7595
Curb weight, lb	2220
Test weight	2520
distribution, %	43/57
Tire size	165-15
Brake swept area	149
Engine type	flat-4, ohv
Bore & stroke	3.62 x 2.91
Displacement, cc	1966
cu in	120
Compression ratio	9.5
Bhp @ rpm	152 @ 6200
equivalent mph	122
Torque, lb-ft.	131 @ 4600
equivalent mph	90

GEAR RATIOS

4th (0.852)	3.78
3rd (1.130)	5.01
2nd (1.765)	7.83
1st (3.090)	13.7

SPEEDOMETER ERROR

30 mph	actual, 25.0
60 mph	54.0

PERFORMANCE

Top speed (4th), mph.	122.7
best timed run	126.0
3rd (6800)	101
2nd (6850)	65
1st (6850)	37

FUEL CONSUMPTION

Normal range, mpg. . 16.8/23.5

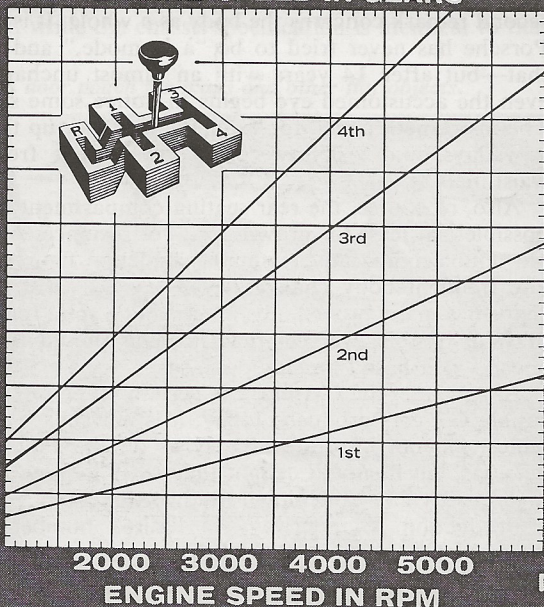
ACCELERATION

0-30 mph, sec.	3.3
0-40	5.3
0-50	6.9
0-60	9.2
0-70	12.4
0-80	15.8
0-100	27.2
Standing 1/4 mile	16.9
speed at end	83

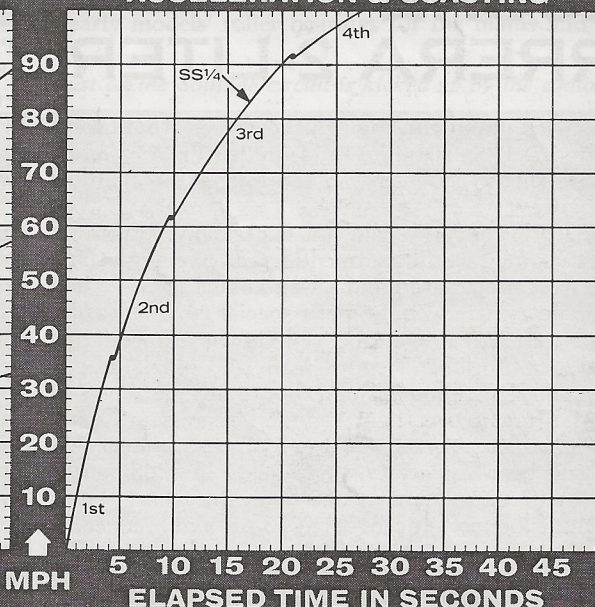
TAPLEY DATA

4th, lb/ton @ mph.	131 @ 92
3rd	290 @ 70
2nd	575 @ 50
Total drag at 60 mph, lb.	115

ENGINE SPEED IN GEARS



ACCELERATION & COASTING





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Photo of the Month



Photo taken by Betty Campbell - We took our 2018 911 to Elite Auto Spa on Scheel St in Boerne for detailing in October. We were so totally blown away by the "salon" where our Porsche received her "treatment" that I couldn't help but take pictures.



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