

The *Roundup*

**Longhorn Region PCA
July-August 2023**

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PORSCHE

The Roundup

Vol. 18 - Issue 4
July-August 2023



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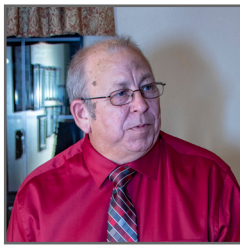
ON THE COVER

Cars line up for the 75th Anniversary of Porsche celebration. Photo by Mike Matthews.

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Vice-President



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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 send 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

July:

- 6 - Monthly meeting - Longhorn Cafe, Boerne
- 8 - Drive to Kerrville
- 15 - Historical Tour

August:

- 3 - Monthly meeting - Matamoros Cantina I-10 and DeZavala
- 18 - Werks - Monterrey, CA
- 19 - Breakfast to OST in Bandera and drive
- 28-Oct 1 - Rennsport - Laguna Seca, CA

September:

- 7 - Monthly meeting - John the Greek
- 8-10 - Boxstoberfest - Fredricksburg, TX
- 16 - Autocross - The Tree of Life Church
- 20-24 - Treffen - St. Louis, MO
- 28-Oct 1 - Rennsport - Laguna Seca, CA
- 30 - Fall Picnic - Buggy Museum, Blanco

October:

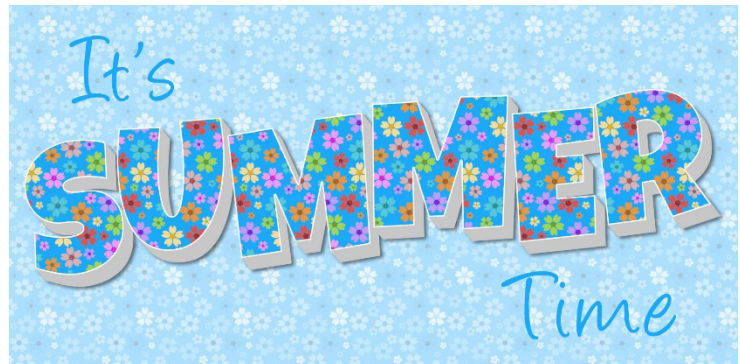
- 5 - Monthly meeting
- 7 - German Car Show - Boerne
- 14 - Cars and Coffee - Fiesta Texas
- 13 - Track Day - Harris Hill Raceway
- 14 - New Member Social - TBD
- 21 - Autocross - The Tree of Life Church
- 20-23 - F1 - COTA
- 28 - Trunk-n-Treat - Boysville/Girlsville

November:

- 2 - Monthly meeting
- 4 - Drive to COTA for SVRA
- 11 - Drive to Fredricksburg
- 18 - Autocross - The Tree of Life Church
- 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.



Region Update

Summertime-Summertime-Sum-Sum-Summertime

I hope everyone has enjoyed fun times these past several weeks. Even while enduring hot S. Texas days, we have still made time to get out and enjoy these machines together.

I hope you made it to the 75th anniversary celebration at Porsche SA. Thanks to Jack M for organizing a fine collection of member's cars for their historic display. Great to have many of you there representing PCA and showing your support to Porsche SA. We're looking forward to a LHR get together at the new Porsche dealership soon.

Recently our Tour leaders provided us fun drives into the heart of the Hill Country. Chuck B. lead a great BBQ drive thru Junction, Camp Wood, Leakey and Ingram. Steve W. took us the long way to Kerrville for a downtown lunch date. Other planned outings in July and August include a 1st time event and an old favorite. Klaus W. has organized The Historic Tour. Staging an old to new line-up (cars) we'll motor our way through the Canyon Lake area ending up at Klaus' residence near Bat Cave Rd. Michael S has an old favorite early morning drive to OST in Bandera for group breakfast followed by some fun driving roads in the area. Good to see so many of our members taking part in our tours. Let's appreciate the effort our tour leaders provide to stage these drives. It takes hours planning, pre-driving and coordinating to make them safe and fun. With our increasing turn out for these tours, we often need additional support. If you would like to become a group sweep or lead car, reach out to tour chair Michael S.

This July marked a new achievement for us. LHR now has over 900 active members and co-members.

Porsche enthusiasts continue joining our region every week. A variety of years and models have joined the group, 7 air cooled this year alone!

LHR has enjoyed 60+ years of new members contributing to the vitality of this region. Much appreciation goes out to those past and present members who've contribute their time conducting the many social, driving and charity events we've enjoyed. It's all about having fun with our Porsches and making friends along the way. Happy Drives - Chris Royter, LHR President

Here's some membership facts

July 2023 LHR

- 901 active members & co-members
- 71 new members since 1/1/ 2023
- 2144 total membership since 1962
- 1956 our oldest recorded membership
- 1967 our longest active membership
(now drives a 718 Cayman)

Top 10 Membership Zip codes

78209	42
78258	42
78260	42
78006	41
78015	40
78132	35
78248	31
78230	28
78028	23

Registered models in LHR

911	306
Boxster	89
Cayman	65
Macan	25
Cayenne	24
Panamera	14
914	14
356	9
944	6
Taycan	4
928	3
912	3
968	3



Financials

By Ignacio Fortuno, LHR Treasurer



PCA LONGHORN REGION INC Profit and Loss by Tag Group

January 1 - June 30, 2023

	Autocross	Christmas Party	Drives	Fiesta Challenge	Golf Day	Meetings	Newsletter	Track Day	zGeneral and Admin	TOTAL
Revenue										
Donation Income	-	-	-	-	340	-	-	-	-	340
Fiesta Challenge	-	-	-	2,420	-	-	-	-	-	2,420
Membership Rebate	-	-	-	750	-	-	-	-	4,927	5,677
Newsletter receipts	-	-	-	-	-	-	3,800	-	-	3,800
Receipts from Club Registration	4,920	-	2,023	2,594	1,900	-	-	5,899	-	17,337
Total Revenue	\$ 4,920	\$ -	\$ 2,023	\$ 5,764	\$ 2,240	\$ -	\$ 3,800	\$ 5,899	\$ 4,927	\$ 29,574
Expenditures										
Advertising & Marketing	-	-	-	-	-	-	-	-	252	252
Donation	-	-	-	4,500	-	-	-	-	-	4,500
Insurance	276	-	-	-	-	-	-	300	-	576
Meals & Entertainment	124	750	187	-	-	-	-	-	366	1,427
Misc Awards	364	-	-	624	345	316	-	-	-	1,649
Newsletter	-	-	-	-	-	-	1,075	-	-	1,075
Office Supplies & Software	76	110	-	-	-	-	-	42	990	1,219
Rental Fees, Catering	4,157	-	2,050	914	1,623	-	-	4,676	-	13,420
Total Expenditures	\$ 4,998	\$ 860	\$ 2,237	\$ 6,037	\$ 1,968	\$ 316	\$ 1,075	\$ 5,018	\$ 1,608	\$ 24,117
Net Operating Revenue	\$ (77)	\$ (860)	\$ (213)	\$ (273)	\$ 272	\$ (316)	\$ 2,725	\$ 882	\$ 3,319	\$ 5,458

Prepared on a cash basis.

PCA LONGHORN REGION INC Statement of Financial Position Comparison

January 1 - June 30, 2023

	Total	
	2023	2022
ASSETS		
Current Assets		
Bank Accounts		
BUSINESS CLASSIC (3036)	\$ 13,232	\$ 17,121
Savings	20,000	20,000
Total Bank Accounts	33,232	37,121
Accounts Receivable		
TOTAL ASSETS	\$ 33,232	\$ 37,121
LIABILITIES AND EQUITY		
Total Liabilities		
Equity		
Opening Balance Equity	59,755	59,755
Owner's Investment	(20,000)	(20,000)
Retained Earnings	(11,981)	(2,601)
Net Revenue	5,458	(34)
Total Equity	33,232	37,121
TOTAL LIABILITIES AND EQUITY	\$ 33,232	\$ 37,121



Prepared on a cash basis.

MEMBERSHIP REPORT



Primary members:	594
Affiliate/Family members:	307
Total:	901

New Members as of July 1, 2023

Michael Cassidy	2020	911 Carrera S
Michael & Julissa Gonzalez	2015	Cayman
Javier Hernandez	2018	Macan S
Nathan Johnson	2018	718 Boxster GTS
Milton Sneed	2018	Macan

Transfers In:

Bob Iverson	1987	911 Carrera
	2017	Panamera Turbo
Patrick Putnam	2015	Macan S

From:

Delaware
Hill Country

Transfers Out:

Margaret Edwards	1987	944S
Nathaniel Totten	1976	911 Carrera 2.7

To:

Potomac
Potomac



901 MEMBERS!!



Editor's note - the new members joining in the month of July will be posted in the next issue of The Roundup.

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 - **Component Service**
 - **Brakes**

Anniversaries

July:

15 years

Pete & Lauren Harrell

10 years

Peter Fisher

Karl Holder

5 years

Mike & Laurie Patterson

Spencer Wilkins

1 year

Richard Collier

Chad & Tania Eubanks

Michael & Carmen Goode

Marc Jannsen

Johnathan Leuellen

Lee Sims

August:

25 years

Diego and Jose Iturbe

20 years

Mikel & Shelley

Matthews

Laurence & Alexandra

Paul

15 Years

Steven & Amy Bogue

10 Years

Haley Anders

Timothy Eurtion

Alberto Trevino

5 years

Phil Handley

Sara Jackson

Manuel Long

1 year

Glen Baldeschwiler

Ryan Cover

Judy East

Nick & Kristen Guinn

Rob Martinez

Jon Reynolds

Erica Torrez

Greg & Jennifer White

John Young

Porsche's 75th Anniversary

Article by Shelley Matthews and Photos by Mike Matthews and Shelley Matthews

On a sunny and warm Saturday, June 10, Porsche of San Antonio invited all to help celebrate the 75th Anniversary of Porsche. Displayed were various makes, models, and years of Porsches. The large crowd was also treated to BBQ, smoothies, 75th Anniversary flags, and a raffle. Thanks to Porsche of San Antonio for such a great event!



914 buddies talk



Calling out door prizes



Lining up for BBQ and smoothies



Watching the 24 Hours at LeMans race



Friends catching up



Jack's new car???



Some brave the Texas summer heat and sit outside



Concours cars line up for inspection



More friends enjoying the 75th Anniversary celebration

Rik's Ramblings

by Rik Aguilera

The times, they are a-changin'.

A Bob Dylan song and a descriptor for the automotive industry as a whole. Sometimes change is good and needed. Sometimes it is change for the sake of change, which is not always the best reason for it. There are intelligent arguments on both sides of this coin, but what can not be argued is this change is going to, No, IS happening and at a pretty quick rate.

Our beloved marque, Porsche, is also at the forefront of the change. The Boxster/Cayman platform is being moved to an all-electric platform, or at least it was. As of this writing Porsche announced the 4 cyl turbo motors will be offered (for a short time) in the "T", "base" and "S" models for at least another production year. We have a full electric sedan in the Taycan and Porsche released (just two days ago from when I am writing this!) the concept for the new 911/Hybrid, as well as the new fully electric Supercar, the "Mission X". So, Porsche not only recognizes the wave of change, but they are surfing it into the future.

Now, there are those that will be upset by this evolution, but there is also a light at the end of this tunnel for the naysayers. SYNTHETIC FUEL! Yup, Porsche has been working with the FIA for quite a few years now on this magical mystery fuel. They have even gone so far as to be part of the investment group to build a facility in Chile to produce the fuel. They have been using, with much success, this amazing fuel in racing/testing conditions for a few years now and have run it through regular ICE (internal combustion engines) with no issues other than cost. Yea, it cost a lot currently. Of course, it is still in its early age, so price (\$25-\$27 a gallon currently) WILL drop with refinement of processes. The fuel, once finalized, will still make your flat 6 scream and drown out the ever changing world around you.

Hybrids. Well, you don't have to fear these. Porsche has been producing them for some time with the Panamera and Cayenne platform. The prototype class for IMSA and Le Mans (WEC) racing has been playing with this layout for years. Of course, F1 has had a hybrid set up since 2014 and the vehicles have only gotten faster and more efficient. I have no doubt that the 911 as a Hybrid will fly.

So, what does this mean for the enthusiast, the vintage collector, the driver who wants to shift their own gears and hear their motors sing? I may be naïve, but I don't think it is going to hurt me. I mean, US. There are a lot of doomsday scenarios that you can come up with, but I don't see this movement taking away those things that I love about cars. ESPECIALLY with the advent of synthetic fuel. Quite honestly, cars have been moving in the direction of full automation, of removing the driver, the feel, the interaction for quite some time. The last of the true driver's cars (and I may upset some with this comment, but it is all "ramblings" from me) ended some time back. Porsche has done well to still offer manual transmissions, and the ability to turn off the safety net electronics, but the analog, true driving experience is a thing of the past. So, the next jump to electric and/or hybrid has already been made.

"The times they are a-changin'" and there really is not a lot that you can do but ride the wave. What do you think? What is your opinion on these changes in the industry and on what Porsche is doing? What changes, if any, will it have on you? I am curious as to what everyone thinks, what people are going to do. Maybe some will go out and hoard all the older Porsches they can get their hands on. Maybe some will fully embrace the new and become one with the electric movement. Tell me what you think by sending me a DM. Facebook DM me from the Longhorn PCA page. Rik Aguilera. Let's discuss this.

Meet the Longhorn ~ Klaus & Charla Weiswurm

Tell us a bit about yourself/family/background?

Emigrated to America from Germany 1956. We landed in Dayton, Ohio as my father worked at WPAFB as one of the scientists working on life support systems for the early space program. Our family joined the VW Club in 1963 and during our first return to Germany purchased a new VW 23 window "Micro Bus", red on white. We toured all over Germany visiting family and friends for the first time since we left. One of the other members of the club opted to purchase a red 1963 Porsche 356 B Coupe with a sliding sunroof. I was old enough to be a serious "motor head". I dreamed of owning a Porsche after the first time I rode in his during one of our club rallies.

I put myself through college studying engineering and paying for classes by "flipping cars" mostly VWs but also a few other models. The one that got away was a Jaguar XK 140. Ultimately, I was hired and trained at MIDVO in Dublin Ohio and worked for the local VW / Porsche dealer in Dayton for about a year.

I left the dealership to go work at Systems Research Laboratories, they did mostly military contracting specializing in Electronic Warfare. Spent almost 6 years there and learned a lot as I was the "mechanical" guy working in a sea of electronic geniuses. We left the Dayton area to move to San Antonio in 1976 and bought the business we owned for 46 years. This was basically a one-man job shop doing general machining. Over those 46 years we managed to transition the business into a pretty successful R&D engineering firm specializing in custom systems integration of high-speed robotics and process controls.

Charla and I bought our first Porsche, a 1973 914 in February of 1973, we later sold it but bought it back in 2020 and have been restoring it since, hoping to be back on the roads this year?

What year did you join PCA?

Having been in the VW club and SCCA in Ohio we sought out car clubs when we came to San Antonio,

meeting a Porsche Club member with the last name Lusk that lived in our neighborhood. We did a few events with the club as well as a few auto crosses with SASCA but spare time was at a premium and we backed off most scheduled events. My most recent membership started in 2010.

What other regions have you belonged to?

As far as the PCA the Longhorn Region is the only one we have ever belonged to restarting in 2010. We had dropped out when life got busy with work and children in the 1980's.

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

Being a bit of a collector we now, again, own every Porsche that we have ever owned. Charla's philosophy is that the correct number of Porsches one should own is one more than you currently own. Our first 914 was a 1973 Alaska Blue that we bought together in February of 1973. We sold it to buy the 1965 356 SC Cabriolet in 1982. That 356 took 3 years to restore, and we have had it ever since and drove it regularly until last April 1 when it caught fire. It is currently stripped down and is being repainted to begin the restoration process anew. We bought a 1989 911 Carrera Cabriolet in 1989. We continue to drive it regularly as well. In 2008 as we were missing our old 914 we bought another '73 914 2.0 in Ravenna Green. We drive it mostly at club events or track it at Harris Hill. In 2011 we bought another '73 914; Orange (we call it Sunkist). This is the one our son drives, and he and I will go to Harris Hill together and chase each other around for a bit then swap cars and do another 30 minutes.

What's your favorite Porsche memory?

There are so many it is hard to choose, just something about starting an adventure in a Porsche, the stories just fall into place. I think above all though would have to be the road trip we took in September of 1973. We were living in Ohio and took 21 days to go "cross country" in what we now call "the adventure a day trip". We left Dayton early one morning and arrived in San Antonio 16 hours later, 1274 miles. We traveled from

San Antonio to Midland where we blew the oil cooler, 3 days later we retrieved the 914 from Lubbock and proceeded on our way to Albuquerque. During this run we encountered a washed out road that appeared just after a blind rise. Charla was driving and handled the mud at 90 mph like a pro, finding herself skidding sideways first one direction then the other, before she got things under control and the road restarted. From there the adventures continued through the Painted Desert and Petrified Forest all the way to San Clemente, California. There we both had food poisoning and had to spend a night in our tent. The next days found us in Yosemite National Park, where I proposed to Charla telling her that if she could drive the car that well under duress, that we should get married and live happily ever after. The trip was no less adventuresome but those will be left for another time.

What LHR events do you enjoy most?

We both enjoy the driving events, the day trips are great, but the highlight is always the gatherings and conversations after, either talking about the drive or the livestock out and loose, or what was good about the location at the midpoint or at the end. Of course, as I have a need for speed, I do enjoy the speed and driving skill events.

What's your favorite Porsche?

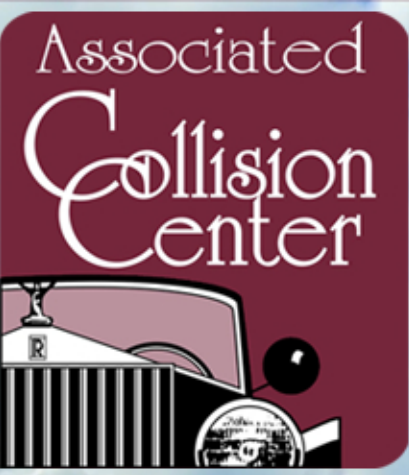
From a fun to drive aspect it is the old 356 SC. It may be old and a bit cantankerous, and certainly lacking in "creature comforts". However, it never fails to elicit a response from other people at stop lights or gatherings. I am proud to own that car and feel quite relaxed driving it. Typically we don't drive it hard, rather we enjoy the journey to the destination. Sometimes it's enough to just go get an ice cream somewhere across town, simply to extend the journey.

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

I am fortunate to have always enjoyed my job and as such really have not

had to work at something I didn't enjoy. However, other than cars and motorcycles our family loves to travel. Everyone in the family is certified as an advanced scuba diver, so that is something we enjoy doing as a family. Because diving is an equipment intensive sport and one during which there is little open communication, it makes the "after dive" even more special as we each discuss the adventures and sightings of the dive.





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KEVIN D. ROBISON - PRESIDENT

Drive to Kerrville

Article by Steve Wright Photos by Steve Wright and Michael Sorbera

It's been very busy with a Twisted Sisters drive, monthly dinner, weekly lunches, and Cars and Coffee all within a few weeks. Despite that, twenty-five cars joined up



at the RIM for the July drive to Kerrville.

We broke into two groups for the drive. The first group was lead by Steve Wright



with Jim Vinci sweeping. With a glint in his eye and a smile on his face, Jim described sweeping as “like being on the end of whip”. Bill Dorsey led group two, with Andy Wright sweeping. Bill was also kind enough to clear the route of hazards on a pre-drive, and was rewarded with a new tire for his efforts.



The fun part of the route started after our parade through Boerne. It included some of the usual great roads (474 and 473), and some fun but not so common roads (Cypress Creek, Tivydale, and 783). Our scenic route took us through Sisterdale, Comfort, Kerrville, up to Fredericksburg, and back to Kerrville through Tivydale, and Harper.



The drive ended at The Lakehouse Restaurant on the Guadalupe River in Kerrville for lunch.



Historical Tour

Article Shelley Matthews and Photos by Mike Sorbera and Mike Matthews

LHR put on a first ever historical tour lead by several old timers (a 911 Cabriolet, 356, 912, 914-6, and 944 that is). Following a short drive (64.1 miles) around the San Antonio-New Braunfels area, 25 cars and two dogs made their way to Klaus and Chandra Weiswurm's home for pizza and swimming. Everyone had a great time and thanks to Klaus and Charla for their hospitality!



*Historic Porsche's
911 Targa, 356, 912,
914, 944*



Twisted Sister Drive

Article by Chuck Bush

One of the drives we have done for the last couple of years is a drive out to Coopers BBQ in Junction and then on to Twisted Sisters. This year on 24 June, 35 intrepid souls set out to conquer the Hill Country. This is considered a pretty extreme drive because the door-to-door mileage for most participants is over 300 miles. While that doesn't seem like much on road trip- merely the distance to Dallas, TX, it is a lot of driving when much of it is on very rural back roads.



One may ask, if going to Twisted Sisters, why start in Junction? Two reasons actually, the first is simply logistics. How many restaurants do you know where you can just show up with 30-40 of your friends and get served in a timely manner? Most places out in the Hill Country just can't handle it. The second reason is that BBQ is delicious and Coopers is no exception.



Junction is also nicely positioned to jump off into the Hill Country. With our bellies and tanks full, we headed south on TX Hwy 377.

What makes this drive particularly fun is that those rural back roads are smooth, curvy, and in many cases have a 75mph speed limit which really gives us a chance to push our great little cars. Hwy 377 is a long stretch with great views as we head down

into the hills. A little jog over on Hwy 41 takes us to FM 335 which is my favorite of the Twisted Sisters. There is hardly ever any traffic on it as we carve through canyon after canyon.

After FM 335, we got on the second sister, FM 337. This road starts at Camp Wood and runs nearly to Bandera. We only took half of it and enjoyed a well-deserved rest stop in Leakey, TX before heading north again on the third sister, FM 336. This is the most popular route with strikingly sharp curves and dramatic changes in elevation on most of the route. It is a real workout on the car and driver.

The trip back to San Antonio was a little less dramatic, but equally scenic as we drove along the Guadalupe River back down through Hunt into Kerrville.

We are fortunate to have such great roads on which to enjoy our Porsches and I hope to see you on future drives.



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2023 Porsche Parade ~ What were they thinking?

Article and Photos by Gary Perser

Let me say first that I'm writing this from my personal viewpoint as a Longhorn Region member who chose to drive the 2600 mile round trip on I-10 to the Parade. Panorama will give their usual glowing report on the Parade overall, with trophy results for all the events. My approach is to give my personal impression of the event based on the events we did. Parade can be overwhelming as there is so much to see and do. I had low expectations for this Parade, our fifth, because of its location in the western part of The Great American Desert in late June. Before anyone accuses me of being negative, please allow me to point out that everyone else in Longhorn Region voted on this Parade by choosing to skip it. That is certainly negative in my view. Penny and I were entrants #381A&B at the "Palm Springs" Parade, which was actually held in La Quinta, CA, a small town in the desert built up around the La Quinta Resort, which is a hotel composed of a bunch of expensive villas surrounded by several golf courses kept alive by spraying massive amounts of scarce fresh water on them during midday. La Quinta is located about 30 miles east of Palm Springs on I-10.

The drive from the San Antonio area to the Parade was hardly what I'd call a pleasant journey: 1300 cruise-controlled miles on the Super Slab shared with countless 18-wheelers, and there seemed to be no charming scenic back road alternatives, like we have taken for previous Parades. On arrival in La Quinta, we found that it was as hot and dry as we had expected. What we didn't expect was the sand and dust that starts blowing when the wind picks up in midafternoon. Something else that makes being outdoors especially unbearable is that there is precious little shade provided by a palm tree, and that is all they've planted.



However, the Parade volunteers were gracious and helpful as usual. La Quinta was pleasant at night, so we enjoyed dining outdoors at several good restaurants.



As usual, the first event was the national concours, an event that I always enjoy as a spectator, when I don't have to spend the day before cleaning our car. On the subject of car cleaning, that entire area of California has outlawed car washing by bucket and hose, with a significant fine if you get caught. You have to use either one of those drive through car washes with the paint scratcher brushes, like I use for my pickup back home, or use one of the expensive, fancy waterless polymer car wash solutions that you just wipe off. Griot claims it won't scratch your paint, but the thought makes my skin crawl. Griot furnished their goo to the concours participants free of charge so that they could clean their cars. What I can't wrap my head around is that the California desert is so short of water that residents aren't allowed to wash their cars, but resorts can waste hundreds of thousands of gallons every day watering their golf courses.

The National Concours was a disappointment to me. I counted only eight 356's, fourteen various long-hood 911's, only one 914, one 914/6, several assorted G-bodies, a few 993's/964's/996's/997's and the remainder were newer liquid cooled cars. I've seen

regional concours with more and better entries. I suspect the problem was two-fold: most people don't want to take their immaculate concours car to the desert, where it will get contaminated with dust and sand, and secondly most of the really good cars will be going to Rennfest at Monterey in August, when factory will be sending over some really cool cars for their 75th anniversary celebration.

The TSD rally was surprisingly good and actually fun. It was 110 miles and took 4 hours. It utilized technology that was new to me, employing in each car a smart phone running an application called Richta Competitor App which uses GPS to log when each car passes through each checkpoint. This app allowed the rally to use over 20 unmanned checkpoints, and scores were computed in real time and available to the Rallymaster back at HQ. It also showed him the current location of every car on a map, allowing him to know where a lost car is wandering in the desert and if any car is stopped and possibly broken down. It was fantastic. A dear friend, Pierre, from Montana Big Sky Region, and I won 3rd place funky trophies in our class in his barn-find '76 911S. It had been in his uncle's barn for 30 years, and Pierre trailered it to an air-cooled specialist in Denver who changed the fluids, mounted new tires, and tuned it. Then Pierre drove it home to Montana and then to Parade in California with no problems. Old Porsches are great - they were built to last forever.



Three of the four cars in our family and friends group ran the gimmick rally, which was unique in that there was only one gimmick: Count the speed limit signs but deduct the speed ADVISORY signs (yellow ones at curves). Report the total at the end and the closest to actual wins. Simple and easy to score. None of our group got a trophy.

The autocross was the proverbial "Sea of Cones". The guy who designed the course told me that he believes that a good autocross course is a test of memory, not just low speed driving skill and car handling. So, he laid out 440 orange cones and 29 green cones. The orange cones defined slaloms, walls to not cross through, and boxes to turn within. The green cones defined apexes of turns. Oh, and it had my most hated element, a crossover in the middle to cause confusion in interpreting the 200+ cones in the first half of the course versus the nearby 200+ cones in the second half. There were lots of DNF's with drivers wandering helplessly around the big parking lot. There were even DNF's by drivers who were carrying navigators trying to point out the path through the confusion. Some DNF'd all four runs. I DNF'd two, getting my best (slow) time on my first run when I was just looking for the next green cone. On my second and third runs, I tried to go faster by looking well ahead to link the turns smoothly like on a race track, but I saw a confusing mass of cones with five or six green ones, unable to tell which way was the correct course. After my third run I was advised that I was likely looking too far ahead and to just look for the next green cone. I did this and was able to get a time, but it was slower than my first run. I finished fifth in my class of five by a large margin. In his very first autocross, Pierre drove his '76 911S to a well deserved third in class trophy with no DNF's.

Our daughter Karen, also from Montana Big Sky Region won her class in the '82 911SC that has been in our family for 40 years and 200k miles, and her partner was second by 0.03 seconds. Daughter Jana, from L.A. Region drove well with no DNF's in her '09 997, but finished seventh in her large class.





A highly modified 987.1 Cayman with 500 hp engine. Only the taillight lenses appear to be stock. Driven by SCCA AutoX National Champion and his wife SCCA AutoX Women's National Champion. She had second FTD overall. Impressive.

This car was originally a 986 Boxster. A Seriously fast car, but not as fast as the Cayman. Some of the autocross cars arrived in 18 wheel transporters. Serious autocrossers.



The driving tours into the San Bernardino Mountains were the best part of the Parade: tall evergreens, cool mountain air, and wonderfully twisting mountain roads leading to beautiful destinations such as Big Bear Lake, Lake Arrowhead, and Idylwild. The mountains were such a pleasant contrast with the barren, harsh desert below. We could have spent the entire week there.

I never got to see the art show, but I'm sure that Panorama will give it good coverage. A new experience for me was to try two racing simulators. The first was a simple one with a steering wheel, accelerator and brake pedals, and a video display. I

have never been good at video games, and this one was too simplistic to be enjoyable for me. The controls had no natural feel and there was no way to judge the level of grip at the tires. Then I moved up to the higher cost unit with triple monitors and with supposed feedback on the controls. This meant that the steering wheel jiggled whenever I drove over the rumble strips and the brake pedal felt progressive, but I still could sense no feedback on the adhesion of the front or rear tires, and therefore crashed multiple times each lap while driving slowly. I asked the guy who was running the computers how he could sense what the car is doing and he said you have to do it totally visually.

We skipped all the banquets so I can't comment on them, but based on our experience at previous Parades, I think they were probably expensive, long, and boring.

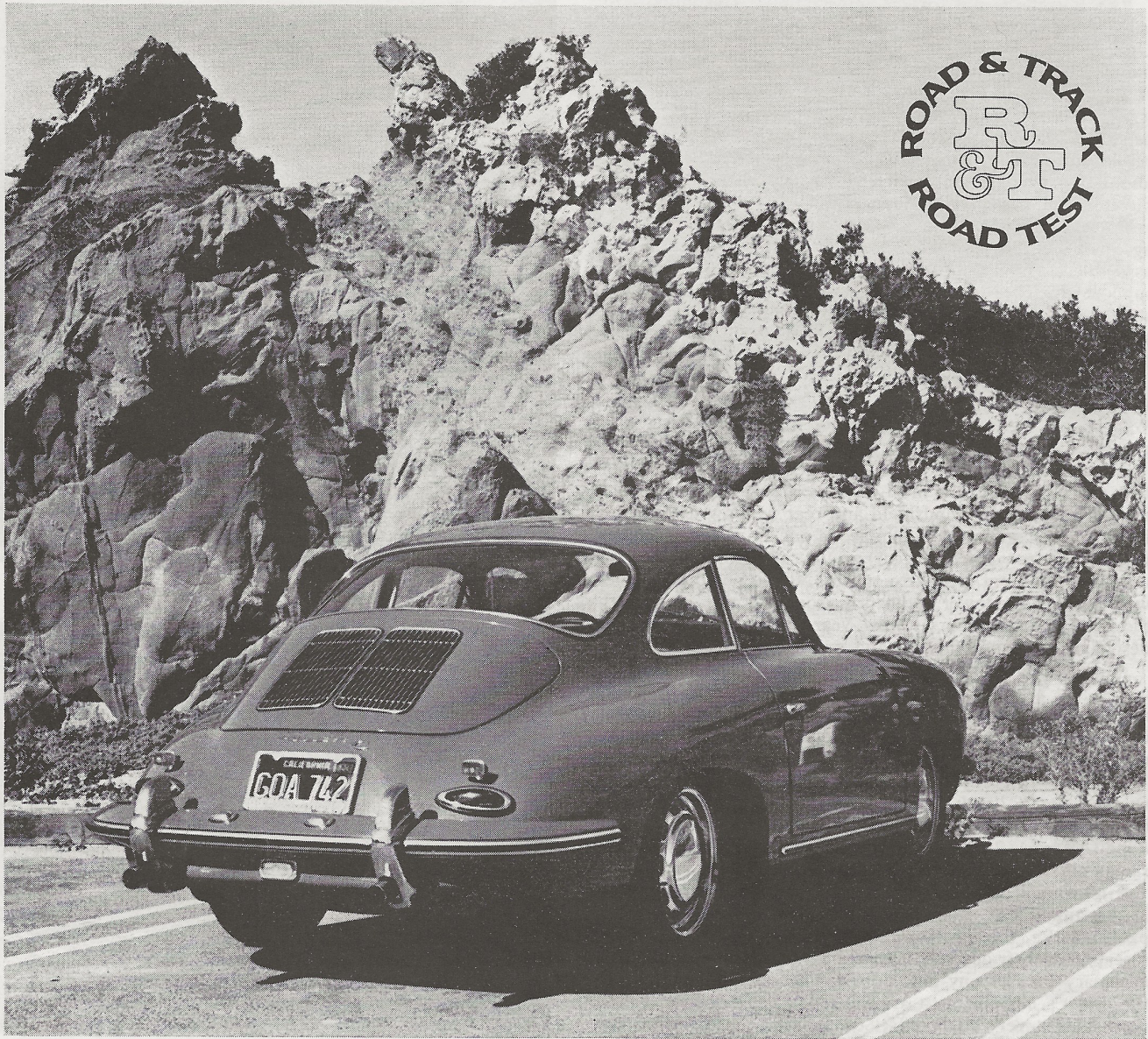
Next year's Parade is going to be in Birmingham, AL. A strange choice, but it may be a nice place now. This Parade may be worth going to because of the possibility of a DE at Barber Motorsports Park afterward. Friends who have raced there tell me it is wonderful, a must-do track like Road America, Laguna Seca, and Virginia International Raceway. Plus, it is only 850 miles away, a two day drive, if you take I-10, which we won't.

The 2026 Parade will be in Oklahoma City, really. I'm not making this up. As I asked earlier, "What were they thinking?"



My favorite car at Parade

Historically Speaking.....



PORSCHE 356-C

Exciting things come in small packages



PORSCHE ROAD TESTS have been numerous and complimentary since the advent of the make in 1949 and its subsequent introduction to U.S. buyers in 1952. This car is the 14th Porsche examined by *Road & Track* alone, not to mention the proliferation of tests by other publications. As a consequence, the majority of sports car enthusiasts are about as familiar with the Porsche as they are with any other single make of sports or GT car.

This familiarity may be somewhat superficial, however, as it seems that there are still many misconceptions about Porsches; therefore, before we tell you what it is, and what we think of it, let's discuss what it is not.

The Porsche is not a 4-passenger vehicle unless two of these passengers are very small children. The rear seats are by no stretch of the imagination for adults. True, a smallish

adult could ride across town, but we don't recommend it.

The Porsche is not for the careless or inept driver. In spite of improvements made in the area of handling—and it is vastly improved—the car is sensitive, especially in cross winds, and needs a delicate touch. After the driver has complete familiarity with the car and its quirks, a Porsche can be made to cover ground at almost incredible speeds, but high speed driving attempted before familiarity is gained can get you off the road backwards quicker than you can say oversteer.

The Porsche is not for the lazy driver. If used properly, the excellent 4-speed all synchromesh gearbox will allow the engine to propel the car over any type of road with no strain on the driver or the car. If used incorrectly, i.e., being in the wrong gear when power is needed, the car bogs down from the comparatively small amount of torque at the lower end of the rev range. The Porsche engine today is far more flexible than it was in earlier models but as is the case with all low displacement engines which require high rpm for power, it is critical in this respect and when kept in the correct rev range (clearly shown on the tachometer) it performs in exemplary fashion.

(Reprinted from February 1964 Road & Track.)

The Porsche is not for the impecunious. The initial cost is high, although in line with quality and performance. Upkeep can also be high if the car is neglected or man-handled because parts and labor for Porsches are not cheap. If the car is cared for with the least bit of love and attention, it will return its owner many thousands of miles of delightful driving with a minimum of expense, and a maximum of resale value. This latter point is one which puts Porsche about 10 car lengths ahead of any other sports or GT car the buyer could possibly consider.

Porsche cars have always reflected the attitude of the management by the care and precision with which they are assembled, and our present test car is no exception. We suppose Porsches have arrived in the U.S. that were below standard in finish, but we've never seen one. And it is significant that Porsche owners are positively out of their minds with enthusiasm for their cars.

The body design of the Porsche has changed a great deal since it was first introduced, although the changes are subtle. With these subtle changes has come an improvement in appearance; the car no longer looks like an inverted soap dish.

The present configuration was first seen at the 1961 Frankfurt Auto Show and the most obvious changes from previous models are a larger windshield and rear window, two grilles in the engine compartment in place of one, an outside gas filler cap (locked from inside the car) on the right front fender, and a squared-off front compartment lid. Not so obvious changes were made in the lower bodywork, front and rear, along with the change in bumpers a few years ago, and the overall design now looks complete, and much more pleasing.

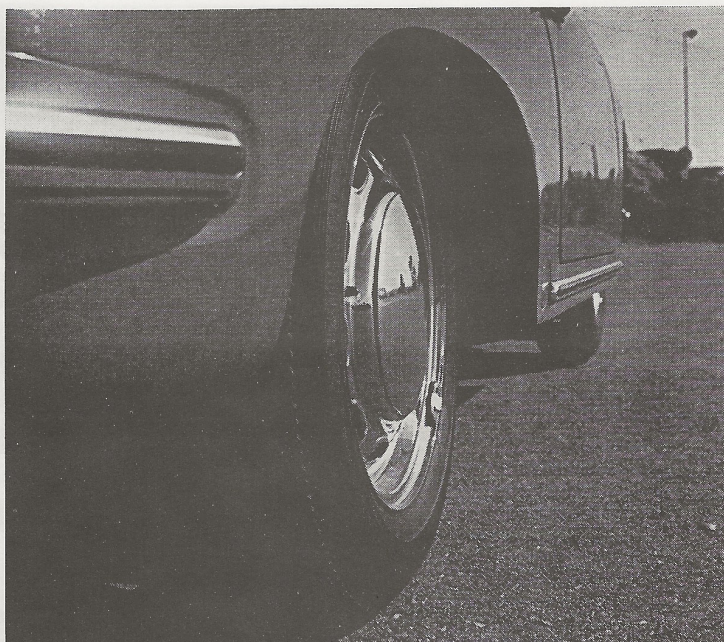
At the present time there are two body styles: a fast-back coupe and a cabriolet, with bodies being built by the Karmann Co. in Osnabruck and by Porsche (formerly Reutter) in Stuttgart. A removable hardtop is available for the cabriolet on special order only.

In the two available body styles can be obtained three engines: the "C" and "SC" with 88 and 107 bhp respectively; both 1582-cc pushrod ohv designs, and the Carrera 2—the dohc (4 cams), 2-liter, 4-cyl unit developed originally for the racing cars (see July 1962 R&T for Road Test).

First time drivers, or passengers, in a Porsche are amazed at the amount of room in what is a rather small (outside) package. We, too, are impressed and wish other manufacturers (and their designers) would pay more attention to this necessary part of any automobile. The only intrusions into the driver's compartment are the front wheel arches, which necessitate a very slight offset of the foot space toward the center line of the car.

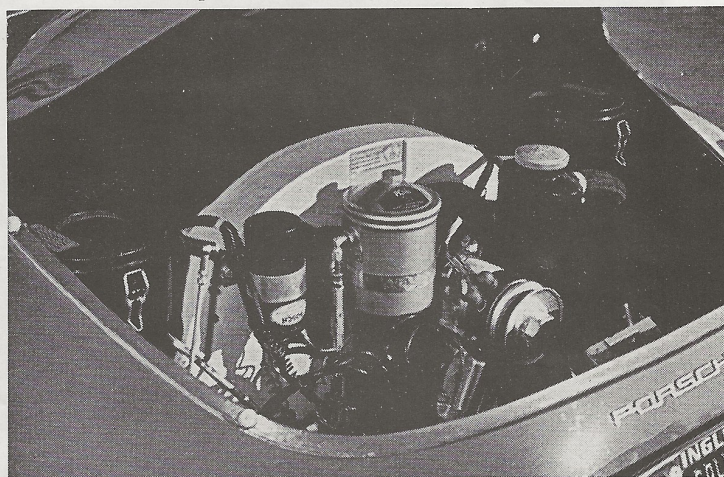
The combination of a fully reclining seat back (standard on all Porsches now) and the fore and aft movement of the seat assembly should allow any driver to find a comfortable position. Our test crew, two six-footers, had no trouble in this respect.

The seating position and general cockpit layout are as

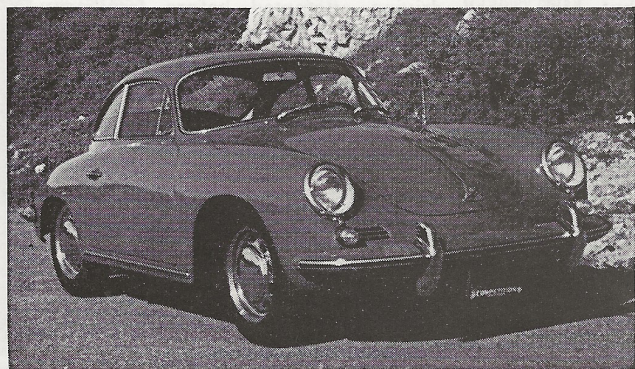


New wheel design with flatter hubcap came with disc brakes.

The increased horsepower doesn't show, but it's there.

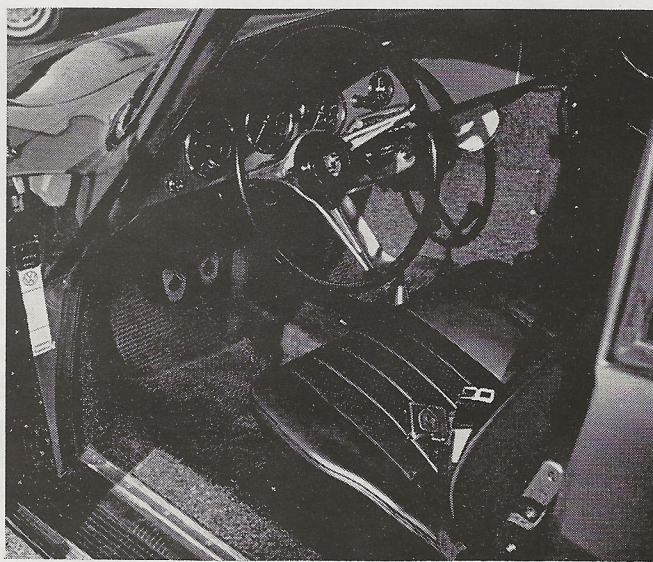
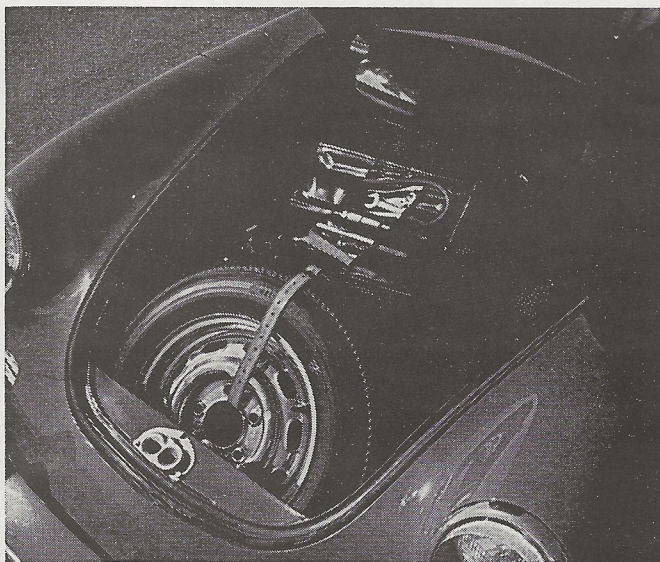


before, although the heater is now operated by a handle just in front of the shift lever, on the floor, rather than the former knob that seemed to require interminable rotation before anything like hot air arrived in the cockpit.



PORSCHE 356-C AT A GLANCE...

Price as tested	\$4574
Engine	flat 4
Curb weight, lb.	1970
Top speed, mph	100
Acceleration, 0-60 mph, sec.	13.5
Passing test, 50-70 mph, sec.	7.3
Overall fuel consumption, mpg.	25.9



PORSCHE 356-C

The driver looks at the instruments through the 3-spoke steering wheel. The three dials, with white numerals on black faces are speedometer, tachometer (with indicator lights for park and high beam) and the combined oil temperature and fuel gauge dial with lights for generator, oil pressure and parking brake. The lockable glove box is now opened by a recessed pull handle and held closed by a magnet.

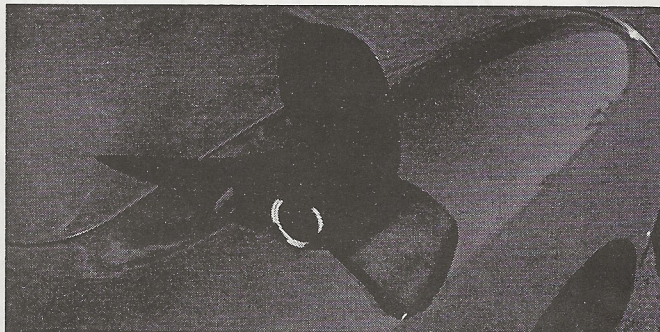
Although the cockpit layout is much the same as previous models, the driving is different. We still had some difficulty in keeping the car in a straight line in any sort of wind, but when driven hard, it shows a remarkable improvement over older examples.

The car still has its extremely tail-heavy weight balance (42-58) and as a result is very sensitive to outside influence, but Porsche engineers have reduced this more than we would have thought possible. A larger anti-roll bar is now used in front, along with a shock absorber on the steering linkage. The damper is not new but is also enlarged this year.

In the hands of an experienced Porsche driver, who can use the slight oversteer to his advantage on winding roads where right turn follows left in rapid sequence, it would present formidable opposition to any competing car.

Porsche brakes, always good, are now better than ever, with the installation of discs (Ate, made under Dunlop license) on all four wheels. The brake pedal on our test car was low, which we are told is standard, but had the advantage of placing the brake pedal on the level with the throttle, making heel-and-toe manipulation of the two controls easy and permitting quick downshifts during deceleration.

Small flap protects fender from careless station attendants.



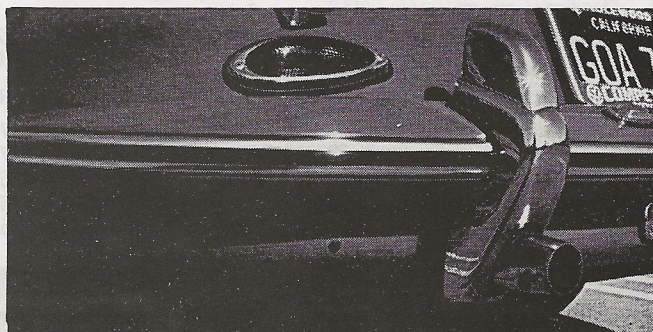
The excellent 4-speed all synchromesh gearbox helped, obviously, and we found nothing to fault in that department in any respect. Shifts up or down could be made with consummate ease and the lever and mechanism have somehow lost a lot of the vague feeling formerly associated with rear-engine cars. The linkage is necessarily long when the transmission is behind the driver and until recently it seemed almost impossible to find a rear-engine car with a transmission shift mechanism that seemed anywhere near positive.

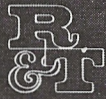
Those readers who thoroughly study road test data panels will note that this test car is not appreciably faster than the 1600 Normal we tested in October 1961, in spite of 18 more bhp and 9 more ft/lb of torque. The explanation lies in several areas: the peak horsepower and torque of the 356-C are obtained at a higher rpm (5200 and 3600) compared with the 1600-N (4500 and 2800), which means that the newer car isn't quite as quick getting away from a standstill as the older one. Also, our test car's odometer showed a little over 1300 miles when the performance figures were taken, which means the car was broken in enough to be put through its paces, but wasn't loose enough to achieve its potential maximum speed.

With one person aboard, the peak horsepower/rpm of 5200 was barely surpassed in 4th gear at 105 indicated, but the corrected speed worked out to 100 mph. With a few thousand more miles on the car this figure should be more easily achieved, and the manufacturers claimed 107-mph top seems possible.

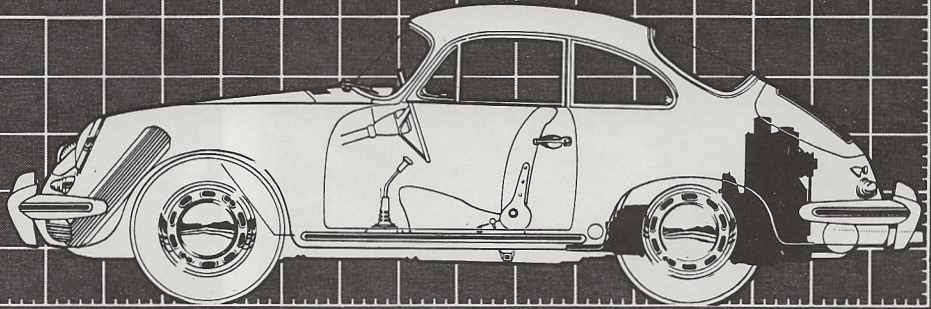
Regardless of what faults one may discover in a Porsche, there is no argument about its comfort, quality and excellent performance. And one would look a long time before finding a sports or GT car that offers more pure driving enjoyment.

The exhaust tips look nice now, but tend to discolor chrome.





ROAD TEST PORSCHE 356-C



SCALE: 10" DIVISIONS

PRICE

List, West Coast, POE.....\$4295
As tested, West Coast.....\$4574

ENGINE

Engine, no. cyl, type.....flat 4
Bore x stroke, in.....3.25 x 2.92
Displacement, cc.....1582
Equivalent cu in.....96.5
Compression ratio.....8.5:1
Bhp @ rpm.....88 @ 5200
Equivalent mph.....99.8
Torque @ rpm.....90 @ 3600
Equivalent mph.....69
Carburetor, no. make.....2 Zenith
No. barrels/carb diameter.....2 x 32 mm
Type fuel required.....Premium

DRIVE TRAIN

Clutch, dia and type: 7.5-in, single plate, dry—diaphragm type
Gear ratios, 4th (0.85).....3.76
3rd (1.13).....5.01
2nd (1.76).....7.80
1st (3.09).....13.72
Synchronesh.....4 forward speeds
Differential ratio.....4.43
Optional ratios.....none

CHASSIS & SUSPENSION

Frame type: integral with body
Brake type.....disc
Total pad area, sq in.....28.68
Tire size.....5.60-15
Wheel revs/mi.....832
Steering type.....worm & sector
Overall ratio.....16.0
Turns, lock to lock.....2.5
Turning circle, ft.....33.5
Front suspension: Independent with dual trailing arms and torsion bars
Rear suspension: Independent with swing axles and torsion bars

ACCOMMODATION

Normal capacity, persons.....2
Occasional capacity.....4
Hip room, front, in.....2x21
Rear.....2x13
Head room, front.....37
Seat back adjustment, deg.....65
Entrance height, in.....31
Step-over height.....13
Floor height.....8
Door width.....33

GENERAL

Curb weight, lb.....1970
Weight distribution with driver %.....42/58
Wheelbase, in.....83
Track, front/rear.....51.4/50.0
Overall length, in.....158
Width.....65.8
Height.....51.7
Frontal area, sq. ft.....18.8
Ground clearance, in.....5.9
Overhang, in, front.....35
Rear.....41.5
Departure angle, no load, deg.....12.5
Usable trunk space, cu. ft.....4.1
Fuel tank capacity, gal.....12.5

INSTRUMENTATION

Instruments: fuel gauge, oil temp, tachometer, speedometer, clock
Warning lamps: generator, oil pressure, turn signals, high beam, parking light, parking brake.

MISCELLANEOUS

Body styles available: Coupe as tested and convertible.

ACCESSORIES

Included in list price: heater, reclining seats, windshield washers, cigarette lighter.

CALCULATED DATA

Lb/hp (test wt).....26.5
Cu ft/ton mi.....88.2
Mph/1000 rpm (4th).....19.2
Engine revs/mi.....3130
Piston travel, ft/mi.....1510
Rpm @ 2500 ft/mi.....5120
Equivalent mph.....98.5
R&T wear index.....47.3

MAINTENANCE

Crankcase capacity, qt.....5
Change interval, mi.....3000
Oil filter type.....paper
Change interval, mi.....6000
Lubrication grease points.....12
Lube interval, mi.....1500
Tire pressures, f/r, psi.....21/26

ROAD TEST RESULTS

ACCELERATION

0-30 mph, sec.....4.5
0-40 mph.....6.8
0-50 mph.....9.9
0-60 mph.....13.5
0-70 mph.....18.0
0-80 mph.....23.1
0-100 mph.....53.0
Passing test, 50-70 mph.....7.3
Standing ¼ mi, sec.....18.9
Speed at end, mph.....72

BRAKE TESTS

Max deceleration, ft/sec/sec.....26
2nd stop.....26

FUEL CONSUMPTION

Normal range, mpg.....24-28
Cruising range, mi.....300-350

TOP SPEEDS

High gear (4th), 5300.....mph 100
3rd (5200).....73
2nd (5200).....47
1st (5200).....27

GRADE CLIMBING

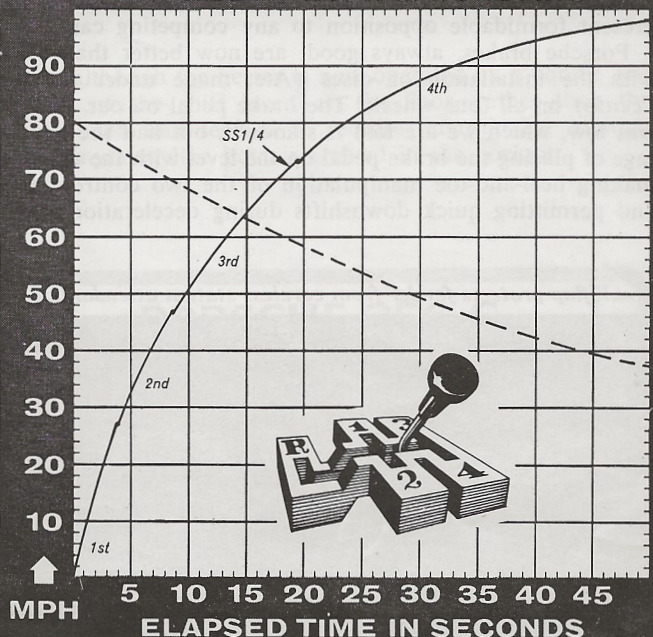
(Tapley data)

4th gear, max gradient, %.....9
3rd gear.....14
2nd gear.....26
Total drag at 60 mph, lb.....103

SPEEDOMETER ERROR

30 mph indicated, actual.....27.4
40 mph.....37.2
60 mph.....56.9
80 mph.....76.5
100 mph.....95.5

ACCELERATION & COASTING





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Photo of the Month



Kris Campbell caught Chuck Bush's 993 4S getting ready for July 4th!

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.



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