

The *Roundup*

Longhorn Region PCA
September-October 2023



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The Roundup

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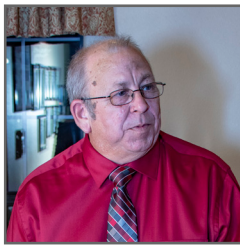
ON THE COVER

Betty Campbell caught the sun going down on this blue 911 Turbo at this year's Boxstoberfest.

2023 LONGHORN REGION LEADERSHIP



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President



James Bricken
Vice-President



Ignacio Fortuno
Treasurer



Nathan Whynot
Secretary



Jud Walford
Past President

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Newsletter Editor - Shelley Matthews
Safety - Mike Matthews
Social - Irene Camacho
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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

For full calendar and latest information go to www.longhornpca.com

October:

- 5 - Monthly meeting - India Oven
- 13 - Track Day - Harris Hill Raceway
- 14 - New Member Social - The Ice Cream House
- 14 - Cars and Coffee - Fiesta Texas
- 21 - Autocross - The Tree of Life Church
- 20-23 - F1 - COTA
- 28 - Trunk-n-Treat - Boysville/Girlsville
- 31 - Happy Halloween



November:

- 2 - Monthly meeting - Dimassi Mediterranean Buffet
- 4 - Drive to COTA for SVRA
- 9-11 - Porsche Palooza - Eureka Springs, AR
- 11 - Drive to Fredericksburg
- 11 - Cars and Coffee - Fiesta Texas
- 18 - Autocross - The Tree of Life Church
- 23 - Happy Thanksgiving



December:

- 2 - Autocross - The Tree of Life Church
- 9 - Christmas Party - The Club at Sonterra
- 9 - Cars and Coffee - Fiesta Texas
- 25 - MERRY CHRISTMAS



*Dates and locations could be subject to change.
Please check the website calendar most up-to-date*



Fall fun has kicked off and several memorable events already enjoyed. September brought us another amazing Boxstoberfest. The enthusiasm for this event reminded me how fortunate we are to have the Hill Country in our back yard. The dust settled from our “old west” Fall Picnic. The town was boomin’ with Porsches as everyone enjoyed BBQ and side dish pot luck in a/c comfort. Favorable weather is here and our Autocross series is back underway. We have 4 dates scheduled to finish out the year.

Looking at our events calendar, there is more fun coming. We return to Harris Hill Raceway for our fall Drivers Education (HPDE) event on the 10/13. New Members Social on 10/14 will be celebrated with ice cream and a solar eclipse! Following week we have Autocross at Tree of Life Church. Our annual Trunk n Treat at Boys/Girls-ville on 10/28.

Our Elections committee is preparing the docket for our upcoming LHR 2024 officer elections. PCA requires yearly elections for regional President, Vice President, Secretary and Treasurer. This is an open ballot for any member or co-members inclusion. No experience needed. For more election information, contact our Elections Chair Michael V. through our website contact directory.

Mark your calendar for our upcoming Christmas Dinner - Toys for Tots charity drive on December 9th. We will be enjoying this evening at The Club at Sonterra again this year. Irene C. and the Elf committee are working through the details for this special event. Contact Irene if you would like to be an elf too.

Event plans are already being drafted for the 2024 calendar. Michael S. recently hosted a Drive Tour committee meeting to begin mapping out dates and drives for the upcoming year. We welcome any ideas you might have for a tour route or destination. Even if you don’t have all the details worked out, please contact Michael S.

Get out and enjoy South Texas fall with any of the activates lined up. Let’s be grateful to our volunteer members that coordinate these fun events for us to enjoy. Assistance is always welcome for easy “day of” event tasks. Reach out to the event coordinators to see how you can help. I think you’ll find, the more involved you are the more enjoyment you’ll have being a PCA member.

Happy Drives,
Chris Royter
President
Longhorn PCA



Editor's Observations

By Shelley Matthews

Things are **gearing back up** after the incredibly HOT summer (which doesn't seem to know it's supposed to be fall yet!!)! We have several autocrosses coming up before the end of the year, along with a track day, the fall picnic, new member social, trunk-n-treat, drive and the Toys 4 Tots Christmas party. Watch the website for the most up-to-date information and sign up on clubregistration.net. Also, we still need volunteers for these events so if you want to help let us know!

Elections for LHR officers are coming up soon. A list of candidates will be presented and members will vote to establish the officers for the 2024-2025 year. Not interested in running for an office this year or nominating someone (make sure they agree first) please contact Mike Vriesenga at smvriesenga@icloud.com. Not running for an office? Consider volunteering for a committee. It's a great way to help our club and get to know our members.

Christmas is coming up quickly! Don't forget about to mark your calendars for the Christmas party on Dec. 9. As soon as details are worked out there will be a link to sign up on clubregistration. Don't know what to get your favorite Porsche enthusiast? Check out the LHR Regional Store on the PCA website for ideas!! <https://www.pcawebstore.org/regions/LHN>.

In memorium - during the summer we lost a couple of people that were important parts of LHR and PCA.

McClure "Mac" Ellsworth passed on July 30, 2023. He was a co-owner of Texas Premier Safeguard in San Antonio and provided LHR with shirts and promotional items for many years. He would often come to meetings with a rack of polos, t-shirts, jackets, and other items made available to the club. Mac was a special friend to LHR and will be missed by many.

Taken from Zone5.pca.org:

As many members know, **Tuffy von Briesen** has been battling cancer the past three months. We are saddened to report of his passing August 29th. On behalf of the Hill Country Region PCA membership, we would like to express our condolences to Tuffy's wife, Sheri, and the entire von Briesen family.

There are no words that can express our gratitude for Tuffy's presence within our club and how he touched so many personal lives with his "can do" leadership. In many ways, he became the spirit of HCRPCA, and helped mould the larger car community in Central Texas through his years of selfless service representing HCRPCA. The legacy he leaves for us all will, no doubt, be ever-lasting.

There will be a memorial at a later time.

Godspeed, Tuffy, and many, many thanks.

Respectfully,
Executive Committee
Hill Country Region PCA
"comment@hcrpca.org"

Autocross Results - September 16, 2023

Place	First Name	L	Car Type	Car #	Class/ PAX	Runs/Cones	1	2	3	4	5	6	7	8	PAX Time
PCA															
1	William	D	P	87	SS 0.833		31.148	30.735	30.815	30.601 (1)	29.87	29.711	30.24	30.286	24.749
2	David	F	P	18	AS 0.823		35.024	33.322	33.765	33.185	32.367	32.529	32.418 (1)	31.354	25.804
3	Rob	R	P	99	SS 0.833		DNF	34.107	34.092	33.408	32.29	31.836	31.289	31.449	26.064
4	Andy	W	P	141	AS 0.823		34.679	34.375	33.61	33.687	32.842	32.361	32.229	32.967	26.524
5	Stephen	G	P	96	SS 0.833		35.634	35.03	34.349	33.791	32.351	32.671	32.206	32.191	26.815
6	Don	C	P	78	CS 0.811		34.511	46.797	DNF	33.697	34.27	34.106	33.104	33.964	26.847
7	Chris	R	P	88	AS 0.823		33.717 (1)	33.168	34.554	33.044	33.013	32.725	33.845	33.498	26.933
8	Stephen	M	P	30	AS 0.823		DNF	DNF	35.584	37.785	34.888	33.931	33.641	34.176	27.687
9	Chuck	B	P	7	SSM 0.879		34.094	33.849	34.637	34.076	32.436	0	0	0	28.511
10	Ward	G	P	181	AS 0.823		44.386	36.601	36.387	36.21	34.927	35.174	34.998	34.709	28.566
SCCA															
1	Neil	P	X	106	CS 0.811		37.087	34.83	DNF	34.106	32.942	41.485	33.117	34.075 (1)	26.716
2	Rachael	A	X	13	STX 0.817		38.849	36.072 (1)	34.715	34.806	34.755	34.26	33.454	33.171	27.101
3	Salvador	A	X	32	STX 0.817		39.553	36.294	34.034	33.851	33.425	34.098	34.699	33.659	27.308
4	Mark	G	X	11	XB 0.848		33.131	33.999	35.853	DNF	34.248	34.367	32.522	32.572	27.579
5	James	B	X	8	AS 0.823		39.021	36.039 (1)	35.716	35.044	34.853	34.582	33.823	33.51	27.579
6	James	S	X	167	XB 0.848		39.028	36.535	35.894	35.108	33.81	33.203	DNF	DNF	28.156
7	Thomas	G	X	26	SS 0.833		40.135	37.897	35.534	35.657	35.279	35.19	34.27	34.065	28.376
8	Gabriel	F	X	122	SS 0.833		56.099	49.862	DNF	DNF	44.96	37.265	34.796	38.493	28.985
Ladies															
1	Donna	S	L	191	AS 0.823		63.387	50.238	39.351	38.546	DNF	36.804	36.135	36.454 (1)	29.739
2	Denise	H	L	116	CS 0.811		69.996	53.231	48.056 (1)	42.828	43.632	41.254	39.734	39.134	31.738
Novice															
	Nathan	W	N	89	FS 0.813		39.525	DNF	DNF	DNF	37.536	36.518	35.779	37.24	29.088
	Ben	S	N	19	AM 1.000		67.029	48.182	43.466	43.024	44.138	41.341	43.691	39.838	39.838



HEY - Come join us for the weekly Lunch Brunch - Everyone's welcome!!
Lots of fun, casual conversations (aka: Lies and Fries) happen here
every Wednesday 11am-1pm
at Stonewerks Big Rock Grill 1201 N. Loop 1604 W, San Antonio

Financials from January 1 ~ October 4, 2023

Provided by Ignacio Fortuno, LHR Treasurer

PCA LONGHORN REGION INC Profit and Loss by Tag Group January 1 - October 4, 2023

	Autocross	Christmas Party	Drives	Fiesta Challenge	Golf Day	Meetings	Newsletter	Track Day	zGeneral and Admin	TOTAL
Revenue										
Donation Income					340					340
Driving event receipts			50							50
Fiesta Challenge				2,420						2,420
Meeting Receipts						180				180
Membership Rebate				750		500			7,180	8,430
Newsletter receipts							4,500			4,500
Receipts from Club Registration	5,651		2,417	2,594	1,900	867		5,899		19,329
Total Revenue	\$ 5,651	\$ -	\$ 2,467	\$ 5,764	\$ 2,240	\$ 1,547	\$ 4,500	\$ 5,899	\$ 7,180	\$ 35,248
Expenditures										
Advertising & Marketing									252	252
Donation				4,500						4,500
Insurance	276							300		576
Meals & Entertainment	124	750	187						466	1,528
Meals & Entertainment						650				650
Misc Awards	364			624	345	316				1,649
Newsletter							1,363			1,363
Office Supplies & Software	1,246	110						42	1,502	2,900
Rental Fees, Catering	5,028		2,615	914	1,623	2,999		4,676		17,854
										-
										-
Total Expenditures	\$ 7,038	\$ 860	\$ 2,801	\$ 6,037	\$ 1,968	\$ 3,966	\$ 1,363	\$ 5,018	\$ 2,221	\$ 31,271
Net Operating Revenue	\$ (1,387)	\$ (860)	\$ (334)	\$ (273)	\$ 272	\$ (2,419)	\$ 3,138	\$ 882	\$ 4,959	\$ 3,977

Prepared on a cash basis, excludes interest on CD.

PCA LONGHORN REGION INC Statement of Financial Position Comparison As of the end of:

	Total	
	October 4, 2023	December 31, 2022
ASSETS		
Current Assets		
Bank Accounts		
BUSINESS CLASSIC (3036)	\$ 11,752	\$ 7,775
Savings	20,000	20,000
Total Bank Accounts	31,752	27,775
Accounts Receivable		
TOTAL ASSETS	\$ 31,752	\$ 27,775
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	3,977	(9,380)
Total Equity	31,752	27,775
TOTAL LIABILITIES AND EQUITY	\$ 31,752	\$ 27,775

Prepared on a cash basis, excludes interest on CD.

MEMBERSHIP REPORT



Primary members:	609
Affiliate/Family members:	315
Total:	924

New Members as of Oct 1, 2023

Louis Alvarado	2016	Cayenne S
Daniel Arredondo	1997	911 Carrera S
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 Conrad	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
Jin Ha & Erica Poole	2024	Macan S
Steve & Ryan Hampton	2017	911 Carrera 4S
Joseph Hohmann	2011	Boxster Spyder
John Kasbaum	2023	718 Cayman GTS 4.0
Brian & Margaret Leeton	2022	719 Boxster S
Stan & Kim Lippelman	2021	911 Targa 4S
Thomas Mcguire	1977	911S Targa
Eric Peipelman	2017	Panamera 4S
Hernan Ponce	1999	911 Carrera Cabriolet
Thomas Richter	2009	911 Carrera
Cody & Meeyen Sommers	2011	Boxster
Aldo Uribe	1998	Boxster
Daniel Veiga	2019	718 Boxster
Jonathan & Veronica Velazquez	2023	911 Carrera GTS
Eric Webb	2022	Cayenne Turbo GT
James Worth	1966	912

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

Rik's Ramblings

by Rik Aguilera



Soo, why Porsche?

I like to talk to people. Those who know me know that I am far from introverted and will start a conversation with complete strangers, at any time. In doing so, as of late, I have listened to a lot of different stories as to WHY someone is a Porsche Fanatic, loyalist or just trying out the brand. I have asked this question to A LOT of different people everywhere and it has led to some very interesting conversations. Some amazing stories and what seems to me as a different level of brand loyalty than I have seen with other marques.

Why Porsche for me? Well, my pull and loyalty to Porsche started when I was a kid. I have mentioned my childhood being surrounded by cars before, but never WHY Porsche is branded within. I grew up building cars, going to races, then later in life racing and restoring. My first engine build was on a Porsche 914. I tore apart the 1.7ltr and rebuilt it when I was 10 yrs old. It was a project with my father. He knew I would be driving a Formula Vee soon, so knowing the little flat four was a must. The time spent in the garage with my dad was priceless. Learning cars. Learning Porsche. We ended up building up that first 914 in about a year and I was ready for the next build (1971 911T). More learning, more appreciating the quality of the vehicles. More time with Dad...

We ended up restoring, building and racing 8 Porsches together when all was said and done. We went to A LOT of races, car shows and even swap meets searching for hard-to-find parts. The education was amazing, the experiences life molding and the time with Dad... priceless.

Dad passed away 13 months ago. We shared a love for cars, racing and especially for Porsche. I still have and use the Porsche key fob from our last build, as my current reminder every time I go to start my current Porsche. At the time I enjoyed the learning sessions with Dad. I appreciated the guidance, the jokes, the encouragement. NOW, that time is envied and appreciated to a level I did not know existed. Why Porsche for me? Because it brings me closer to my father in a way that is personal and felt with every bit of my soul. Not just another automobile manufacturer to me. It is much, MUCH more.

So why Porsche for you? What are the reasons you landed on the marque? Let me know. Let's have a conversation on your story. Send me a message or when you see me, pull me aside and let's talk Porsche. I know my feelings may not be the same as others, but I am sure the stories are going to be great.



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KEVIN D. ROBISON - PRESIDENT

Breakfast at O.S.T. August 19, 2023

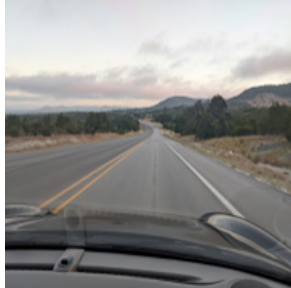
Article by Michael Sorbera Photos by Sherry Sorbera

What a great time we had! We met at the CVS parking lot in Helotes very early! We left at 7 a.m. to head up Hwy 16 to Bandera.

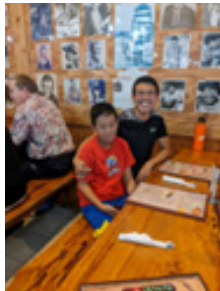
Then we saddled up and headed out.



It was a beautiful morning, sun was just coming up!



We arrived at O.S.T. and sat down for a wonderful breakfast! Lots of new friends to be made!



We headed on Hwy 16 and had a short break. And finally ended our trip at the



famous Love Creek Apple Orchards!

NEW Dominion/Boerne location coming soon!



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Colorado Roads

Article and pictures by Kris Campbell

Hi all, Kris Campbell here. For many years Betty and I lived in Golden, Colorado. All of my adult life I've been kind of a city guy. Betty has too. We both have lived in and around big cities – the metro areas of Houston, San Antonio and Denver. But over the years we have come to love nature with its beauty and artistry. One can paint an aspen grove but seeing it in person is no comparison.

We fell in love with the mountains early in life. And it was the mountains that drew us to Colorado (aside from a company transfer). In my younger years, camping was not one of my favorite activities. However, we enjoyed the mountains so much, not long after moving to Colorado we explored tent camping. That was fun but later we moved up to camping in a travel trailer. And now for about 20 years we've been campers – and we love it!

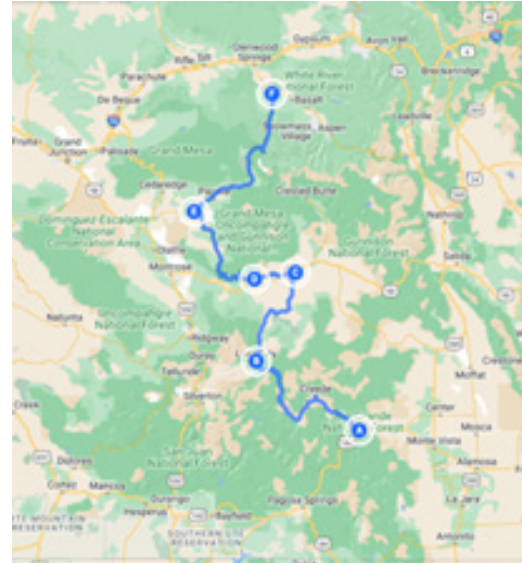
We've camped all over Colorado and seen beautiful places. The roads in Colorado are mostly unpaved. A truck or SUV is mandatory for many back-country routes. However, there are some paved roads throughout the state that are a perfect match for a sports car, especially a Porsche.

We've driven over most of the mountain passes in the state and pulled our travel trailer with us, and taken Bear, our cat, with us everywhere we go. I thought I would share a few road tips with you in case you ever get up that way, especially with your P-car.

Southfork to Carbondale

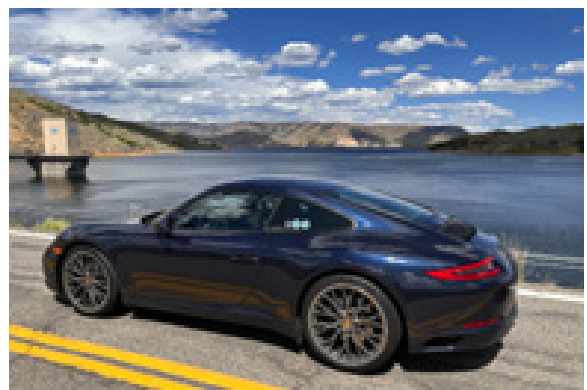
Southfork is truly a fork in the road. If you go south, you cross over Wolf Creek Pass down to Pagosa Springs. If you go north, you head up to the high country in central Colorado. The road to Wolf Creek is fabulous but I want to introduce you to a different road.

At Southfork, go north on CO149. This is a spectacular road through the Southern & Central part of the state. As you leave Southfork you follow the Rio Grande river up through Creede and climb on up to Lake City. In the river valley around Creede, hundreds of mountain cabins dot the landscape. I think most of these cabins belong to Texans who come to escape the summer heat in Texas.

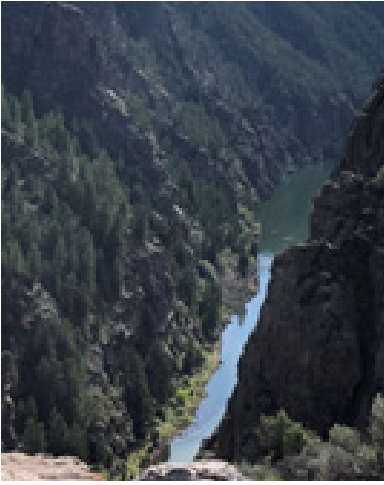


Past Creede, you drive through winding roads and deep green forests up to Lake City. This is a nice place to take a break. High up in the mountains, this little town is the playground for the jeep roads over Engineer Pass to Ouray and Silverton. Engineer Pass is true-blue, 4-wheel drive country for jeeps and side-by-sides only. No trucks and SUVs belong up there unless you like rolling down steep hills.

From Lake City continue north to US highway 50 and the Blue Mesa Reservoir. This beautiful lake straddles the highway for several miles. Go west on US50 to the dam and catch CO92 north. The road literally runs on top of the dam. To the right, you have the huge lake and to the left, it's a 1000' drop to the beginnings of the famous Black Canyon of the Gunnison.



Blue Mesa lakeside view on top of dam



Black Canyon Gorge on other side of dam

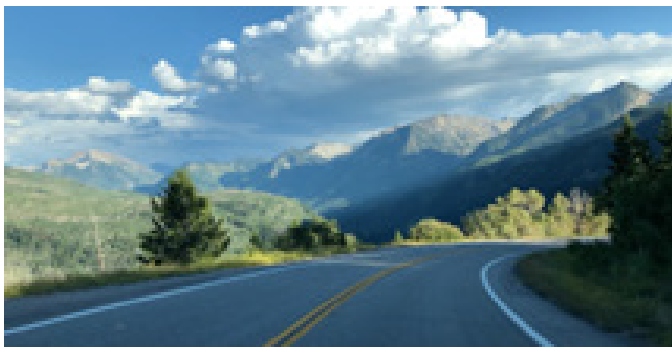
For the first 15-20 miles, CO92 hugs the canyon. It is quite the place to be. It's a lonely road, not many cars, just you, your car and nature. One long stretch, you drive high along the canyon rim

for about 5 miles. In a truck, it is a nice leisurely drive. In a P-car, it's like driving a slalom course – amazing.



Black Canyon of the Gunnison

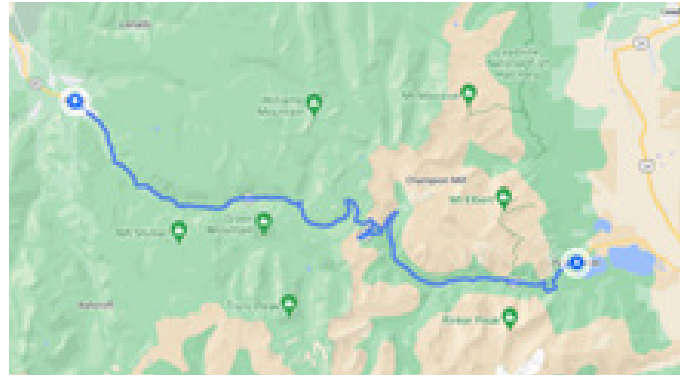
From there, CO92 takes you through amazing ranches and farms into Hotchkiss. Here you catch CO133 to Carbondale. You pass through the farming town of Paonia and on up the mountain. As you reach the top, you go over McClure Pass. Before your eyes, suddenly appearing is a sweeping view of the high mountains, the backside view of Aspen and the Maroon Bells. It surprises you because the view is hidden until you reach the top – quite spectacular.



McClure Pass

Independence Pass

One of the most beautiful places in Colorado, especially in September when the Aspen leaves turn golden yellow, is Independence Pass. Reaching over 12,000 feet above sea level, it is a special place to me. I have many special memories there. I've seen many yellow aspen leaves, but it was here that I saw red aspen leaves for the first time.



Coming from Twin Lakes on the East side, take CO82 west off of US24 and head toward Aspen. Twin Lakes is just south of Leadville and north of Buena Vista.

These lakes form an incredibly beautiful backdrop as you round the lakes and on up higher in altitude. Along the way there are old barns and log cabins where settlers hung their hats many moons ago. The aspen groves are unforgettable and will be burned in your memory for a lifetime.



Twin Lakes

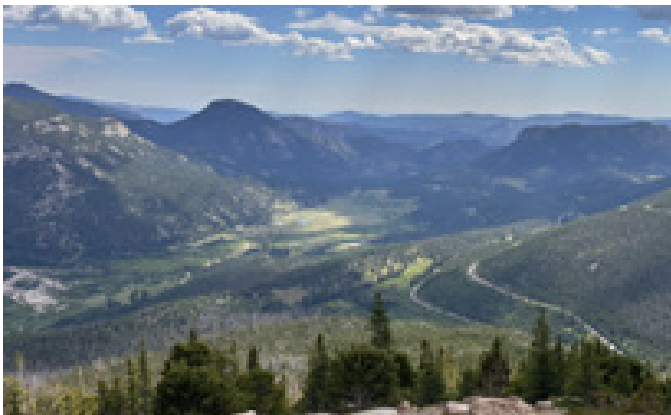


Old barn among aspen grove

The streams, the rock outcroppings, high mountain vistas and the summit are breathtaking. It's no wonder John Denver wrote the song "Rocky Mountain High". I like to think Independence Pass inspired him to write this song.

Porsches are made for this road. The combination of twisty, up and down, over and around turns makes for so much fun. And the scenery is jaw-dropping gorgeous.

The summit is worth the time it takes to get there. It seems like you can see 100 miles.



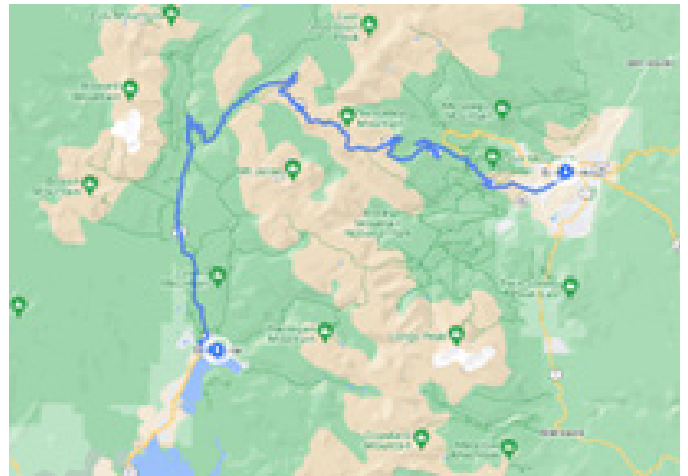
Independence Pass Summit

From the summit on down going west you end up in the town of Aspen.

Trail Ridge Road

Many people I've met don't know much about this road. It starts just outside Estes Park and crosses over the Rocky Mountains down to the small village of Grand Lake. It is the primary road through Rocky Mountain National Park. If you've been there, you know how incredible this place is.

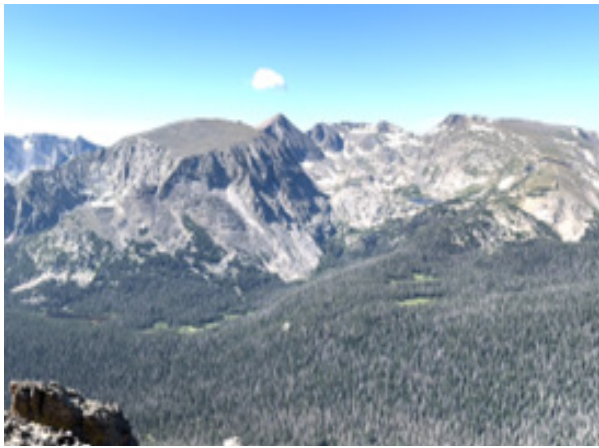
As you climb, you drive through dense virgin evergreens – Engelmann spruce, lodge-pole pine, blue spruce. Each seems like the perfect Christmas tree to take home. Just wish they would grow in Texas. As you wind your way up the mountain, the trees thin out and before you realize it, you are



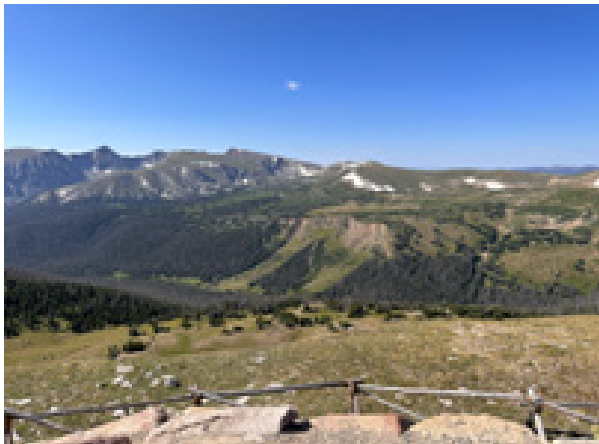
above the tree line. The scenery opens up like a big curtain on Broadway. Before your eyes, you are immersed in some of the most beautiful scenery on earth. You are on top of the world.



Rocky Mountain National Park



Rocky Mountain National Park



Rocky Mountain National Park

In the summer, elk herds come to the high country for fresh food and a cooler climate. Marmots scurry around and sunbathe on warm rocks. Mountain goats inch their way across craggy rocks. Ptarmigans flutter around practically invisible to the human eye. Their grayish white color blends into the grayish white rocks. Flowers burst open like in a time-lapsed video taking advantage of the few months of summer weather. This is tundra country. Above the tree line, what appears to be grass is a thick layer of tundra helping to provide a firm foundation for vegetation and protection from erosion. If you look closely, you can find the tiniest of perfect flowers. It's a magical place.

On down the road is the Alpine visitor center. And if you are ever there in a truck, jeep or SUV, consider driving up Fall River Road, a dirt road (well maintained) from the valley floor to the Alpine visitor center.

Continuing down to Grand Lake, you re-enter the forest at Milner Pass (Continental Divide). From there, it is a windy road down to the western valley floor. As you round the bend, you see sweeping views of the Never Summer mountains, the Kawuneeche Valley and the headwaters of the mighty Colorado River.

As you drive through the valley, it is quite possible to see elk and an occasional moose. Aspen trees and evergreens delight the eyes from turn to turn. Mountain vistas in the distance amaze the senses with grandeur and majesty - God's creation on full display.

Approaching the western exit, you will encounter a huge burn area from a recent fire back in 2020. This was one of the largest fires in Colorado history. Many homes were destroyed; and sadly, several lost their lives. Grass and seedlings are beginning to rise. The char layer is beginning to fall from burned trees. Nature is rebuilding a new forest to be enjoyed for future generations. It is now much different than the smoldering ruins we saw back in 2021. It seems new again.

These are but a few of many spectacular places to explore in Colorado. Time and space do not permit me to describe places like Pikes Peak, Mt. Evans, Loveland Pass, Berthoud Pass, the Grand Mesa, Telluride, Silverton, Ouray and the Million Dollar Highway. Then there are places like Cottonwood Pass, the old town of Tin Cup, Mt Princeton, national parks, hot springs, scenic trails and hidden lakes waiting to be explored.

Colorado -
It's calling you...



Boxstoberfest ~ September 8-9, 2023

Article by Chuck Bush

Photos throughout by Patricia Broyles, Susie Bush, Betty Campbell, Donna Clement, Miguel Jimenez, Mike Matthews, Shelley Matthews



Boxstoberfest is an annual event held in Fredericksburg, Texas, specifically for Porsche enthusiasts. It started as a celebration of the Porsche Boxster and has evolved into an event for all Porsches, hence the name "Boxstoberfest." The event takes place on the second weekend of September and attracts Porsche enthusiasts from all over the country.

This year Boxstoberfest was held on 8-9 September and featured a variety of activities for attendees. These include scenic drives through the Texas Hill Country, a Gimmick Rally focusing on local history, guided Hill Country Tours, a Winery Tour, and social gatherings. We had 120 registrants this year, a 20% increase over last year as Boxstoberfest keeps growing. Participants came from 4 different states, and from all over Texas. Boxstoberfest always draws a lot of Texans who want to come out and enjoy the fabulous roads in the Texas Hill Country.

This year we had an updated Gimmick Rally created by our very own Patricia and Jake

Broyles that led folks through some amazing countryside and historical sites like the LBJ ranch. The Friday winery tour had a record number of attendees so we split into two busses and got to experience the Texas grown grapes and wines featured by William Chris, Bingham and Inwood Estates wineries. The Friday drive was similar to our regional Junction - Twisted Sisters drive and is a great counterpart to the Saturday driven, giving attendees an opportunity to drive all the best roads in the area.

What makes Boxstoberfest unique? The Saturday morning line-up on the Fredericksburg Airport Tarmac is a fun opportunity for Porsche owners to socialize with like-minded individuals, learn more about their vehicles, and experience the camaraderie of the Porsche community. Kind of like a cars and coffee without all the boring non-Porsches. The Saturday main drive is also special with 6 drive groups- three going clockwise and three going counter clockwise, and meeting up for lunch at the Bent Rim Grill in Leakey, TX. We pretty much do the same drive every year,

and it is fun to see so many Porsches out enjoying the Twisted Sisters. The Scenic Tour folks enjoyed the lovely roads around Fredericksburg and had a relaxing drive through the countryside.



The events closed with a banquet in the fabulous Hanger Hotel Showroom which is decorated with a 1944 War in the Pacific theme with palm trees and beach murals. The food was well done again this year and it was a relaxing way to close out a fun weekend. On top of that, most attendees went home with a great door prize from one of our many sponsors.



Interested in learning more about Boxstoberfest? One of our regulars from the Rio Grande Valley, Henry Reinhart has created an excellent website at Boxstoberfest.net that provides details on our sponsors, schedule and registration.



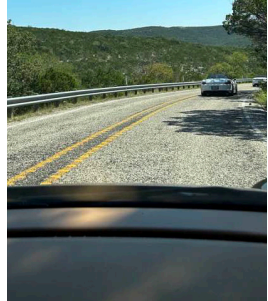
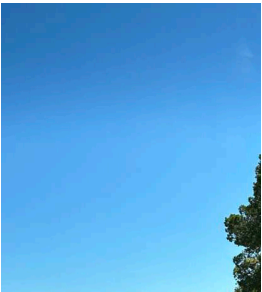
Thanks to all the great volunteers from Longhorn region that help make this event possible. It is really great that so many folks from our region keep this special event going into its 28th year.



If you didn't get a chance to come this year, hope you get a chance to join us next year!



Chuck



Boxstoberfest Dinner ~ September 9, 2023



A tropical-themed dinner concluded the 2023 Boxstoberfest. About 100 people attended and enjoyed a buffet with chicken, pork, potatoes and peach cobbler! Gimmick Rally winners were announced and lots of door prizes were handed out. Thanks to the organizers, volunteers and sponsors for another great event! Hope to see everyone at the 2024 event - held the second weekend in September!



Boxstoberfest ~ Gimmick Rally

Article by Patricia Broyles

Photos by Patricia Broyles and Mike Matthews

The 2023 Boxstoberfest was a blast! The mother and son team of Patricia Broyles and Jake Broyles enjoyed being the Rally Masters for the Gimmick Rally called the Maibaum Rally named after the Maypole in the Fredericksburg downtown Marktplatz which features various historical and cultural aspects of Fredericksburg and the surrounding hill country. When designing the rally course, the Broyles used the Maibaum as a guide to laying out the route so that the drivers went from the Vereins Kirche to Cross Mountain passing old schoolhouses to the Nimitz Museum, LBJ Ranch and its cattle, etc. The total course was 91.3 miles long with a few fun roads like Lower Crabapple, and River Road along the Pedernales throw in just for fun and driving pleasure. The idea of the gimmick rally was to follow a prescribed course and answer questions to which answers could be found along the course route. The driver and navigator team with the most correct answers wins! There were 16 cars registered for the event. Each of the winners were awarded a star shaped medal handcrafted by Susie Bush. And Bekka Broyles sketched the Maypole (shown in the middle of the winners on next page) which was on the back of the questionnaire.

This year's winners are:

1st place - JB and Donna Sutter - 1st time to ever do a gimmick rally together.

2nd place - Jenn and Mike Duman (Love the kilt worn! And congrats on moving up from a 6th place win last year to 2nd place)

3rd place - Wayne and Laura Hutton - Only team to correctly identify exactly why the rally was called the Maibaum Rally.

4th place - Roland and Wendy Wiele - Won the 3-point bonus question for Funniest suggestion for a gimmick question to add to the route - "Which winery has the biggest behind? The Fat Ass Ranch and Winery".

5th place - Larry Sweazey (pronounced like Patrick Swayze) and Linda Creel - Took 5th place in the car Linda bought in honor of her 17 year old son that she lost and who loved 911s. They also stayed in Oma's Haus which was the answer to one of the gimmick rally's questions: "Whose house is along the entrance to Lady Bird Johnson Park?"

6th place - James Bricken - the one-man navigator and driver - an incredible feat that could only be accomplished by our own Longhorn PCA Group's Auto Cross chair.

Participants said a couple of their favorite questions and answers were:

How many cattle guards do you cross between LBJ's birthplace and his final resting place? Either 0 or 16 were the correct answers depending on whether you looked across the street or drove thru the park.

What did LBJ call his jet? Air Force One Half

Where do Peaches sleep at night? Peach Tree Inn or Das Peach Haus were acceptable answers.

The Rally masters were a little concerned that the most frequently missed question was: What is the Speed Limit in the LBJ National Park? Oh well, what can we say?



Gimmick Rally Winners



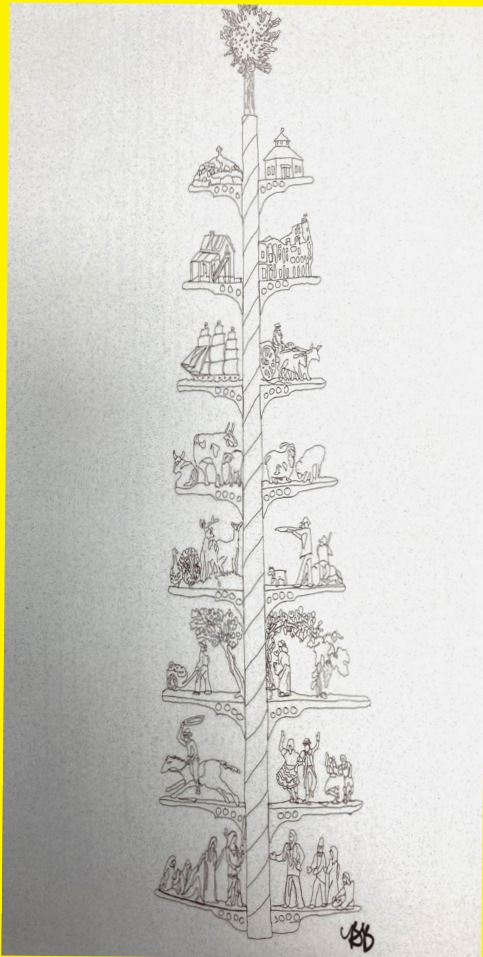
*1st Place
JB & Donna*



*6th Place
James*



*2nd Place
Jenn & Mike*



*5th Place
Larry & Linda*



*3rd Place
Wayne & Laura*



*4th Place
Roland & Wendy*



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Rodney



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Fall Picnic ~ September 30, 2023

Article by Irene Comacho Dorsey

Photos by Donna Clement, Paul Hunt, Mike Matthews

As a mode of transportation, they can be noisy and expensive, sleek and powerful, and require time and maintenance to keep them running.

I'm jokingly referencing horses, though, I'm also certain our fine group of Longhorn PCA members can relate appreciate what performance and exhilaration Porsche horsepower can produce.

Our chosen destination for the 2023 Fall Picnic was a short drive from San Antonio into the charming hill country town of Blanco, Texas. The Buggy Barn Museum provided the venue access within the Pine Moore Studios. This family-owned and operated museum also offered tours of the range of buggies and wagons dating from 1860's to the 1900's. The modern components of our axles, drive shaft, brakes, spokes, tires, and steering columns are the predecessors to our specialized vehicles we cruise in today. At the end of the tour, it makes me appreciate the 18-way seats and rain sensing windshield wipers even more.

There was something magical to see the strategically parked Porsches within the wild west backdrop of the Pine Moore Studios. This venue has provided props, actors, and scenes used in major motion pictures and television series such as "True Grit", "There Will Be Blood", and "1883". This day, it provided a wonderful gathering spot for over 120 guests. Claudia S keen eye created the floral arrangements and table decor. Shelley M, once again, knew just what tasks needed to be

addressed to make this a great turnout. And Mike S at the mic helped rally us all together.

One of the highlights of the picnic is undoubtedly the food and our group did not disappoint. Old 300 BBQ, also located in Blanco, provided the main course. Each member must have brought their culinary expertise to the table, resulting in a delicious feast. From crispy slaws and beans, cheesy mac and potato salads, refreshing fruit, and decadent desserts, our picnic spread was a delight. (I need to snag Klaus's cucumber salad recipe.)

This picnic, like so many before it, was filled with laughter and chatter, scrumptious food and camaraderie. Thank you to the volunteers who helped decorate and set up, park cars, and clean up (Tom and Claudia S, Mikel and Shelley M, Andy and Tracy W, Maggie B, Dave R, Stephen G, Calvin and Sarah A, Bill and Irene D). I hope it continues to serve as reminder of the importance of taking a break from our busy lives to connect with friends, enjoy a piece of our beautiful Texas Hill Country and history, and create lasting memories. As the day ended as we packed up the remaining picnic gear, I bit into a leftover chocolate cookie and watched the last shiny Porsche leave turn right to hit the roads again. There seemed no better recipe for a great event than the happiness of good company and the beautiful outdoor setting.

Thanks ya'll for coming out and hope to do it again.





Lots of great members, awesome cars, good eats, and a donkey enjoying the fall picnic - thanks everyone for coming out!



Buggy Barn Museum

Article by Shelley Matthews

Photos by Mike Matthews

This year's fall picnic was held at the Buggy Barn Museum (BBM) in Blanco. The BBM is a non-profit organization whose primary goal is collecting and promoting the preservation of horse drawn transportation dating from the 1860's through 1900s. The museum boasts over 200 unique buggies, carriages, and wagons with



no two buggies the same. They even have a buggy designed by Porsche!! Many independent films, commercials, and music videos have been filmed in the Blanco location. Much of the buggy and wagon collection, and BBM itself, has been used in movies and TV shows including True Grit, Lonesome Dove, Hidalgo, There Will Be Blood, Abraham Lincoln, and Vampire Hunter to name just a few.

The BBM also has an authentic Wild West Town that includes a Church, Saloon, Mercantile Store, Barber/Dentist office, Stables, Production Office, Event Center, Gallows, Homestead Room, and Texas Rangers Headquarters with a jail. They offer buggy rides, a wedding chapel rental, meeting room, gift shop, and group tours.

There is even a friendly buffalo named Burley!



The BBM is the passion of owners Dennis and Kelly Moore and managed by

Amanda Smith. Dennis and Amanda have also lent their talents to movies and TV shows as wagon masters and stunt people. Their stories are fascinating and the people they've met and worked with include a-list actors and directors. And, if you're lucky, you might also find a world champion gun twirler, stuntwoman, and all-around western entertainer - Pistol Packin' Paula – wandering through their old west town.

Whether you're a fan of the old west or not, this is an amazing museum that we've all passed 100s of times heading up to Johnson City and Fredericksburg. And I'd guess you had no idea how much history is located in this spot right on 281 heading north out of Blanco. If you get a chance, it's a great place to go with family and kids. And if you're lucky enough to be there when Dennis, Kelly, Amanda and/or Paula are there and get a chance to talk with any of them or take a guided tour – you're in for a treat. And remember – don't pet or sit on the bear in the saloon.



Historically Speaking.....



PORSCHE 1600

A Porsche normal for any normal enthusiast



HARDLY A MONTH goes by without some interesting new special sports car being shown and described in some magazine—somewhere in the world. Many of these cars are extremely well thought out, and designed to use a fair number of parts from some high-production passenger car. Usually, nothing further is ever heard from them. However, back in 1949, when Ferdinand Porsche and his son Ferry first showed their prototype sports car based on a Volkswagen

chassis, very few people realized that this was the beginning of a significant new era in sports car development. The first Porsche sports car obviously was all wrong; it couldn't succeed. The engine location was "impossible," the cost would be too high, the performance inadequate.

Yet, today, a modern factory on the edge of Stuttgart turns out over 7000 Porsche sports cars per year, which are sold at over \$3000 each. Today every contender in Formula I racing employs an engine at the rear. And the

(Reprinted from October 1961 Road & Track.)

Reprinted from October 1961 Road & Track

current Porsche sports car, even in its lowliest "1600-Normale" form, gives a performance balance (acceleration, speed and economy) which is virtually unmatched by any other vehicle.

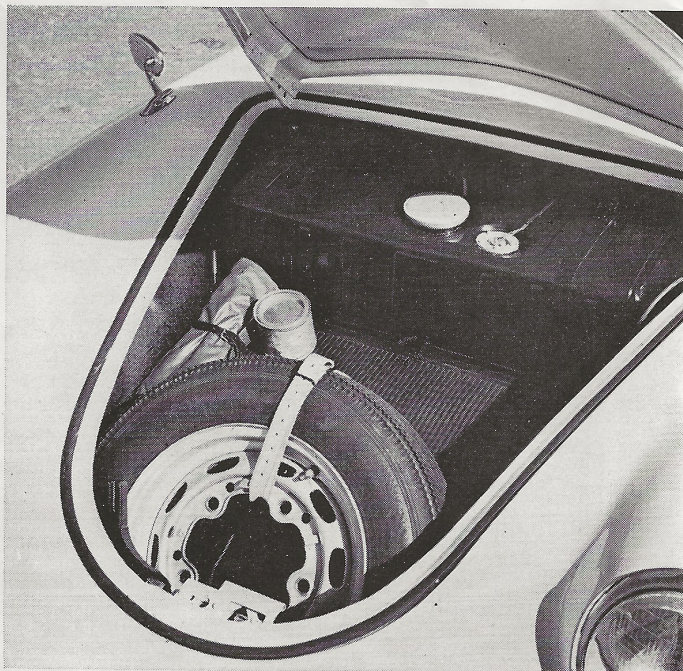
Of course, the modern Porsche bears only a superficial resemblance to the original prototype. Even the early production cars used a special platform-type chassis of their own design. Gradually, and part by part, Porsche adopted bits, pieces and complete assemblies of his own. Today nothing remains in the way of VW parts, though there are many similarities in arrangement and construction. The modern Porsche is unique, it has had a tremendous success, and it deserves it.

Having said all this, the reason for this test may be apparent: in checking back we find that we have tested no less than 10 Porsche cars of various types in the past 10 years. But it has been 4 years since we tested the most popular model—the 1600-N coupe.

Actually, the changes made since 1959 have been minor. Externally, we find the raised front bumper for better protection and very little else. Mechanically, the specifications read about the same, though there are dozens of detail refinements including improved carburetion, revised gear ratios and easier gear shifting.

There's something about a Porsche that is hard to define. It is small and it costs a lot of money ("small car, big payments"). It takes a genuine enthusiast to appreciate its real value but there is no one-make-owner group more avid than the P.O.C. (Porsche Owners Club). The first surprise, after getting in, is the tremendous amount of room; ample leg-room for over-6-footers, plenty of elbow and shoulder room, a surprising amount of space for luggage. You sit low, yet not too close to the floor. The body sides come up nearly to the shoulders, yet visibility is truly panoramic. Unlike most sports cars, there is ample room between and around the pedals, even for size-14 feet.

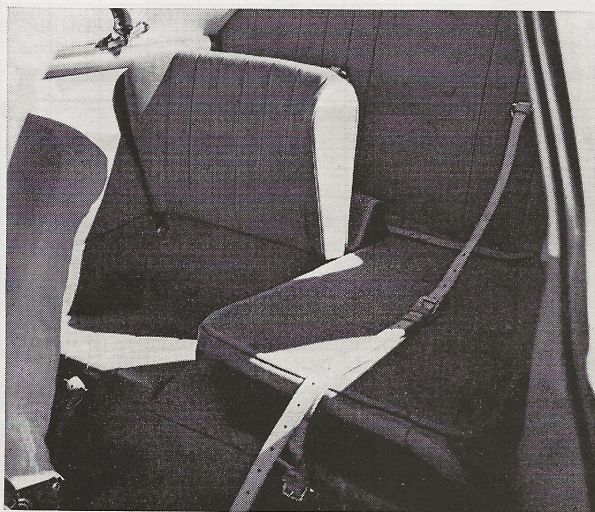
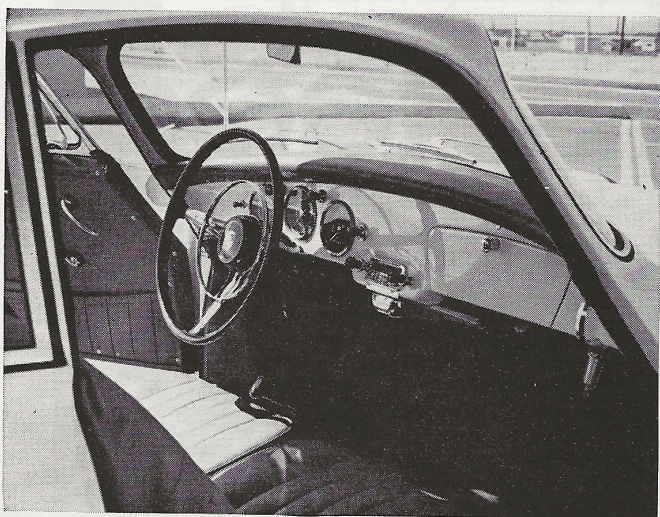
A Porsche is exceptionally easy to drive once you accept the fact that the car responds best only when the right gear is engaged at the right time. It's not that the 1600-N engine is a fussy unit that doesn't take hold until 4000 rpm. But the recommended revolution range is 2500 to 4500 rpm and if you want the most fun while driving, it is good practice to use the gears properly. Synchromesh on all forward gears, including 1st, makes shifting extremely simple, yet if you aren't in a hurry it doesn't make much difference which gear you are in—with two exceptions. First gear is for starts and 2nd gear is too high for this use. Fourth gear is essentially an overdrive ratio and should not

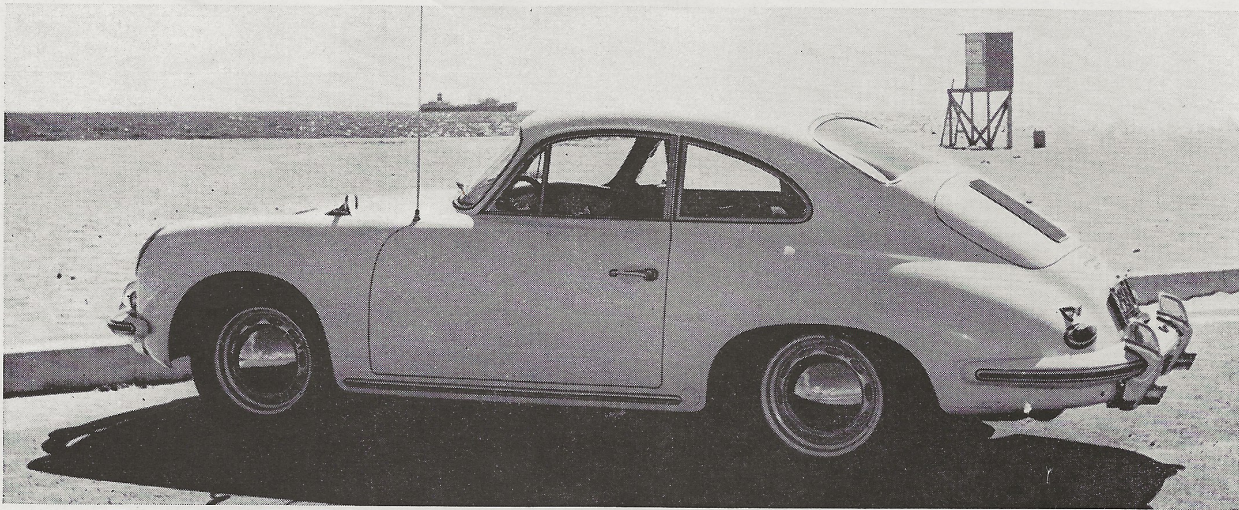


be used below 25 mph. In fact, a good driver would never try to accelerate in 4th gear from much below 35 mph. Nevertheless, we found that this engine is remarkably tractable and it would accept full throttle in any gear at as low as 1500 rpm without audible complaint or hesitation. However, 3rd gear has a useful range of from 20 to over 70 mph and though a Porsche engine is not as quiet as a big American V-8 powerplant, it still is extremely smooth at all times and the gears make no noise at all.

Although the tachometer is red-lined at 4500 rpm, for good reason, the 1600-N engine will run up to 4800 rpm quite readily—in fact you can even hit 5000 rpm if you want to risk the valves hitting the pistons. If you happen to be a high-revving type we suggest buying a Super or a Super-90 type.

The clutch on this car gave absolutely no trouble, even during the rather brutal standing-start acceleration runs.





It was very smooth; in fact, if it had had a little more "bite" the acceleration times could have been shaved a little. At any rate, it didn't slip when it got hot and if the rear wheels didn't squeal we can at least say that a rearward weight bias such as this car has eliminates the need of a limited-slip differential. The "Normale" gets up to 60 or 70 mph in a hurry and readily beats the pants off its poor relative kissin' cousin with 6 cylinders and 98 bhp. (Faster acceleration, more top speed, better economy.)


When the Porsche was first introduced the sports car buffs complained about its baby-buggy ride. The Porsche was merely ahead of its time and, even today, few sports cars can approach its excellent riding qualities and not very many can match its cornering ability. The charm of this car is the consummate ease with which it negotiates winding roads. If you get wild, the rear end will start to hang-out (oversteer) but the car is easily controlled and, now that the rear wheels have negative camber, it is very difficult to spin-out. High-speed stability in a cross wind is still not good, but is much better than most cars of this size and weight.

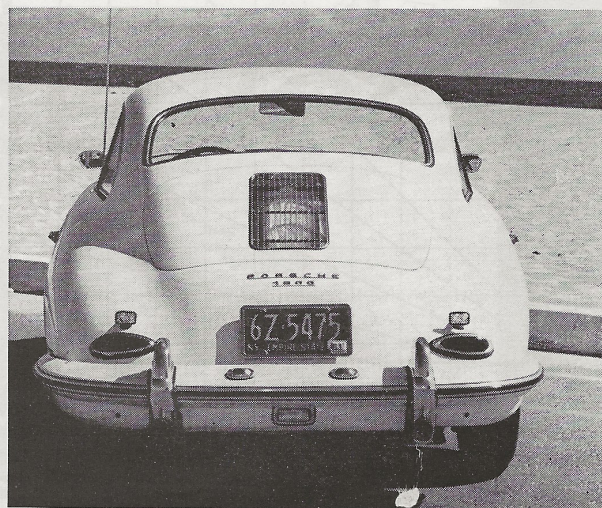
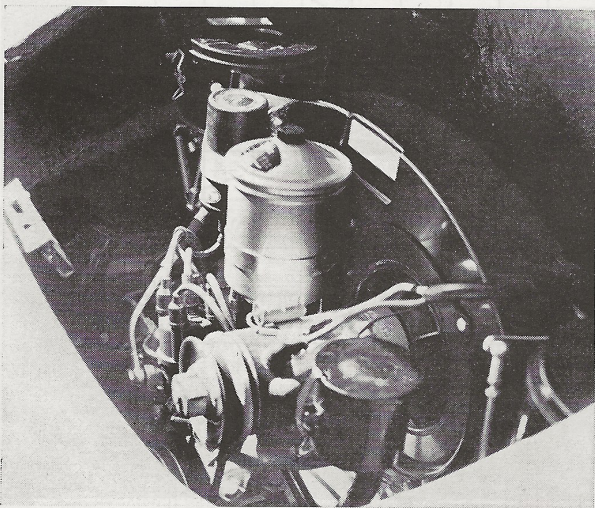
The brakes are good solid types with tremendous area per ton of car and a light, easy-to-control pedal action. The handbrake was also well liked by our staff, once it was

found. It's tucked under the cowl, out of sight, but surprisingly convenient and very effective.

Better ventilation for hot-weather driving would be an improvement. The rear windows swing out for an extractor effect and you can get some air. However, we found no combination of window openings which provided enough air without also allowing considerable noise at over 60 mph. A similar, but older Porsche owned by one of our staff has the optional sliding roof opening. This gives improved ventilation under some conditions, but is still not ideal.

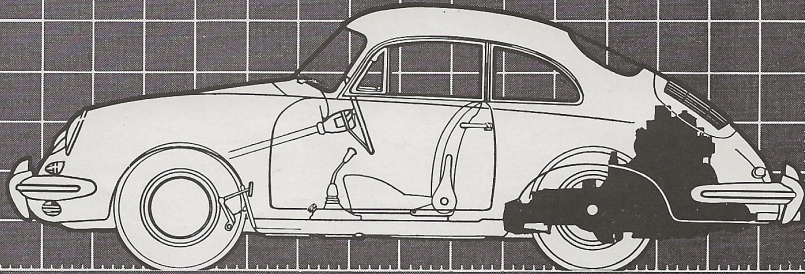
Finally, we must mention the extraordinarily high standards of finish and workmanship. This must be seen and studied to be believed and is all the more remarkable when we realize that the Porsche is, technically, an "assembled" car. (Body, gearbox, many engine parts are purchased items.) Obviously, Porsche maintains very high standards and having studied and observed these cars through the years we see no sign of any relaxation on their part.

If anything, Porsche's well known quality seems to get better with each succeeding year and if one considers the trend of inflation and the improved performance the car is an even better value, today, than when it first appeared 11 years ago. 





ROAD TEST PORSCHE 1600



SCALE: 10" DIVISIONS

DIMENSIONS

Wheelbase, in.	82.7
Tread, f and r	51.4/50.1
Over-all length, in.	158
width	65.6
height	52.4
equivalent vol, cu ft.	314
Frontal area, sq ft.	19.1
Ground clearance, in.	5.9
Steering ratio, o/a	16.0
turns, lock to lock	2.5
turning circle, ft.	36
Hip room, front	53
Hip room, rear	n.a.
Pedal to seat back, max	42
Floor to ground	9.5

CALCULATED DATA

Lb/hp (test wt)	32.6
Cu ft/ton mile	71.7
Mph/1000 rpm (4th)	20.5
Engine revs/mile	2930
Piston travel, ft/mile	1420
Rpm @ 2500 ft/min	5150
equivalent mph	106
R&T wear index	41.6

SPECIFICATIONS

List price	\$4095
Curb weight, lb	1980
Test weight	2280
distribution, %	43.5/56.5
Tire size	5.60-15
Brake swept area	217
Engine type	flat 4, ohv
Bore & stroke	3.25 x 2.91
Displacement, cc	1582
cu in	96.5
Compression ratio	7.50
Bhp @ rpm	70 @ 4500
equivalent mph	92.1
Torque, lb-ft	81 @ 2800
equivalent mph	57.4

GEAR RATIOS

4th (0.815)	3.61
3rd (1.130)	5.00
2nd (1.765)	7.81
1st (3.090)	13.7

SPEEDOMETER ERROR

30 mph	actual, 28.2
60 mph	56.5

PERFORMANCE

Top speed (mfr), mph	100
best timed run	96.8
3rd (5000)	74
2nd (5050)	48
1st (5000)	27

FUEL CONSUMPTION

Normal range, mpg	27/32
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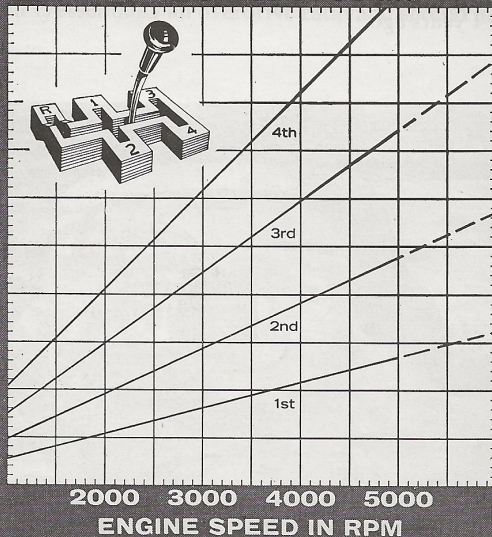
ACCELERATION

0-30 mph, sec	4.7
0-40	7.2
0-50	10.8
0-60	14.4
0-70	19.4
0-80	27.5
0-100	
Standing 1/4 mile	19.4
speed at end	70

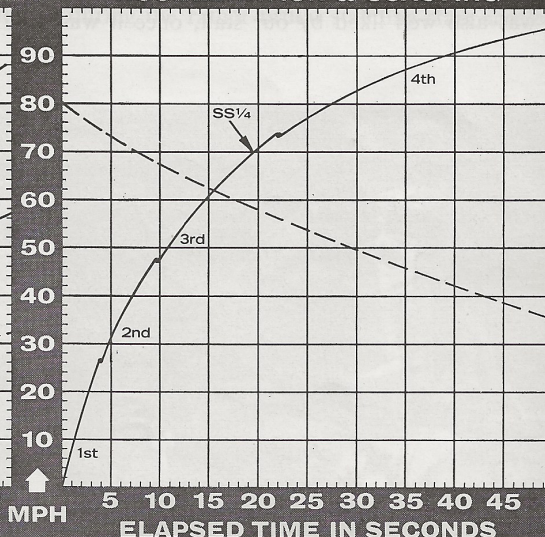
TAPLEY DATA

4th, lb/ton @ mph	175 @ 53
3rd	275 @ 48
2nd	425 @ 36
Total drag at 60 mph, lb	103

ENGINE SPEED IN GEARS



ACCELERATION & COASTING





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Photo of the Month



Steve Wright parks his GT4 in the shade at Klaus Weiswurm's house during the Historical drive back in July. Photo taken by Mike Matthews.

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.



...XPEL

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