

JULY-AUGUST 2022

*The*

# Roundup

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



What's Inside:  
Drive to Lockhart  
New Member's Social

*it's not just the cars...it's the people!*



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# **PORSCHE**



# EDITOR'S NEWS & NOTES

BY SHELLEY MATTHEWS, NEWSLETTER EDITOR

This summer has been **BRUTALLY HOT** in Texas! Autocrosses and track days historically are on hold this time of year because of the heat. But it has not stopped the meetings and drives. I'd like to say we're in for relief soon but we are just hitting our "hot" months. So bear with us, it'll be cooler - sometime!?

Hard to believe but LHR **elections** are coming soon. Nominations can be brought forward by October with elections in November. So start thinking about running for an elected office or who you'd like to see run for office - president, VP, secretary, treasurer. Watch for the emails with more information. Not interested in holding an office at this time? There are still ways to get involved by chairing or serving on a committee. LHR is fueled by volunteers. And the variety of committees runs the gamut of interests and activities - social, autocross, track day, Fiesta Challenge, drives, tech sessions, insurance, charity, sponsor liaison, newsletter, social media, website, etc. Some of these committees we've never had before and others are long standing but they will all help move our club forward. If you have ideas or interests that you think would be beneficial to YOUR club, bring the idea forward. Clubs this size cannot realistically be run by a few people for the long term. We need everyone's help - whether you have a lot of time to help or just a few hours here and there.

Speaking of the **newsletter** (very close to my heart), I'd love to have more help. People to write a bi-monthly column, articles on activities and drives, technical articles, take photos, collaborate on layout and new re-design. And just because you've never done anything like this before doesn't mean you can't do it. I'd never put anything like this together (unless you count writing employee handbooks - NOT!) when I took over doing The Roundup 3 years ago, I had to learn Adobe InDesign and magazine layout and I've had to learn as I go. This magazine (or newsletter as they are called in PCA) is YOUR magazine and it needs to reflect OUR club - not just my ideas. I do have two amazing editors - thanks Robyn Barnes and Betty Campbell - but could use more help and expertise. Doesn't have to mean a large time commitment. If you have any ideas or would like to get involved, please see me! I'm always open to new ideas, and constructive criticism (emphasis on constructive)!

**CHECK OUT OUR LONGHORN REGION WEBSITE AT [LONGHORNPCA.ORG](http://LONGHORNPCA.ORG) AND FACEBOOK AT [FACEBOOK.COM/GROUPS/LONGHORN.REGION/](https://FACEBOOK.COM/GROUPS/LONGHORN.REGION/) AND TWITTER [@PCA\\_LONGHORN](https://twitter.com/PCA_LONGHORN) FOR MORE INFORMATION!**

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Now it's even easier for you to keep in the loop and stay up to date with all we have going on in the Longhorn Region. Our new app allows us to communicate with you better than ever before. You can even receive notifications from us for all the latest happenings! Download it today!



# 2022 LONGHORN REGION LEADERSHIP

## ELECTED OFFICIALS



Jud Walford  
President  
[president@longhornpca.org](mailto:president@longhornpca.org)



James Bricken  
Vice-President  
[vp@longhornpca.org](mailto:vp@longhornpca.org)



Ignacio Fortuno  
Treasurer  
[treasurer@longhornpca.org](mailto:treasurer@longhornpca.org)



Chris Royter  
Secretary  
[secretary@longhornpca.org](mailto:secretary@longhornpca.org)



## CHAIRS

Concours - Jud Walford  
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Dealer Liaison and Marketing - Jack Merrell  
[911scracer@gmail.com](mailto:911scracer@gmail.com)

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[tcschadegg@gmail.com](mailto:tcschadegg@gmail.com)

Membership and Roundup - Shelley Matthews  
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[vp@longhornpca.org](mailto:vp@longhornpca.org)

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# Roundup

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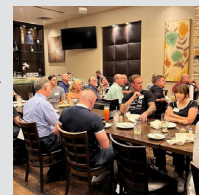
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## ON THE COVER

Rick Elizondo is jumping for joy to head to the driver's meeting for the drive to Lockhart. Photo by Sherry Sorbera.

# 2022 CALENDAR

## LONGHORN REGION EVENTS

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2022 EVENTS: *Subject to change*

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

### August:

4 - Monthly meeting - Krauses' Cafe,  
New Braunfels  
6 - Drive - Porschegressive Dinner  
20 - Drive - Blanco Quilt Shop

### September:

1 - Monthly meeting - Chester's  
Hamburgers  
**5 - Labor Day**  
9-10 - Boxtoberfest in  
Fredericksburg

### October:

1 - Oktoberfest picnic - see website  
for information  
6 - Monthly meeting - Krauses' Cafe,  
New Braunfels  
8-9 - Drive to Horseshoe Bay/Marble  
Falls  
21 - Track Day (Friday) - Harris Hill  
Raceway

### November:

3 - Monthly meeting - TBD  
5 - Drive to Canyon of the Eagles  
Buchanan Lake

### December:

3 - Drive - Shopping Trip to  
Fredericksburg  
10 - Christmas party - The Club at  
Sonterra



***Please note that all events are tentative and may change due to any new Covid restrictions. Additional events will be added throughout the year. Check the most up-to-date information at [longhornpca.org](http://longhornpca.org).***



# PRESIDENT'S CORNER

BY JUD WALFORD, LONGHORN REGION PRESIDENT



The summer doldrums are upon us in South Texas but that has not dulled the enthusiasm of Longhorn Region members as we have seen strong activity in drives, meetings, and new members.

Our recent New Members Social was a great success with 40 new members and guests present at Stone Werks Big Rock Grill for a buffet and presentations by officers and committee chairs to acquaint new members with the workings and activities of the club. Our monthly meetings continue to be fun and informative with the next one August 4th at Krause's Cafe in New Braunfels.

Some of our members even attended Porsche Parade in the Poconos, which was quite the hike from Texas. Several more are planning to attend the Werks Reunion in Monterey, CA during Car Week. I will be doing an article in the next issue of The Roundup on that event.

The new member social provoked some thought on what made me get active in the club after 15 years of being a member and I think it was the same motivation that many members experience. I got interested in one particular activity, participated, and that led to my eventual work on a committee, committee chair and then officer of the club.

The hook for me was Concours as I relished in the cleaning, polishing and restoring of my car to its original brilliance. It was a labor of love and it led to working to support other members' passion for other club activities such as track day, autocross, drives and social gatherings. One thing led to another and the great fun and pride resulted in being a Longhorn Region officer.

I encourage each of you to find that special activity that motivates you to get involved and participate with other

members in making Porsche Club membership more fulfilling.

My first interest in being active in the club was spawned by attending the Werks Reunion in Monterey, CA. I attended the first one on a vacation and the display and competition of over 800 Porsches in all classes for Concours got me excited about the process and spirit of Porsche excellence. I entered my first Regional Concours and Ron McAtee mentored me to take on the concours chair for the club. Following years found me participating in many concours competitions both regionally and nationally and even some winning trophies in both.

My hope is that every member will find some activity or event that will spark their interest and motivate them to become active in the club. We have 570 primary members in our Region, but only about 10% who are involved in club activities during the year. All of our committees could use more helpers.

A great example of how volunteering for an event of interest creates involvement is our tour committee headed by Michael Sorbera. Michael assembled several interested members and with their involvement planned and executed drives and rallies every month of the year, ten this year so far. I encourage you to reach out to one of our chairpersons and volunteer for a committee.

We have much to look forward to the remainder of the year as the fall & winter brings back autocross, a track day in October, our fall picnic and concours and our Christmas Party in December plus many more driving tours. Take a look at the calendar in this issue to see which events you can include in your plans. I hope to see all of you at one or all of these events.

# MEMBERSHIP REPORT



Primary members:	553
Affiliate/Family members:	284
<b>Total:</b>	<b>837</b>
Jr PCA members:	11

## NEW MEMBERS as of July 1, 2022

Ralph Carlson	1986	944
Richard Collier	2005	Boxster S
Don Coronel	2013	Boxster S
Tania & Chad Eubanks	2022	911 Turbo S Cabriolet
Gene Farroux	2014	Cayenne S Hybrid
Michael & Carmen Goode	2021	Taycan
Gene & Brenda Huegin	2016	Cayman
Marc Jannsen	2004	911 Turbo
Johnathan Leuellen	2020	Macan S
Ben Mcpeak	2020	911 Carrera S
Roger Romo	2013	Cayenne Diesel
Roy Sanders	2017	718 Cayman S
Lee Sims	2004	Boxster
David Smith	1988	944S
Gary & Eunice Sowers	2022	718 Cayman GTS 4
David Starratt	2000	Boxster S

## TRANSFERS IN:

None

## TRANSFERS OUT:

Sean Brossia	2006	911 Carrera S
Thomas Orashan	2015	Panamera S E-Hybrid

## FROM:

## TO:

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## Anniversaries

### July:

#### **30 years**

Ali Elro  
Van Wells

#### **20 years**

Gerardo &  
Karen Minjares  
Francisco Mancillas

#### **10 years**

Lawrence Hatchell

#### **5 years**

Charlie &  
Anita Sims

#### **1 year**

Rima Addiego  
Angela Almaguer  
Benjamin Westney  
Jorge Duran Garcia  
David Sien  
Tim Brooks  
Lynn Espey  
Arturo Ibarra  
Alan Seeman

### August:

#### **20 years**

Scott &  
Madelyn Waldrup

#### **15 years**

Andrew &  
Chong Auerbach

#### **10 years**

Rodney &  
Delia Lewis

#### **5 years**

Michael Rodriguez  
Charles Thomson  
Daniel Dekruif  
Erich Kaepf

#### **1 year**

Diane Salata  
Juanito Guardiola  
Diego Barrera  
Christian Woodbury  
Andril Walker  
William & Mary  
Parker  
Pablo Molina  
Daniel Molina  
Kristin Webber  
Orelia Herrera  
Cherie Sisneros  
Elena Casonato-  
Smith



# ZONE 5 NOTES



CHUCK BUSH, ZONE 5 REP

Hope your summer is going well. Lots of activities happening across the zone, and I hope you are getting out and enjoying your Porsche with your region.

PCA National is doing well with lots of National events coming up. The Sports Car Together Fest at Indianapolis Motor Speedway on 2-4 Sept is turning into a pretty big event and this year is featuring GT cars. If you are looking for fun things to do with your Porsche, check out the national calendar at PCA.org.

Too hot to drive the Porsche but want to hang out with fellow Porsche club members? PCA has a sponsorship with Princess Cruise lines and it has turned out to be remarkably popular with many of our fellow PCA members signing up to cruise with them.

Regionally, planning for Boxstoberfest is well underway with over 100 Porsches registered to date. This event is held in Fredericksburg TX, 9-11 Sept. If you are interested, you can find the event at: <https://clubregistration.net/events/signUp.cfm/event/12554>

Have a great Summer, and hope to see you on the road!

Chuck  
Zone 5 Rep

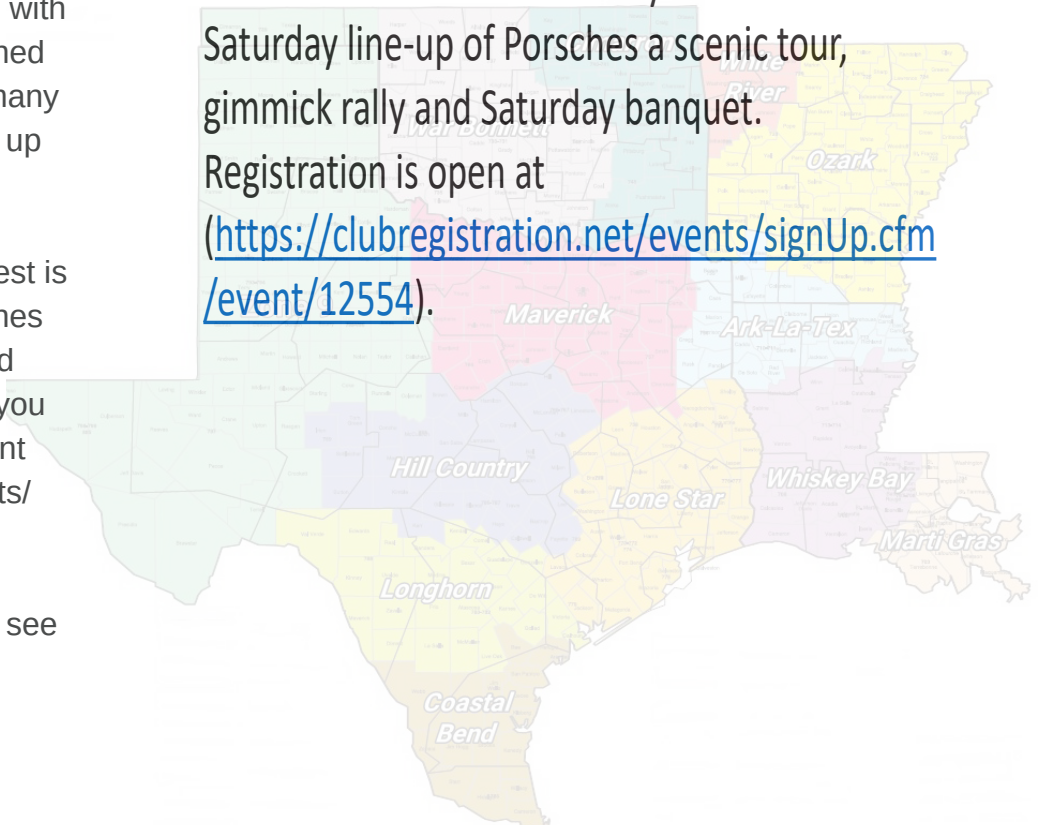


Boxstoberfest 2022 is coming up soon! Held September 9-11 in Fredericksburg TX, 25 years and counting, this is one of the largest regional Porsche events and is open to all Porsches.

Events include tours on Friday as well as the Saturday line-up of Porsches a scenic tour, gimmick rally and Saturday banquet.

Registration is open at

<https://clubregistration.net/events/signUp.cfm/event/12554>).







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# Chris' Crumbs

by Chris Royter, Secretary



## Burgers 'n Boerne

Our June 2nd LHR monthly dinner gathering was at Longhorn Café in Boerne, a new venue for us. Our Social committee selected this venue in Boerne since many of our club members live in the area. This location is located off HWY 46 on Esser Road right behind the BiG's gas & Corner store.



With a nice size party room upstairs and counter order kitchen, it made it pretty easy for members to take care of their meals. There were several other groups there and parking was pretty full so it was



difficult to organize a "line up" with our Porsches. I ordered the "Big Juicy" burger with a cold longneck.

Club VP James Bricken started the meeting at 7p.m. He reviewed an update about the upcoming autocross. With new software, laptop, and lap timing antennas, all are pretty confident that the event will run smoothly. Volunteers for setting up the track should arrive at 11a.m. (no sooner) and all drivers for the AX arrive no sooner than NOON. We need to respect the facility we have the fortune to run on by following these directives.

We have some unique Drive Tours coming up. Michael Sorbera discussed the dates for Shiner Brewery Tour on July 9, Black's BBQ Lockhart Tour July 23, Sunday Funday (a lunch and dessert meet up) on August 7, Blanco Quilt Shop drive on August 20. Register for all events through clubregistration.net. Links can be found on our website.

Observers Reports are an important part of our drive and event responsibilities to the PCA. These reports are done for AutoX, Drive Tours, Drivers Ed, Gimmick Rally, TSD Rally, Tech Sessions, Time trails and Off Road Tours. After an event, a member from the club who participated needs to complete the questionnaire on the PCA website. When you log into your account you will see link for the Observers report. The Event Leader selects the member to complete the report. We suggest you familiarize yourself with the questions so you know what information you will need to complete. If you are interested, let Michael Sobera know.

Shelley Matthews, co-chair of our Social Committee, presented several special upcoming events. There will be a new members Social on July 21, 6:30-8p.m., at StoneWerks at the Vineyard on Blanco Rd. LHR club members who joined 7/2021-7/2022 are invited. Enjoy meeting other new members, Board Officers and Executive Chair members. Pizza and salad buffet will be provided along with goody bags and door prizes. Go to Club Registration and sign up before 7/14. You can find this link on our website. Planning is underway for our Fall Picnic. The social committee welcomes any ideas on location and events for this gathering.



LHR Welcomes New Members tonight:  
Tim and Karen: '91 GT3 and a '07 GT3  
Blake and Kathy: 2020 Macan  
JB and Donna: Boxster S & 981 Cayman



# Chris' Crumbs

by Chris Royter, Secretary



## Cheesy at Chesters



The July 7 LHR monthly dinner was at Chester's Old Fashion Burgers on Loop 410 Broadway. We had 50 members gather in

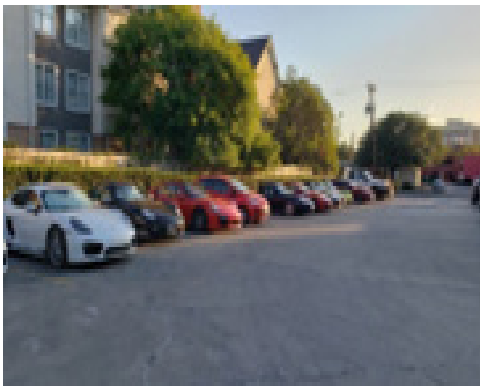
the party room. They do a good job providing us with full service even though normal dining is counter service. Their burgers are delicious. Tonight's selection is a cheesburger all the way with fries and a Warsteiner.

Club VP James Bricken started the meeting at 7:30 p.m. He reviewed an update about the upcoming



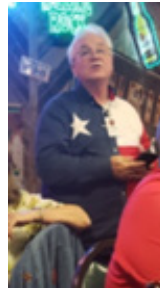
autocross. Lap timing went very well last event. There is a couple month break going on now, but we hope to have four fall dates set

up soon. More info to come on that.



The New Members Social was held July 21 at Stone Werks at the Vineyard. LHR club members who joined July 2021-July 2022 were invited. A pizza and salad buffet was provided along with goody bags and door prizes.

Michael Sorbera reviewed the drives and events we have coming up for the rest of the year. Sunday



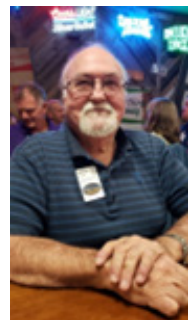
Funday is on August 7 is a social event, not a drive, with a lunch at Kona Grill and dessert meet up at Larry Brunner's house; Blanco Quilt Shop drive on August 20. The big fall bash, Boxstoberfest, in Fredericksburg on September 9-11; the Marble Falls Tour on October 8, a one day hill country twisties drive. Other events include:

- \* Harris Hill Track Day on October 21
  - \* Drive to Canyon of the Eagles Buchanan Lake on Nov 5
  - \* Just in time for Christmas, a Fredericksburg shopping day on December 3.
- Register for all events through [clubregistration.net](http://clubregistration.net). Links can be found on our website.

Waivers for minors need to be completed and signed by both parents or guardian for anyone under 18 to participate in a driving, riding, or in restricted area event. This form is available through your PCA website portal. At the top of the form, list event name as All PCA Events and event dates as All Dates. Fill out the section at the bottom and bring the original copy to the event. Once we have this on file you will not have to submit it again until next calendar year.

LHR Welcomes New Member tonight:

William Howell, recently moved back to San Antonio from Florida with his '77 911S Targa. A transfer from the Gulfstream region. Great to have you with the LHR now.



Cindy Elizondo was our Vanna White helping select the door prize winners for the night. Shirts, hats, detail kits and more.

# Autocross Results from June 4



## Fastest Time by Car

Place	Name	Class	Car #	Fastest time	PAX	Time	Time behind leader
1	William D	SS	87	49.98	0.83	41.486	-
2	James B	AS	8	51.18	0.82	42.019	-0.533
3	Matthew B	SS	10	50.68	0.83	42.06	-0.574
4	Peter F	SS	15	50.84	0.83	42.201	-0.715
5	Stephen W	AS	33	52.96	0.82	43.482	-1.996
6	Stephen G	SS	96	52.64	0.83	43.689	-2.203
7	Alan N	AS	189	54.15	0.82	44.454	-2.968
8	Larry B	SS	211	53.72	0.83	44.588	-3.103
9	Tom G	SS	31	53.81	0.83	44.66	-3.174
10	Andy W	AS	62	54.6	0.82	44.824	-3.338
11	David H	SS	110	54.78	0.83	45.464	-3.978
12	Lester O	SSM	107	51.75	0.88	45.698	-4.212
13	Chris R	AS	100	56.27	0.82	46.196	-4.71
14	John M	BSP	79	55.91	0.85	47.639	-6.153
15	Jon R	X	34	48.67	1	48.674	-7.188
16	Bob B	BS	2	59.72	0.82	48.851	-7.365
17	Federico D	X	27	48.91	1	48.91	-7.424
18	Chris H	X	23	50.72	1	50.72	-9.234
19	Mike M	X	13	51.66	1	51.664	-10.178
20	Dave R	SS	108	64.68	0.83	53.682	-12.196
21	Maggie B	FS	0	69.4	0.81	56.489	-15.003



## PAX by Class

Class	Place	Car #	Name	Car	PAX	Best Time	PAX Best time
Super Street	1	87	William D	2019 Targa4 GTS	0.83	49.983	41.486
	2	10	Matthew B	2017 911 C4 GTS	0.83	50.675	42.06
	3	15	Peter F	2022 GT3	0.83	50.844	42.201
	4	96	Stephen G	2021 Cayman S	0.83	52.637	43.689
	5	211	Larry B	2015 Turbo S	0.83	53.721	44.588
	6	31	Tom G	2007 Turbo	0.83	53.807	44.66
	7	110	David H	2016 911 Cabriolet	0.83	54.776	45.464
	8	108	Dave R	2012 911 Carrera S	0.83	64.677	53.682
A Street	1	8	James B	2005 Carrera S	0.821	51.18	42.019
	2	33	Stephen W	2014 Cayman S	0.821	52.962	43.482
	3	189	Alan N	2011 911	0.821	54.146	44.454
	4	62	Andy W	2010 Cayman	0.821	54.597	44.824
	5	100	Chris R	2014 Cayman S	0.821	56.268	46.196
B Street	1	2	Bob B	2013 Boxster	0.818	59.72	48.851
F Street	1	0	Maggie B	2015 Panamera	0.814	69.397	56.489
B Street Prepared	1	79	John M	1979 911SC	0.852	55.914	47.639
Super St Modified	1	107	Lester O	2006 Cayman S	0.883	51.753	45.698
X	1	34	Jon R	2015 Corvette Z06	1	48.674	48.674
	2	27	Federico D	2008 Cayman	1	48.91	48.91
	3	23	Chris H	95 Corvette	1	50.72	50.72
	4	13	Mike M	2014 911 Carrera S	1	51.664	51.664





### Full Results by Class

Class	Place	Car #	Name	Car	Run 1	Run 2	Run 3	Run 4		Run 5	Run 6	Run 7	Seconds behind leader
Super	1	87	William D	2019 Targa4 GTS	52.483	50.013	50.136	49.983		50.497	50.835	49.983	
	2	10	Matthew B	2017 911 C4 GTS	55.054	53.511(1)	55.062(1)	50.675	[110]	50.675	52.998(1)	51.952	-0.692
	3	15	Peter F	2022 GT3	54.096	51.371	52.566(1)	50.844		50.844	51.825	51.094	-0.169
	4	96	Stephen G	2021 Cayman S	DNF	DNF	53.961	52.637		53.268	52.637	54.378(1)	-1.793
	5	211	Larry B	2015 Turbo S	65.739	57.738	56.512	53.721		55.346	54.265	53.721	-1.084
	6	31	Tom G	2007 Turbo	DNF	55.216	57.093	53.807		54.754	53.807	62.574	-0.086
	7	110	David H	2016 911 Cabriolet	68.874	DNF	DNF	54.776	[10]	55.367	54.776	55.092	-0.969
	8	108	Dave R	2012 911 Carrera S	DNF	DNF	66.198	64.677		64.677	DNF	DNF	-9.901
A Street	1	8	James B	2005 Carrera S	59.712					52.072	51.368	51.18	
	2	33	Stephen W	2014 Cayman S	55.444	53.893	55.266	52.962		53.645	53.476	52.962	-1.782
	3	189	Alan N	2011 911	55.215	55.367	55.690(1)	54.146		56.018	55.4	54.146	-1.184
	4	62	Andy W	2010 Cayman	57.319	54.985	55.353	54.597		55.477	54.968	54.597	-0.451
	5	100	Chris R	2014 Cayman S	65.535	60.331	58.082	56.268		57.239	56.268	56.622	-1.671
B Street	1	2	Bob B	2013 Boxster	61.566					63.591(1)	59.72	60.587	
F Street	1	0	Maggie B	2015 Panamera	75.109					69.397	71.493(1)		
B St. Prepared	1	79	John M	1979 911SC	61.56	DNF	DNF	55.914		55.914	59.116(1)	57.524(1)	
Super St. Mods	1	107	Lester O	2006 Cayman S	53.458	53.247	52.983	51.753		58.475(2)	53.371	51.753	
X	1	34	Jon R	2015 Corvette Z06	50.082	51.506	DNF	48.674		48.674	51.829(1)	49.325	
	2	27	Federico D	2008 Cayman	49.232	48.91	48.917	48.91		50.406(1)	52.556		-0.236
	3	23	Chris H	95 Corvette	52.445	DNF	DNF	50.72		DNF	56.562(2)	50.72	-1.81
	4	13	Mike M	2014 911 Carrera S	52.663	52.843	DNF	51.664		53.332	53.008	51.664	-0.944





# Meet (some of) the Newest Longhorns

The Longhorn Region held its annual New Member's Social on July 21, 2022. Twenty-one new member's joined officers and committee chairs for an evening of information, food, fun, and (new) friends.

Stone Werks Big Rock Grille in the Vineyard was the setting for the pizza and pasta buffet. Officers and committee chairs were introduced and briefly talked about their areas. Then we went around the room where new members introduced themselves and talked about their cars and experiences. We passed out door prizes and goody bags. To end the evening, pictures were taken of the new members with their cars as the sun set behind the shopping center.







Chairs talk about their committees, members listen while eating, then line up for group picture





# Hill Country Rallye

Article and Photos by Betty Campbell

Porsche owners tend to congregate wherever opportunity presents itself, even if it's not a PCA function! Hill Country Rallye isn't affiliated with any car club, Porsche AG or PCA, but it draws a huge crowd of Porsches each March at the YO Ranch Hotel in Kerrville. Not just any Porsches

but very specific Porsches - 1949-1989 air-cooled torsion bar Porsches. Even with these specifics, there were Porsches everywhere! It was a great time to see old friends, meet new ones, trade stories and drive through our beautiful Hill Country! Got to love our air-cooled Porsches!



1. Show up....



2. stay here...



3. register!



4. Clean up car.



5. Check out all the cars.



5.5 Check out a few more cars...



6. And drive.....



# Drive to Lockhart and Black's BBQ

Article by Rick Elizondo    Photos by Mike Matthews

Saturday the 23rd of July was the perfect day for a drive with clear blue skies, light traffic and hot temps. We met at the Circle K on Fm 78 at 1604 next to this big orange building. The owner John Talbot pulled up and unbeknownst to us, this big orange building is actually a business called Ragtime Southwest. Housed inside were countless



neon signs of all types, and a few antique Fords. But the most unique items were the player pianos which he restores as a business. If you are in the area, drop by and check it out.

Twenty-six Longhorn Region's friends piled into 15



cars and we took off from just outside of Randolph AFB. We drove on Hwy. 78 to Marion and took a right at the light. New Berlin was in our sights, then to FM 467 towards Seguin and finally to Luling to bring everyone together, take a quick break and gain our bearings. The last leg of the drive was on FM 1322 which is a curvy tree covered glass smooth road that connects Luling to Lockhart. This road is meant for driving enjoyment.

We arrived at Blacks about 11:00 am with plenty



of parking out front and got right in. I had the beef brisket; Cindy had the turkey and of course the banana pudding. We sat in the back room with plenty of space and had good food with good company,

trading stories and making new friends. That's what this club is all about, good times with good people.

See you on the next one



Cars line up for drive



Rick Elizondo conducts the driver's meeting



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# Historical Hodgepodge

RJ Wilmoth PCA National Historian



Original car badge from 1956

The first meeting of the Porsche Club of America was held at Blackie's House of Beef in Washington, DC September 13th, 1955

Twelve people attended

Blackie's closed in 2005  
Today PCA has over 90,000 primary members



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# Ever Want to Own a 917?

Article by Rob Turner, Maverik Region

Ever wanted to own a 917?



Come on, sure you have. Close your eyes and visualize sitting down low, wedged into the tiny race seat, your helmet bumping against the roof, the steering wheel twitching in your hands and with what little peripheral vision you have, see the trees flash past in a blur. But wait, here comes a turn. How deep will you go before stomping on that slim brake pedal to slow the mighty beast down? How good are your nerves?

Then, there's racing it. 245+ going down the Mulsanne Straight? Piece of cake. This car almost singlehandedly rewrote the rulebook. Heck, it shredded the rulebook and ate it for lunch. The other teams were at this car's mercy. And in the end, the Automobile Club de l'Ouest had to make it illegal. To own one nowadays all you need is a hefty bank account that will cash the check with all those zeros and commas behind the first number. But one fact remains, it would be awesome to have one sitting in your garage, even if you were afraid to take it out for fear of breaking some little (very, very expensive) part made of un-obtainium.

I have good news, you can own one! OK, so it is not the real thing, but damn it looks good. It is called the Bailey 917 and has been created by Bailey Cars out of South Africa. These guys are serious, and all of their creations are sold race ready. The catalog has some of the most famous classic race cars of all time – The Bailey T70 and T70 Spyder (styled after the famous Lola racer), the Bailey GT 40 and GT1 (you can probably guess which famous racer this was styled on) and a Le Mans Prototype (LMP2) that will actually be raced by a team at this year's Le Mans. Yeah, these guys

are serious.

I wanted to learn more about the Bailey creations, but of course being a Porsche geek, I wanted to focus on the Bailey 917. So, I reached out to James and Beth Barron. They are starting up their new company, Vintage Racing Legends. It will be the exclusive Bailey Cars distributor for North America. You have to go a long way to meet the Barrons. Their business is tucked way deep into Central Florida. Departing out of Orlando, I must have taken dozens of turns on back roads (in an uninspiring Jeep Liberty rental no less), before I finally passed through the small resort town of Mt. Dora. It is a pleasant town with lots of nice looking restaurants and shopping. It's tucked into Central Florida to boot. (Hmmm, I filed this away for later as I am always looking for interesting places to take my wife.) It was just a bit further into Lake County before I arrived in Taveres. There on Lake Harris (billed as the Sea Plane capital of the world), I meet the Barrons.

Transplants from St. Thomas, they had both retired but decided they needed a project. James had built and sold a Jaguar XJ13 replica but wanted more. Through some friends they were introduced to Vic Elford. Yes! That Vic Elford, Quick Vic. He learned about their project and came on as a board member and is now the Vintage Racing Legends brand ambassador. Originally the couple planned to import 917 replicas out of Australia, but the fellow building them could not make them fast enough. They are still waiting for the first car from him, promised to arrive this past December. So, they went looking for a better, more reliable builder and that led them to Peter Bailey. Or rather Peter Bailey reached out to them as he was looking for a distributor in North America.

James has the street cred. He has been involved with cars and racing since he was eighteen. Starting off as a corner worker, he moved to the pits. A friend asked if James would be interested in driving for him and of course he said yes. He campaigned successfully in Formula Vee. After that he started building cars and just stuck with it through the years.

So, what about this Bailey 917? Is it something a Porsche enthusiast could own? Both James and

Beth answered with an emphatic yes. The car was built using very accurate measurements from the original but has been modified to meet with current safety regulations. A full roll cage, a front box to protect the driver's feet, modern harnesses and Halon fire suppression and modern AP brakes means the safety systems are up to snuff. According to Bailey in South Africa, all these safety mods only add 50 kg, but it is an important 50 kg!

The car is delivered as a roller (sans drivetrain) and is styled after the 917LMK or Kurtz (short tailed racer) and can be spec'ed with the customer's choice of livery – Martini and Rossi, Gulf Wyer, Porsche of Salzburg or even the Hippy car. Vintage Racing Legends can provide a turnkey racer or the customer can take the roller to their engine builder of choice. The Barrons work with Taveres, Florida-based JB Racing, who can provide a complete race drivetrain. The car is set up to receive a Porsche air cooled flat-six of 3.6 to 3.8 liters, and based on how crazy a customer wants to tune the car, can easily handle 650+ HP.

The Barrons are still in start-up mode and are looking for early buyers. They will work out the terms of delivery but expect that a roller will be in the \$100K range. Depending on what type and tune of engine, the complete package could go as high as \$170K – \$175K. This is still pretty expensive, but this car is not a toy. In fact, it is delivered with the expectation that its future is racing. And speaking of racing, it will be legal to race in HSR and NARRA. According to Grassroots Motorsports, the car will be welcomed with open arms in their series as well.

I asked the Barrons if the Bailey cars were raced successfully in South Africa. They told me that vintage racing is hugely popular with up to 10,000 people filling the stands for a race weekend. Peter Bailey campaigns his own Bailey 917 twin turbo, along with a Bailey GT1, which recently won a round of the Execuline Tourist Trophy series. So yes, they are ready to race.

Want one? You know you do. It takes Bailey about 6-8 weeks to build the car and another 5-6 weeks to get it to North America. But if you are itching to get racing, one can be delivered

more quickly if you spring for airfreight. So, there you have it: a historic replica that is vintage-race ready and priced at not much more than a new 997 Turbo. This is not just any historic replica. The Bailey 917 is based on what is undoubtedly the most famous race car of all times. I am willing to bet there will be some takers. Interested? Just visit <http://www.vintage-racing-legends.com/home.html> to learn more.

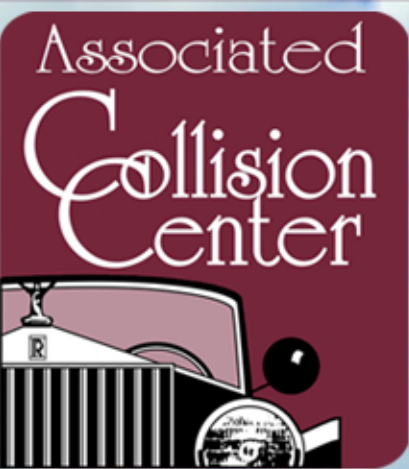
I hope at some point Vintage Racing Legends will have a sample car to test and I will be able to drive it and report back what it feels like to get behind the wheel. I don't know about you, but the chance to drive a Bailey 917 would be like a dream. Only without all those zeros and commas floating around in the front of your mind.

*RL Turner is the author of [The Driver](http://www.thedriver-series.com), a series of action adventure novels, available in both print and ebook on Amazon (more info at [www.thedriver-series.com](http://www.thedriver-series.com)). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.*

*Editor's Note: this is an older article written by Rob Turner around 2012. Vintage Racing Legends has been taken over by another person.*







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# PCA Zone Administration

RJ Wilmoth, PCA National Historian

The Zone concept of PCA administration – 1969

In the beginning the club was small enough that there was no reason for the Zone concept of management that we use today. In fact, they had trouble getting members around the country to form regions. By the end of 1967 the club had grown to 67 regions and approximately 5000 members and everything was being handled in the basement of a house in Alexandria Virginia by two people and a part time helper. During 1968 a committee was formed to look at a better way to administer the club.

An article from the January 1969 *Panorama* spells out the reasons the club went to the Zone concept.

This is written as “from the President”, which would have been Charles M. (Charlie) Kuell at the time.

The man that was responsible for the concept was Dr. William H. Henry, Chairman of the Bylaws committee. He was from the San Joaquin Region (Sequoia these days).



From the President,

During the past few years, the Executive Council has noted an apathy on the part of many of our Regions relative to active participation in National Club Affairs. Also, it has become apparent that the Annual Meeting held during our yearly Porsche Parade is a rather ineffective place to transact Club business in as much as attendance is becoming increasingly limited by geographical bounds. It seems that no matter where we hold a Board of Director's meeting, it's a long distance from most of the Regions – and enthusiasm notwithstanding, attendance involves a considerable out-of-pocket expense for the delegates. Obviously, the ideal solution would be reimbursement by PCA for travel costs incurred by the Regional representatives, but that is economically out of the question at this time.



Consequently, in an effort to alleviate this problem, we intend to implement a new concept of administration (for PCA) whereby every Region will be directly represented at Board Meetings by a Zone Coordinator, who will be appointed to present the opinions and report the consensus of the Clubs within his geographic area concerning matters before the directorate. It is not intended that the Zone Coordinator should in any way assume the responsibilities of the Board and the Executive Council, but merely to act as a communications medium. The National Officers do not wish to function as "big brothers" to the Regions – the strength of our organization is solely dependent on strong, active regions.

We anticipate that the individual Regions will continue to subsidize their delegates or contribute towards partial payment of the Zone Coordinator's expenses. However, if impractical to do so, the National Treasurer will underwrite any authorized transportation costs.

National Board of Directors meetings will continue to be held at various locations throughout the states, and preferably in connection with multi-Regional events. The map indicates the 8 geographical zones which we propose for subdividing the continental U.S. Regions into approximately equal membership districts. Until such time as the necessary changes to the Bylaws can be introduced, discussed, and voted upon, we shall utilize the talents of some National Committed Chairman and Officers on a dual capacity.

This expanded administrative system should provide an experienced and well-informed group of candidates for future National Officers, along with the capable Regional Presidents and Directors. Only by taking such steps can PCA be assured of continued



*growth and development.*

*One further point – we are anxious to expand the participations in Club affairs by our distaff side. How about it, ladies?*

*Your comments, suggestions, and recommendations are invited and may be directed to the Bylaws Committee Chairman, Dr. William H. Henry – or any of the National Officers.*

A few things to note from this.

The concept was put in place before the membership voted on it. Therefore, the first Zone Reps (called Zone Coordinators at the beginning) would all be current National staff serving dual roles.

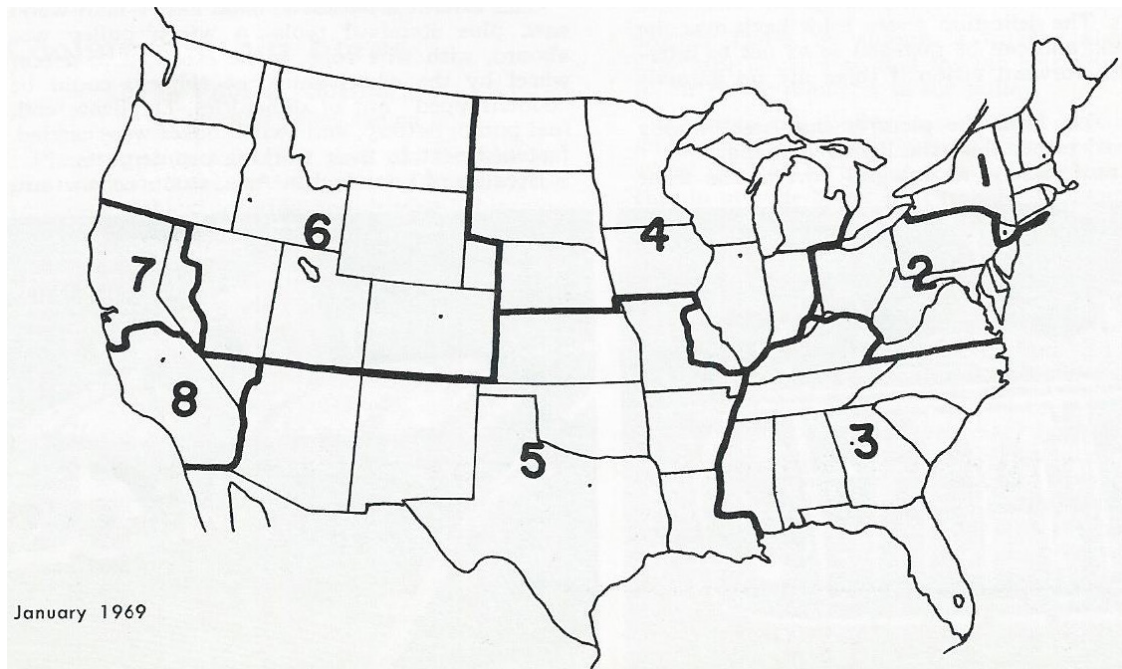
**Zone 1 Coordinator**—John R. Kent, National President-Elect, Northeast Region  
**Zone 2 Coordinator**—H. Joseph Berger, Chairman—Publications, Publicity & Public Relations Committee, Potomac Region  
**Zone 3 Coordinator**—Dr. Leonard Turner, Chairman—Activities Committee, Peachstate Region  
**Zone 4 Coordinator**—Jack W. Cooper, Chairman—Insurance Committee, Chicago Region  
**Zone 5 Coordinator**—Roger W. Chaney, Chairman—Technical Committee, Maverick Region  
**Zone 6 Coordinator**—Kenneth L. Lundgren, National Secretary, Rocky Mountain Region  
**Zone 7 & 8 Coordinator**—Louis B. Marable, West Coast Representative, Golden Gate Region

Lou Marable was assigned Zone 7 and 8 for the first year. This was actually less work for him as he had been the “West Coast Coordinator” for several years. That position had been established back in 1957 when Jack Case, who was PCA Vice President at the time, moved to the LA area. The West Coast Coordinator was similar to what would become the Zone Reps.

There were no term limits for Zone Reps back then. Leonard Turner was the First Zone 3 Rep and served in that position for 19 years. Others served more than 10 years.

The Zone 1 coordinator was John Kent, listed as National President Elect. This was what we called the Vice president those days; John was never PCA President.

## The Original Eight PCA Zones - 1969

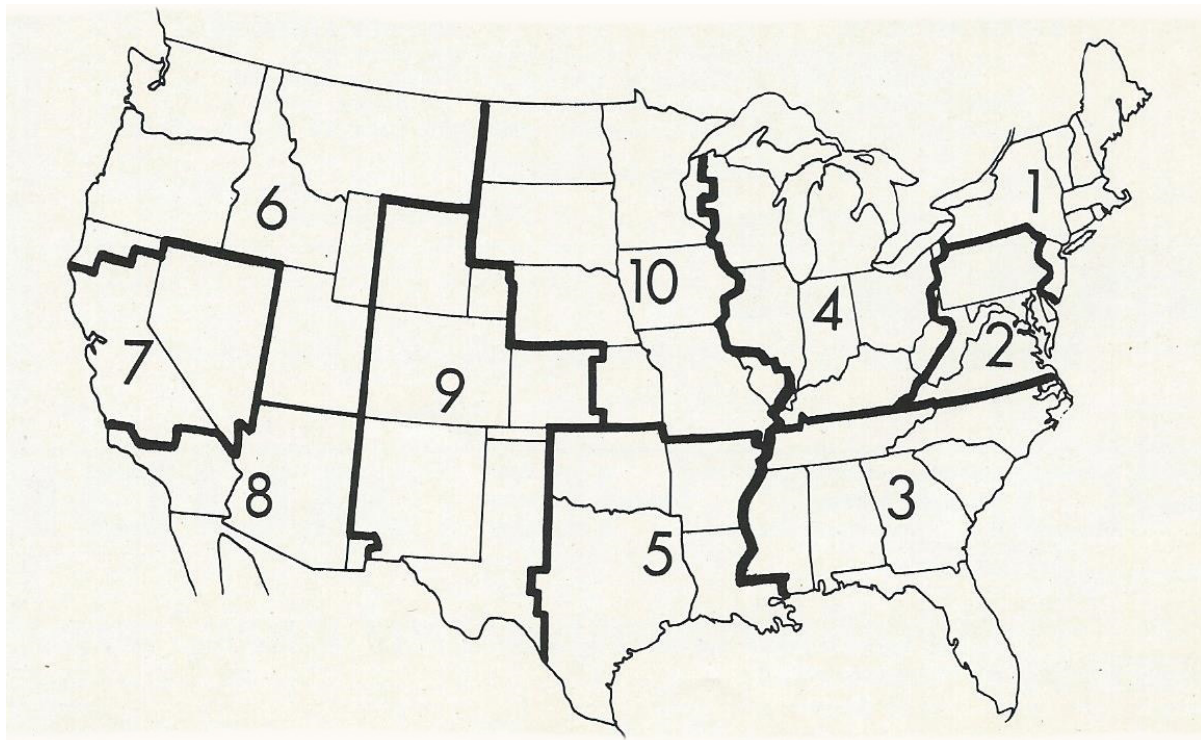


The zone boundaries changed many times, not just when new zones were formed.

I will not list the dates and territory involved for all these smaller changes. However, they are available in the Region Boundary Project document if needed.

You can see that all Zone boundaries changed as Zone 9 and 10 were added.

## The First Major Changes - 1974



1974



# Before the Zone Representatives

Did you know there was a similar position  
back in the 50's?

## Zones Created

1969 Zone 1-8

1974 Zone 9-10

1977 Zone 11

1985 Zone 12

2001 Zone 13

2017 Zone 14

At the first National business meeting in August 1956 the newly formed Executive Committee appointed 14 people, spread around the country, to the position of "PCA Regional Executives". By the next meeting in 1957 the number had climbed to 21, and the name was changed to "Regional Directors".

One of their jobs was to encourage groups in their area of responsibility to form Chartered Regions; another job was to write letters of complaint about poor service from dealers to Porsche!

A few of the new Region Execs did not know they were appointed to the job until they recieved the letter below (written on Arthur Murray Dance Studio letterhead no less).

As Chartered Regions were formed over the next few years the Region Execs/Directors names slowly disappeared from the contacts list in Panorama. Some became Region Presidents as Chartered Regions were formed while some maintained both President and Director titles. I do not see any mention of Region Execs/Directors after 1959; however, there was a "West Coast Coordinator" through 1968.

The general membership was informed of the new Regional Executives in the Aug 1956 Pano.

Excerpts from a letter addressed to all newly designated PCA Regional Executives by Brooks (Bing) Ford N. Y., PCA's new Policy Chairman, will help explain how PCA was being organized to spread the workload and build the Club into a stronger active national organization. The letter follows:

**Drive to  
Blanco  
August 20, 2022**



**Monthly meeting  
Chester's Hamburgers  
Loop 410, SA  
Sept. 1, 2022**



# Upcoming events

**Fall Picnic  
and Concours  
October 1, 2022**



**Monthly meeting  
Krause's Cafe, NB  
October 6, 2022**



Go to [longhornpca.org](http://longhornpca.org) for information on all  
upcoming events



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