

MARCH - APRIL 2018

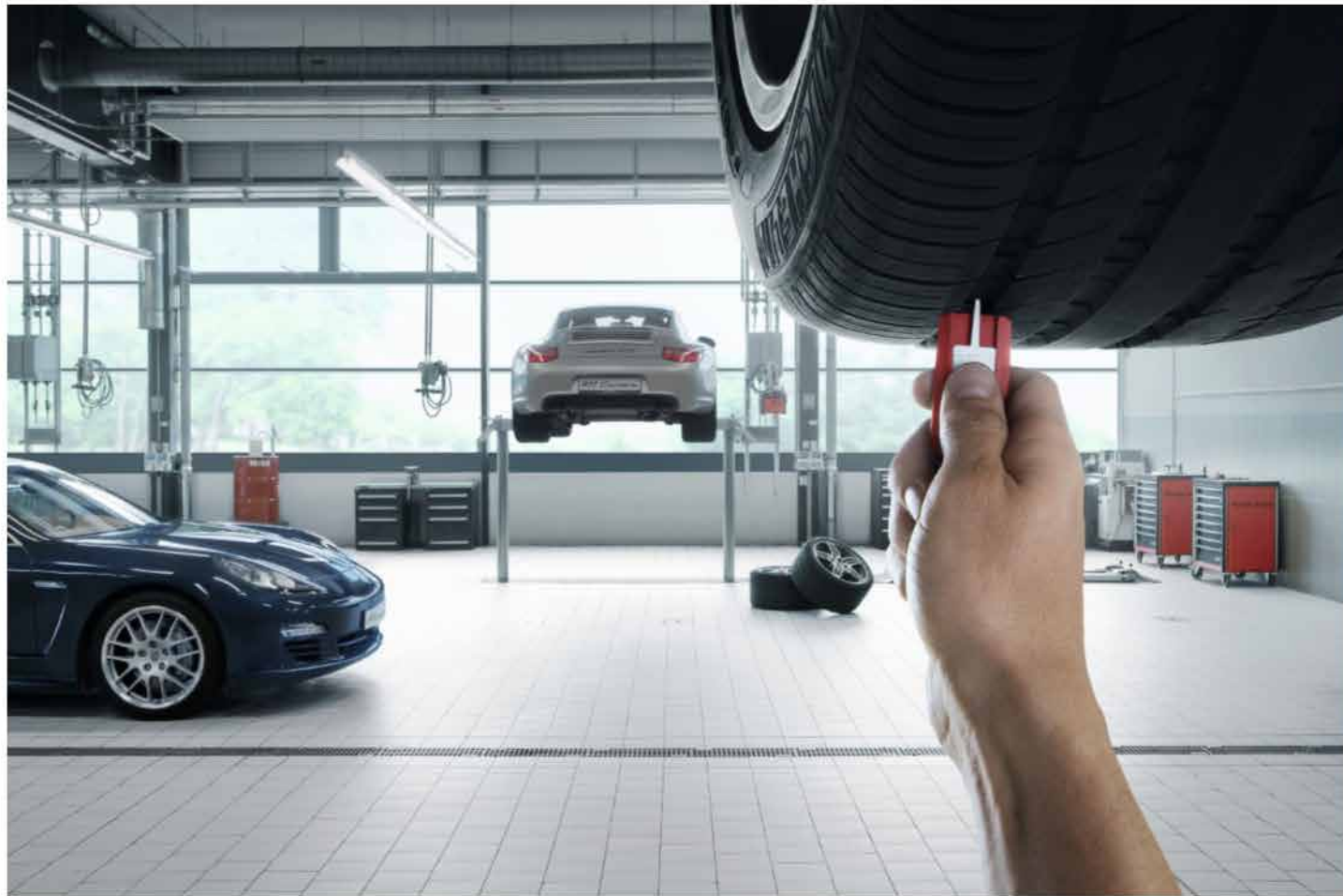
The

Roundup

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INSIDE

**ROAD TRIP TO SEBRING
WOMEN IN PCA- THE EARLY YEARS**



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EDITOR'S NEWS & NOTES

HOLLY SANDERS

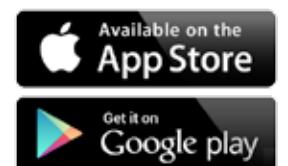


April is always a busy month for the Longhorn Region. Fiesta Challenge always brings members together for the variety of fun events- Autocross, Gimmick Rally, Concourse, Luncheon, and Auction.

Thanks to everyone who contributed this month. We have a lot of fun upcoming events in May to enjoy (before it gets too hot!). We hope to see you out there!

CHECK OUT OUR LONGHORN REGION WEBSITE FOR MORE INFORMATION!
longhornpca.org

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!





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ON THE COVER



Cover Photo by Mikel Matthews
Taken during the Fiesta Challenge
Porsche 356

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Roundup
vol. 11 - issue 2
march - april 2018



page 16-19



page 12-13



page 20-21



page 26-27



FEATURES

12-13 ROAD TRIP TO SEBRING, FL

Travel along with Steve and Sherry on another one of their amazing vacations.

16-19 A TRIBUTE TO A SUPER AWESOME DAD

Holly Sanders takes a look back down her “Porsche” memory lane remembering her late father, David.

20-21 PONDERING THE POLKA

Mike and Sharon Vriesenga take a trip to Mackinac Island on Lake Huron at the northern tip of Michigan’s “mitten.”

COLUMNS

- 2 EDITOR’S NEWS & NOTES
- 6 MIKEL’S CORNER
- 8 MEMBERSHIP REPORT
- 9 GOODY STORE
- 10 MOTORSPORTS TIDBITS
- 26-27 WOMEN IN PCA HISTORY

EVENTS

- 14 2018 CALENDAR
- 22 RECAP- GIMMICK RALLY
- 24-25 FIESTA CHALLENGE PHOTO GALLERY

ADVERTISERS

- 2 PORSCHE CENTER OF SAN ANTONIO
- 3 SAFEGUARD BUSINESS PRINTING
- 7 LEE MICHAEL’S JEWELRY
- 9 HARRIS HILL
- 11 PRO-CARE AUTOMOTIVE & COLLISION
- 15 RETIREMENT SOLUTIONS
- 21 JONE’S AUTOWORKS
- 14 GRUPPE 9 AUTOWERKS
- 23 EXPRESS OIL
- BACK X-PEL



page 24-25

MIKEL'S CORNER

LONGHORN REGION PRESIDENT



On Saturday, April 8th, we finished up the 2018 Fiesta Challenge. Two days of competition that included a Concours, Rally, and an Autocross. It was a lot of fun with a lot of hard work going on behind the scenes. Ron, Jack, Sandy, Chuck, Susie, Shelley and others worked hard to put on the event. Next year I would like to see if we can get some more people involved to help distribute the workload. These people did an excellent job with the events.

The reason we had these events was to raise funds to donate to the Warrior and Family Support Center located here in San Antonio. The Center provides coordinated services to the patients, family, and extended family members. Among other things, it gives them a place to relax, play games or watch TV. The funds come from donations from members like you and from the auction we had on Saturday. We are in the process of totaling the donations and when we get the final total we'll let you know what it is. Thank you for making these events a success.

In the Concours we had 31 vehicles in six classes. Each vehicle had the interior and exterior examined, defects annotated, points deducted and totals made. Our trophy winners were:


- Early Air Cooled:** Jim Vinci, 1st
- Late Air Cooled:** Susie Bush, 1st; Chad Hughes, 2nd
- Panamera/Mecan:** Mike Osborn, 1st
- Boxster & Cayman:** Jim Lowe, 1st; Sonny Sieffert, 2nd; Bill Rasco, 3rd
- 2008-2017 911/991:** Cleo Garza, 1st; Brian Hutchinson, 2nd; and Ken McKinney, 3rd
- 1999-2006 911/997:** Joe Tegtmeyer, 1st; Jud Walford, 2nd

The gimmick rally had 32 vehicles registered and just before they left we found out a bridge was being replaced on I-10. Chuck, being quick on his feet, immediately rerouted the rally, changed some of the instructions and got them headed out. The winner for the gimmick was James Steindel.

On Sunday we had the Autocross at Retama Park. We had 29 Porsches having a blast but there can only be two winners! The fastest lady was Lynn Friedman from the Lone Star Region driving Jack's Spyder. The fast man was Jon Parkoff driving his fast 914. Congratulations to the two of you!

With three events, there has to be one winner. The overall winner is someone that completed in a number of the three events and scored higher in points than any member. This year's champion competed in all three events. This year's overall Champion is James Steindel! Congratulations!

Registration for Parade is open and I hope everyone who is going has registered. This will be our second Parade with the first one being in 2010 at St. Charles. We are looking forward to having fun with you in a few months.

Enjoy the car, enjoy the people even more,
-Mike 



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MEMBERSHIP REPORT

AS OF APRIL 15, 2018

Primary members:	451
Affiliate/Family members:	235
Total:	686

Ron McAtee, Membership Chairman



NEW MEMBERS

Pichler, Karl	2018 Carmine Red 911 Carrera 4 GTS
Flood, Thomas	2002 Siler 911 Carrera Cabriolet
Hancock, Will	2012 Black 911 Carrera
Busanet, Juan Jr	2015 Black Cayman
Vincenti, Mark	2002 Grey 911 Carrera Cabriolet
Calderas, Jace	2018 Black Macan GTS
St.Julian-David, LaDonna	2002 Black Boxster S
Ford, Melvin	2002 White Boxster
Bonnette, Stephen	2013 Boxster S
Boyd, Charlie	2013 White 911 Carrera
Kubista, Nikolaus	2008 Silver 911 Turbo
Van Zandt, Damon	2009 White 911 Carrera
Helffrich, Jerome	2011 Silver Panamera Turbo
Mina, Gregor	2008 911 Carrera
Auerbach, Andrew	2006 Grey Cayman S
Ball, George	1999 Guards Red 911 Carrera
Gomez, Mariano	2005 911 Carrera
Christman, Edward	2008 Crystal Silver Metallic Cayenne Turbo
Olea, Alex	1972 Blue 911 T
Estep, Trenton	1988 Black 911 Carrera
Schreve, Marshall	2008 White Cayman
Bassett, Styephen	1999 Red Boxster

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Goody Store Products

There are club logo patches that can be ironed-on or sewn to your specific garment/cap, etc (shown right). Additionally, we have a club logo decal for the inside of your window(s) that peels off and is transferable to any car. These are available immediately.

Name Tags	\$16.00 ea.	(Contact Ron to order)
Longhorn Logo patches	\$4.00 ea	
Longhorn Logo decals	\$2.50 ea	



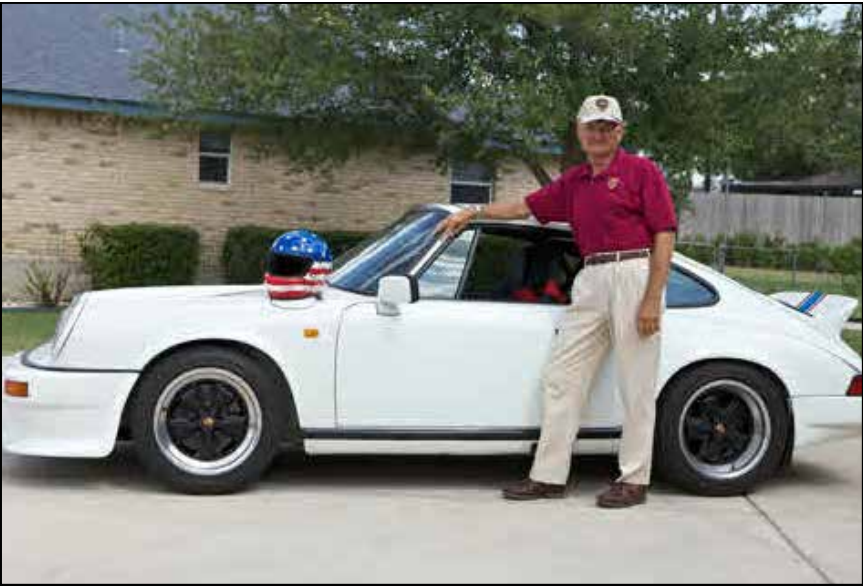


New caps: \$10.00 each
The Black caps come with either a Red or Blue trim color sandwiched between the bill of the cap.

Contact Ron McAtee at 210-654-6639 or e-mail rmcatee@satx.rr.com

MOTORSPORTS TIDBITS

JACK MERRILL, AUTOCROSS CHAIR



Our first autocross is in the books and in response to requests from some members the course was the longest we have done. Again THANK YOU to Fiesta Texas for allowing us to use their large lot.

Congratulations to Fred DelToro for driving the fastest time of the day at 49.183 in his specially designed autocross race car. That said a close second in a pure stock GT4 was Steve Farnham at 51.221. Next in line was Enrigue Bonugli in a 911 at 52.214. Three different cars and all driven well.

Overall there were fewer cones displaced than normal but more “DNF” runs and generally they all came in the same last portion of the course.

The course was specifically designed so the first 1/3 to 1/2 was fairly wide open and quicker but then the course got a little tighter and the turns somewhat tighter, again by design. It appeared that for the majority of those that went off course you got lulled into the openness of the first portion and therefore were not thinking or mentally driving far enough ahead of your car thus losing sight of rapidly approaching directional changes.

Our next several autocross events will be at Retama. The parking lot there is much smaller which requires our course to be tighter designed. So, to avoid the “DNF” you need to plan ahead and mentally drive well ahead of your car.

Once you have set up for a gate, a corner and or a pylon in a slalom your eyes need to transition to the next challenge and

drive the car to where your eyes are looking. Waiting until you get past a challenge before you transition to the next will ALWAYS put you behind the car and in the catch up mode. The result you will most likely come up to a turn too fast and try to negotiate the turn while still braking hard. Remember if the front wheels are not rotating as in rolling, no matter what you do with the steering wheel you will still go straight and normally right at a cone.

The other common error noted was drivers being too aggressive on the throttle and brake thus unbalancing the car which makes it harder to turn. Smooth application of throttle and brake (and if you are smooth on the throttle and think ahead there is little need for hard or moderate braking). Remember your right foot should either be braking, and not very much or adding or maintaining throttle. You never want to be just coasting as then the car and not you are in control.

Our next driving event is a track event at Harris Hill, many of the same principles you practice or should practice in autocross are correct for the track. The only differences being you will be traveling a little faster and the challenges, turns, are farther apart allowing you to re-balance the car. After the track day we have Fiesta Challenge 7-8 April with the autocross on Sunday at Retama. Please a great turn out is appreciated as all proceeds go to our selected charity Wounded Warrior Family Support Center.

Final note congratulations to Ted Howell as he has steadily improved over the last year and found his correct horse in the Boxster S . Thanks to all that support our driving events. Be safe and smile that you get to drive a great brand. LH



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ROAD TRIP... To Sebring, Florida

BY STEVE FARNHAM

Sherry and I drove to Florida so I could participate in the Suncoast Region DE on April 7 and 8. I was always leery of driving at Sebring.

The runoff areas are Walls! Well, not everywhere but the one coming out of turn 17 onto the front straight really gets your attention. Whenever you watch the sports car races on TV, you can see the drivers basically hugging the wall as they push their cars to the limit. I wasn't that adventurous!

Sebring is an iconic track that everyone should try at least once. According to Wikipedia,

Sebring International Raceway is America's oldest road racing track, with over six decades of storied history. The legendary circuit evolved from Hendricks Field, a World War II airbase used to train B-17 combat crews. On December 31, 1950, aviation and racing enthusiast Alec Ulmann promoted a six-hour race using the runways of the old airbase. Sebring burst onto the sports car racing scene

and into the history books in March 1952 with a 12-hour endurance race that is now second only to Le Mans in international prestige. Each year on the third Saturday of March, 3.74 miles of concrete and asphalt challenge the giants of sports car racing to one of the world's most grueling endurance tests.

The Sebring Raceway website says there are many

myths and legends about the races held there. Here are a few strange and interesting facts. To view all of them go to their website (<https://sebringraceway.com/track-info/sebring-urban-legends>).

During the first two Sebring 12-hour races, armed patrols on horseback were hired to shoot stray animals that could have wandered on the circuit.

FACT - Wild boar and deer were a concern of the race organizers.

The famous B-17 called "Memphis Belle" landed at Hendricks Field during Word War II.

FACT - The Memphis Belle landed at Hendricks Field as part of a War Bond drive and moral booster for the crews training in Sebring.

Gene Hackman, James Brolin, Lorenzo Lamas, Paul Newman, Steve McQueen, David Carradine and James Garner are all actors who have driven in the 12 Hours of Sebring.

FACT (except Garner) - Yes, they all did except Garner, who was a car owner in the 1960s and attended Sebring regularly but never drove in the race.

The car that won the first ever race at Sebring in 1950 was actually a spectator's car.

FACT - Victor Sharpe of Tampa drove his Crosley Hot Shot to the Sam Collier 6-hour Memorial race in 1950. He was convinced to loan his car to drivers Ralph Deshon and Fritz Koster. They ended up winning the race, which was run on a handicap formula.

I enjoyed driving on Sebring Raceway and would like to go back someday. Despite the walls it wasn't nearly as threatening as I had envisioned (as long as you pay attention to the tips from your instructor). The Suncoast PCA Region were gracious hosts, especially Jack's cousin, Dave, and my driving instructor, Al. Everything was well-organized and ran like clockwork. We had great weather except for one tremendous downpour after lunch on Saturday. Please pay strict attention about their tips for driving on wet or damp painted surfaces. Like everything, too many tracks, too little time. We're heading to Rennsport Reunion VI this fall and hoping to find a DE at Laguna Seca. **LH**



Photos Courtesy of Steve & Sherry Farnham

2018 CALENDAR

Longhorn Region Events

2018 EVENTS: *Subject to change*
All Dinner Meetings begin 6:15-6:30

May:

5/3 Dinner Meeting @ The Barn Door Restaurant
5/12 Autocross at Retama

June:

6/7 Dinner Meeting TBA
6/16 Drive

July:

7/5 Dinner Meeting @ Pompeii's Italian Grill
7/8-14 Porsche Parade, Lake of the Ozarks
7/28 Drive

August:

8/2 Dinner Meeting @ Chester's Hamburgers
Drive TBA

September:

9/6 Dinner Meeting TBA
TBA Drive and/or Car Show
9/22 Track Day at Harris Hill

October:

10/4 Dinner Meeting @ Krause's Biergarten & Cafe
10/6 Autocross at Retama
TBA Picnic

November:

11/1 Dinner Meeting @ Pompeii's Italian Grill
11/17 Track Day at Harris Hill
Drive TBA

December:

12/1 Autocross at Fiesta Texas
12/08 Christmas Party & meeting combined for one event @ Petroleum Club

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... to a Super Awesome Dad

BY: HOLLY SANDERS, EDITOR

A lot of people ask me if I got into Porsche because of my Dad. Well actually, he got into Porsche because of me!

Growing up, my dad and I spent a lot of time together. He didn't work on Fridays, so until I started Kindergarten, those were our days. We spent our Fridays watching the Cubs, playing outside on the swing set, and walking our collie, Fancy. He even let me put barrettes in his hair sometimes. From day one, my Dad and I were super close and that continued throughout my life.

I moved to Colorado with my mom when I was 12, but that didn't change our relationship at all. We continued to have similar hobbies and a bond that could not be broken, even by 1,000+ miles. When it was time to select a college, I chose to come back to Texas. Wanting to be closer to my dad, we decided that I would attend UTSA and live at home with him. I know what you're thinking,

WHO would want to live with their parents during college? Well, knowing the bond my dad and I had- I did!

Living with Dad for my four years of school was great. Our bond continued to grow. We found new hobbies we did together- photography, watching Big Brother, and we both really got into IndyCar racing.

But it wasn't until after college

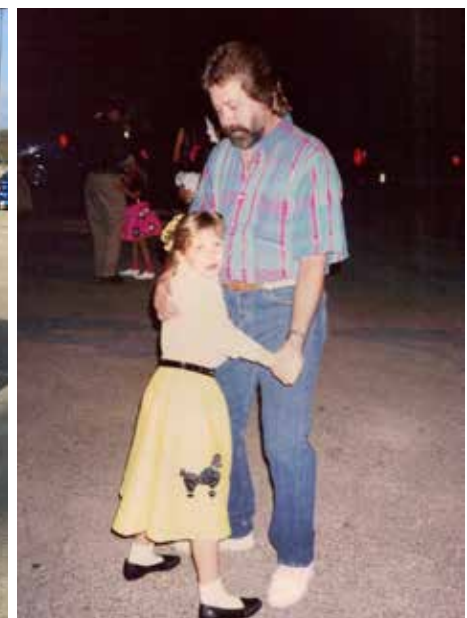
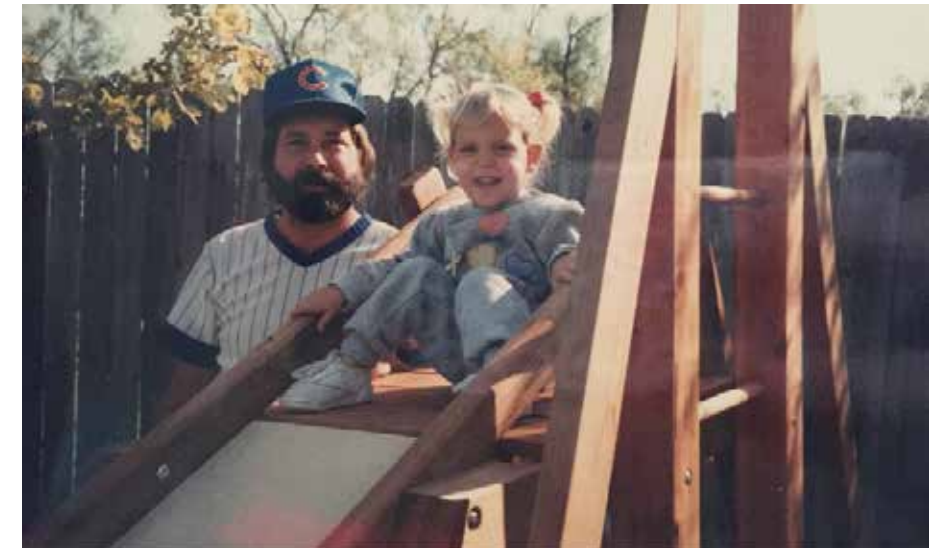
where our love for Porsche began. When I was 26, I went through (what I like to call) my quarter life crisis. I traded in my hybrid for a Boxster. At first, Dad was not pleased. Working in insurance claims for 35 years, he didn't think this was a safe option. I proved him wrong one evening when I hit a (huge) deer. My Boxster was so sturdy that it jostled the frame a little bit, but I walked away unharmed. Dad was impressed, but still a little weary.

Shortly after my dad retired from USAA, my grandmother (his mom) passed away. I noticed my dad go into a little of a depression, as most people do when they lose a parent. He worked around the house a lot but didn't "do" much. I knew it was his time for some fun.

I started emailing him Porsches from the dealership- and little by little, I got to him! He fell in love with a pretty red Boxster which he nicknamed "Rojo." Dad also joined Longhorn PCA. He instantly felt happier and more alive with his new club and new car. Although, he always complained that everyone knew him as "Holly's Dad."

He started taking vacations more. He went to Porsche events. He even started autocrossing! This was an amazing transformation- from a quiet homebody to an outgoing traveler!

Well, in typical David fashion, he took his car into the dealership one day for new tires and left with a new car. This yellow car is the one you all know him by most. Nicknamed "Happy"- this car was even faster and more fun than the last. It built him up even more. This was our most fun time in PCA. We got to autocross together (he let me drive his car) and he became webmaster (something he was incredibly proud of).



Photos Courtesy of David's family

Top Left: Harris Hill
Top Right: David and Holly playing on the swingset, 1989
Middle Left: Autocross at Retama Park
Middle Right: Father-Daughter 50's dance, 1993
Bottom: David taking photos in the Bahamas



Every time we talked about Porsche, Longhorn Region, autocrossing, the newsletter or the website- he completely lit up!

This version of Dad... this PORSCHE version of Dad was completely amazing. He really started to get out of him comfort zone. He started traveling to the Bahamas, Jamaica, and the Dominican Republic with Beth. They took road trips to local Texas beaches, wine tastings in Fredericksburg, and up to Tyler to hang out with friends. I truly believe his new take on life was sparked by his love of his car.

And then again, in true David fashion, he traded in his Ol' Chevy truck and purchased a beautiful sapphire blue Macan. I'm not going to lie, I was bluer than the car with envy!! He totally purchased my dream car. Although I was totally jealous, I was so excited for him. He started taking his new Macan on their road trips. He was really living his best life!

One thing he was looking forward to (since like July) was the Porsche Holiday Party at the Petroleum Club. He informed me that I would get to drive the Macan there (yesss!). He was very proud to be able to attend with Beth, myself, and my boyfriend Philip. Not only was he glowing

with the excitement of seeing everyone, eating delicious food, and being webmaster, he was going to be announced as Vice President of our region.

Wow. WOW. He was so excited when Mikel called and asked him to step up as VP. He bragged to me that people in the club really knew him now, and that he had made a name for himself. And boy did he ever! He attended almost every event and was one of the types of people to make all members, new and old, feel really welcome. He would strike up a conversation with anyone who was willing to talk. He started going to racer's lunch on Wednesdays, which made him even more excited about everything Porsche. We talked about it all- he was truly happy.

And now the sad part of my story comes. I was at work on a cold and rainy Friday in January when I got the call that no daughter ever wants to get. Your Daddy, your best friend, your confidant is in the ICU in a medically induced coma. He had called EMS the night before but went into cardiac arrest before they got there. The doctors were doing everything they could to preserve his brain function and get him back to us. But even after all their efforts, there was no brain function. We

had lost him. My heart was shattered into a billion pieces. I could not believe this new reality.

Just days before, we were talking about him leading the business meeting at Chester's, going to racer's luncheons, and the new poll feature he added to the website. And all of the sudden, it was all gone.

This story, although sad, does not end on a sad note. Beth and I went to the racer's lunch he went to just a week before to see everyone and reminisce about Dad. We planned a "Celebration of Life" party for Dad too. I honestly didn't know what to expect at that event, but what I saw was a complete shock. There were so many people there who he had been impacted by my amazing father. The turnout of Longhorn Porsche Club members was stunning, I was able to speak to so many members who told me their favorite stories of Dad. He really did make a great name for himself within our little club.

So I just want to extend my sincere gratitude to every one of you who was able to make my dad happy during his time with our club. I believe his Porsche extended his life and made him a truly happy person with a purpose. I think we were all made a little bit better people because of him- whether it be his smile, sense of humor, willingness to step-up, or much, much more. He will forever live in my heart. And now, every day when I climb into my sapphire blue Macan, I think of my amazing Daddy and the great love he had for me. LH



Top Left: Harris Hill
 Top Right: David and his new Macan
 Top Middle: David and Holly at Fiesta Challenge 2017
 Top Right: Autocross 2016
 Bottom: David on his last vacation in Jamaica





PONDERING

Photos Courtesy of Mike & Sharon Vriesenga

THE POLKA

BY: MIKE VRIESENKA

Last summer my wife and I visited Mackinac Island on Lake Huron at the northern tip of Michigan's "mitten." Mackinac, with its "Grand Hotel," is a perennial tourist destination created purposefully by the railroad barons to generate traffic on their lines. Cars are not allowed on Mackinac Island. People move around on horse-drawn wagons or on bicycles. Sorry, they still

have a pollution problem. Don't step in the puddles!

During our perambulations, we visited a graveyard where someone had placed an unopened, blue can of Stroh's beer on the granite marker of a fallen fireman. I imagined the donor was saying, "Here's to you, buddy!" or "I wish you could join us for one of these." It was a poignant reminder of how precious friends are and how

short life is. It also brought to mind the polka song, "In Heaven There is No Beer."

In heaven there is no beer. That's why we drink it here. And when we're gone from here Our friends will be drinking all our beer!

Like Mackinac Island, in heaven there are no Porsches. If there are Porsches in heaven, which I doubt, they're electric, and my conscience and the driver "aids"

will refuse to allow me to violate the speed limit, even when I'm driving alone on the deserted, twisted back billows of Cloud Nine. So that's why we drive our Porsches here.

We've been blessed with good Porsche friends here in San Antonio. In September, we came together for the German car show in Boerne. Regular autocross days are always fun, and I learn something every time. Monthly suppers, not to mention weekly Lies and Fries, and the annual Picnic and Christmas party, are opportunities to be social and meet new friends. Jim puts together great drives. The local air-cooled community is also strong, with the annual Brewer Tour, January Roundup, visits to the historic races at COTA. And yes, we'll gather at the Rallye, the beautiful, the beautiful Hill Country Rallye in for a long weekend in March. We'll criss-cross the Llano Uplift and the Nueces River valley driving our Porsches like Porsches. And we'll drink some beer. Why? Because in heaven there is no beer, and there are no Porsches, and I thank God that He lets us drive Porsches and drink beer here. LH



Jim puts together great drives. The local air-cooled community is also strong, with the annual Brewer Tour, January Roundup, visits to the historic races at COTA. And yes, we'll gather at the Rallye, the beautiful, the beautiful Hill Country Rallye in for a long weekend in March. We'll criss-cross the Llano Uplift and the Nueces River valley driving our Porsches like Porsches. And we'll drink some beer. Why? Because in heaven there is no beer, and there are no Porsches, and I thank God that He lets us drive Porsches and drink beer here. LH

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Fiesta Challenge GIMMICK RALLY

BY CHUCK BUSH

The Fiesta Challenge Gimmick Rally was held on 8 April, and started after the Concours. Leaving from the Porsche Center a little after 1 pm, the rally included 31 cars.

The “gimmick” for this rally was Texas ranches. Drivers were given detailed route instructions and a list of clues to find along the route. The questions were fairly easy to spot along the route; like What type of livestock will you find at the Poco Loco Ranch? Many of the rally teams got all the questions correct, and the final results were determined with a tie breaker.

The highlight of the drive through beautiful Texas ranch roads, was the LBJ State and National Historic Park outside of Johnson City. They rally teams navigated their way through the park and now know important facts like the passenger upholstery on LBJ’s airplane is blue, and the town of Brady Texas gave LBJ a fire truck as a gift.

In all, the rally was about 130 miles long, and took about three hours to complete. The rally ended at Bar Louie in the Villages at Stone Oak. A good time was had by all relaxing with food, drink and friends after a long day of Concours and Rallying! **LH**



Photos Courtesy of Chuck Bush

The Gimmick Rally after party- included a celebration of Ted Howell’s 70th birthday, photos of the crowd, and the presentation of the first place award to J Steindel.

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Fiesta Challenge PHOTO GALLERY

BY MIKEL MATTHEWS





WOMEN IN PCA

THE EARLY YEARS

BY RJ WILMOTH, HISTORIAN

In honor of National Women's Month (OK I'm a little late), let's look at women's roles in the early days of PCA.

Women didn't get off to a great start. From PCA's written history;

The first PCA business meeting was on September 13, 1955 at Blackie's Grille in Washington, DC. Thirteen prospective members showed up, but one had to be, reluctantly, asked to leave when she revealed that she owned not a Porsche, but a Volkswagen. That didn't qualify under the Club Bylaws, which remain in effect

today. Booting her out wasn't one of the men's better ideas since she had volunteered to be the secretary.

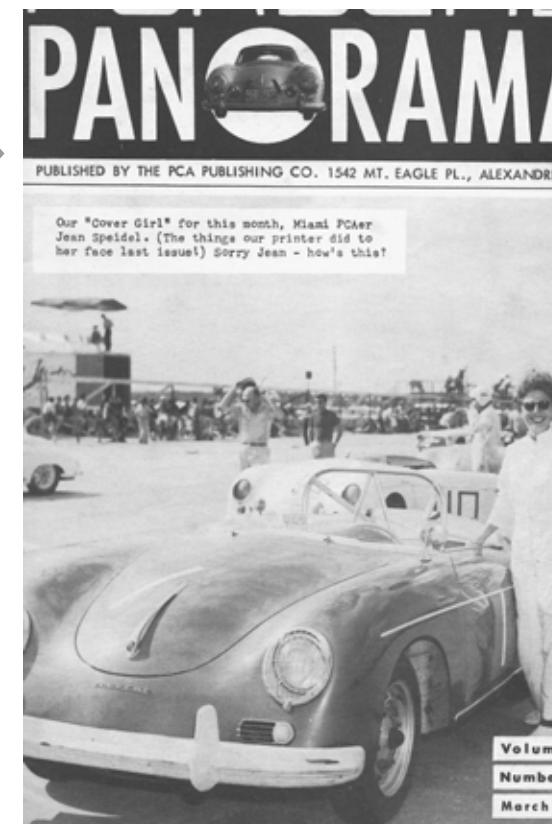
It was certainly a Man's world back then, nowhere to go but up from there!

Looking at the names of the 190 PCA charter members I see two women, One, June Syze, was very active in the club. By 1959 she was a PCA Vice President, the

first woman to hold any national office. June was a Lieutenant in the Detroit Police Department, ahead of her time in more ways than one. She flew to Europe in the fall of 1958 on the first PCA Treffen and took factory delivery of a new 1959 356 – Pink with white wall tires. (not the car pictured here) It was a daily driver and weekend race car. Racing, not autocross or DE.

The first woman to appear on the cover of Panorama was Jean Speidel in March 57. It was in the form of an apology because the same picture was inside Pano the month before with Jean's head cropped off!

Just when you think women are making progress we get this July 58 Panorama cover! Obviously, Betty Jo Turner wasn't the editor yet.



In 1962 a column was started in Panorama by Linda Cole called "From the passenger's seat" reporting the woman's point of view. One of the first columns is about 81-year-old Martha Schweighofer after she had just won the Hoffman Trophy for 1st place in the Parade Time-Speed -Distance rallye. She was still and active timer & scorer for the Sports Car Club of America where her husband was an active racer.

By the early 1960's the club was being run by Jane Nestlerode, Taking over the role of Executive Secretary from PCA's founder Bill Sholar. Jane held this position until she retired in 1980 to be replaced by her assistant Ruth Hart.

Jane is shown here in 1961 at the PCA National office in the basement of Bill Scholar's Alexandria Virginia house.

Of course, over the years women have served in all areas of PCA from local to national. Currently six of the fourteen Zone Representatives are women as well as Caren Cooper our PCA National President. It may have taken awhile, but women are no longer just in the passenger's seat in PCA.



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