

# LONE STAR

MAGAZINE

N° 02

SUMMER 2019

IN THIS ISSUE

LONE STAR REGION:  
PORSCHE CLUB  
OF AMERICA

PROST GET TOGETHER  
EAST TEXAS TOUR  
BLUEBONNETS TOUR





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photo: Alex Parmenter

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## PROST!

Raising A Stein To Our Lifestyle

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## FROM THE PRESIDENT

We are already halfway through this exciting year, and this second issue of our re-launched Lone Star Magazine is a tribute to the all the hard work (and play!) we experience within the club. Likely the most significant stride thus far this year has been re-engagement with club sponsors. With the support of Porsche dealerships, local service shops, and a wide variety of after-market and car-centric businesses, we are able to offer this beautiful magazine and improved experiences at our events. As you flip through the pages looking for a photo of you and/or your Porsche, please be sure to recognize these local businesses. These are our partners in success, enhancing your Porsche ownership! As a bonus, a digital copy of Lone Star Magazine is now housed on our newly-revamped web site.

Our growth and modernization is not solely dependent on sponsors. In fact most is driven by the power of volunteers. Improved interest by Members' involvement is affirmation we are moving and growing in a positive direction. Enhanced programs and communications are a direct result of members spending their valuable time and skills with the club. The power of incumbent volunteers, combined with new faces and ideas, is incredibly brilliant; resulting in the special events, content and products delivered to you every week in the greater Houston Area. I salute all of you for a job well done! We have a vision to take us further, so there are still plenty of opportunities for those of you willing to lend a hand.

The Board of Directors continues to be strong, with incredibly committed Members working in the best interest of the club to create excitement around the marque. I am continually impressed with each board members' stewardship. In concert with this responsibility, this staff also tirelessly offers an attractive variety of world-class events to meet the wide range of Member interests. I look forward to meeting each of you at the next Lone Star Region event. We will be planning more casual events at Sponsor sites as opportunities to build those relationships along with all of you. As always, your feedback and ideas encourage our evolution, and create the ultimate Porsche Lifestyle! Drive safely everyone, everywhere, every day!

-Steven Bukoski, LSRPCA President

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*We want your submissions!*

*Send articles, event coverage*

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# IN MEMORY OF ERIC R. ANDERSON

Eric Randolph Anderson (1966-2019), owner and operator at Eurocar-Werk in Houston, Texas had a life-long passion for all things auto, especially high-performance, European cars. With more than 20 years of previous experience in the European auto industry, Eric, and his wife, Cat, purchased Eurocar-Werk in 2005 and turned it into the premier European auto shop it is today with a strong focus on vintage and modern Porsche. Eric was not only everyone's favorite Porsche go-to guy, he was a loving family man who took pride in providing for and protecting his loved ones. He leaves behind a tremendous legacy of love as a husband, father, son, brother, uncle, and friend.

Eric's wife, Cat, along with the rest of the Eurocar-Werk team will continue to represent and honor Eric through their work and technical expertise every day. Eric was proud of his experienced, well-trained team, and they look forward to continuing to serve the European car community for years to come.



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# EINAR'S GARAGE

FROM HOBBY TO PROFESSION

WRITER: DEREK BELL

PHOTOS: COURTESY OF EINAR GOERLAND

Einar's Garage is a Porsche specific service and restoration shop in Clear Lake. It is the vision and brainchild of owner Einar Goerland.

From an early age, Einar was always interested in building unique and interesting things. He played with Hot Wheels as a youngster and moved to scale models and R/C cars in his teens. An American teenager with a bicycle as his major mode of transportation, he couldn't have just an off-the-shelf bike; his was a custom BMX bike with upgraded wheels and components.

When it came time to drive, Einar wanted to build and customize his own car. Inspired and instructed by his neighbor David Griggs, a Navy Admiral, Astronaut and collector of Jaguar sports cars, Einar learned his first car: a Ford Pinto. He removed, rebuilt and reinstalled the 2L engine. He also studied car audio systems and built speaker boxes, wiring up multiple components to drive the enormous speakers.

Next, he purchased a 1968 VW with his earnings by taking odd jobs. That VW bug was to be the first

car that Einar restored. He removed and rebuilt the engine, took the interior out and sent the body for paint at Maaco. He re-installed the engine, lowered the suspension, bought custom wheels and built a speaker box designed for four 18" subwoofers. Einar next began working at a service station, when he had access to the shop lift during the off-hours.

In his college years, Einar would build his second car, a 1960 VW bug that he bought for \$400. This time around, Einar removed the floorpan and rebuilt the suspension, installed a low gear ratio gearbox and built a bigger engine. When the car was reassembled, Einar wanted to have a high-end stereo system in his car, so he went to talk with the local car stereo expert Pat Stehle at Audio Sound Concepts – soon to become Einar's next employer. In addition to learning about 12 volt electronics, complex audio and security systems and mobile telecommunications, he also met his future wife, Mary!

Einar graduated from the University of Houston, Clear Lake, with a B.S. in Marketing and became



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photo: carl feltes

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**“ Einar would once again have the desire to own another air-cooled German car, but now he could afford the ultimate: a Porsche.**

the Director of Sales and Marketing for a specialized hazardous waste processing facility. Einar would again desire to own another air-cooled German car, but now he could afford the ultimate: a Porsche.

After a heartbreaking encounter with a rust-ridden 914, Einar found a 1977 Porsche 911S that was partially disassembled by the previous owner. This car would be the platform for Einar to learn Porsche inside and out. He soon discovered his new 911 had rust around its window frames and the back package tray. Rather than back down from a challenge, Einar got a welder and donor sections from a wrecked car... and learned how to weld. Once the rust was repaired, Einar ordered a set of turbo flares and butt-welded them onto the chassis. Seeing his handiwork, others began asking him to repair their rusted Porsches.

Eventually, Mary suggested that he sell his lingering project and buy a running Porsche. No more persuasion was necessary, and Einar found a 1987 911 Turbo the next week and brought it home. When he got it home, he learned that the engine was down on compression, so he pulled the engine and rebuilt it. At this time, he helped his brother-in-law find a 1979 Euro 911 which would be the basis for a complete restoration from the ground-up; including a full engine build from stock CIS to a carbureted twin plug high compression screamer. It

was repainted and every component was powder-coated, replated or replaced. Once the restoration was complete, the car was unveiled at the LSRPCA Concours D'Elegance on Kemah boardwalk. Einar's car came in second place, missing first by 3/10ths of a point. Had the tool kit been in the boot, it would have won first in class.

At this show, Einar received his first commission for a Porsche 911 build. This was a turning point, as he knew there was no way he could build another car in his two-car garage, so he went on the search for a workshop. He found a small shop close to home, where he could work on cars in the evenings. However, soon, the small shop was crowded with cars. Einar had enjoyed a great career with his employer of 15 years and a shop full of cars needing attention. Mary gave him the opportunity to take a leap of faith and follow his dreams. Einar retired from his corporate job in December 2015 and made the shop his new business. Einar's Garage continued to grow in size and work, so he hired a technician to help out with the workload.

Einar has turned his lifelong passion for automobiles into a first-class service and restoration shop and his vision continues to evolve. Einar has plans to expand his shop to have a larger, more central location to better serve his loyal client, who have been the reason he has been able to pursue the job of his dreams. ■





# FOR LOVE OR MONEY

THE BEST THINGS IN LIFE AREN'T FREE

WRITER + PHOTO: RANDALL NEIGHBOUR

When I was nine, a 944 Turbo drove alongside us as my dad drove our sedan down I-10. It was driven by an older gentleman in a checkered cap. He knew young boys loved the car and especially the pop-up headlights, so to my glee he flashed his high beams and then downshifted and rocketed past us. When my father saw my delight he said, "That car is for rich people. We aren't rich."

Undaunted by his comment, I started my Porsche fund in high school working at McDonald's. In 2004, I purchased an early-production 1997 Boxster from a guy who picked it up at an auction in Miami. He sold it to me for thousands less than book value. He didn't know anything about the car, but his mechanic said it had a sound motor and for the miles, it was in good shape. First lesson learned: get a pre-purchase or post-purchase inspection by a seasoned Porsche tech!

I found that seasoned tech at Porsche West Houston. The late Hans Kohn and I became good friends. He did my work after-hours at his home garage and appreciated being paid in \$100 bills. Over the years, I must have paid him \$20K or more before I bought a set of tools and started doing repairs myself. Hans knew all about the cars we love.

I affectionately call my Boxster "the black hole for dead presidents." While by no means bragging, it must hold a record for the most spent by one owner on a first-generation Boxster in Texas (if you don't count the spec Boxster guys who spend far more for track use). The car

had a new motor put in it at 84K miles, and now has 124K on the odometer. Everything else apart from the sheet metal has been replaced, including but not limited to the transmission, motor mounts, water pump, coolant overflow tank, glass window convertible top (the "plastic window karate chop" was frustrating), suspension, AC control unit and instrument cluster (on my third for that one), front and rear head lamps, and the oxygen and mass air fuel sensors (which greatly improved the performance).

To date, I've spent over \$30K on improvements. I enjoy all the work I've put into making it look so good and run so smoothly. Most people who see tell me they would never guess it just celebrated its 21st birthday. My Boxster has given me thousands of miles of joy. I drove it home from Miami; then to Northern California to the Garlic Festival in Gilroy and into Yosemite... through Death Valley and Vegas to the Grand Canyon...up to the Tail of the Dragon in North Carolina, where I realized how balanced the car is with a mid-engine layout. It's been to high speed DE's, Boxtoberfest, and countless Saturday morning country drives.

So what's next for "the black hole for dead presidents"? I'm waiting for the M96 motor to grenade. I will retrofit it with a Chevy LS (gasp!) and change the name of this old girl to "The quickest Boxster in Texas." The new goal? To embarrass a few M3 owners and enjoy this car for another 21 years. ■

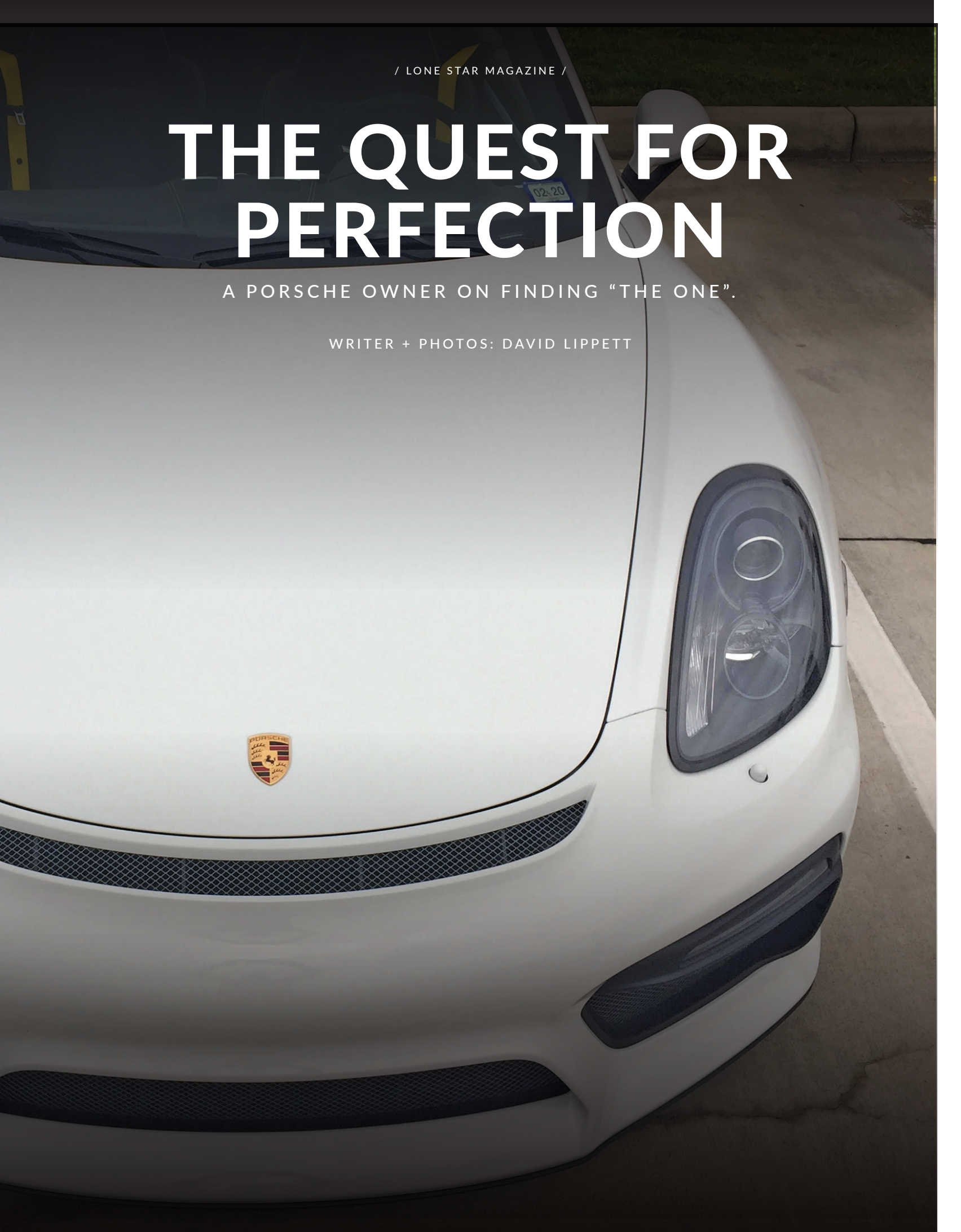


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# THE QUEST FOR PERFECTION

A PORSCHE OWNER ON FINDING "THE ONE".

WRITER + PHOTOS: DAVID LIPPETT





I grew up in North East England and when I was about seven, I saw a poster of a white-on-black 911 SC Cab and begged my parents to buy it for me. It was on my wall from that time until I left home (I still have it) and I resolved to buy a Porsche by the time I was 30.

In my mid-twenties, I was working in the offshore oil industry and the time came to get real about my goal. I had followed Porsche closely, and as much as I loved the 911, there always seemed to be interesting models and specials on the periphery that got my attention too. I couldn't afford a 996 C4S which would have been my contemporary 911 of choice. At this point, I hadn't driven a Porsche of any kind, so I was really going off the guidance from respected magazines and internet forums. I had decided that a 968 Club Sport was the non-911 model to have and I bought the first one I drove (not a recommended approach, but I was lucky). I remember thinking after just a few miles that every other car manufacturer should just stop. This was driving perfection. Simple, well-thought-out and totally connecting the driver with the road. There is no substitute, right?

I joined the Porsche Club of Great Britain and made a good few friends through local and national meets. I enjoyed talking with other enthusiasts who appreciated all that Porsche had to offer, whether air cooled, water cooled, front, rear or mid engine! After too few happy years with the 968 and a memorable road trip to the French alps with a heavily pregnant wife (a summer road trip in a black-on-black Porsche with no AC is tough enough at the best of times!) I reluctantly sold it as I wasn't using it as much as I had hoped. I would be back, but it would take a while.

I moved to Houston in 2006 and indulged modestly in a variety of everyday cars that interested me - always daily drivers. I looked at and considered buying various Porsches over the years (including memorably a gorgeous 996 GT2 at a price point which they had not seen before or since!) but never quite had the commitment to pull the trigger on what I had decided would have to be a weekend car. I had convinced myself that Houston was not the place for Sports Cars and that I wouldn't be able to enjoy one as it was meant to be enjoyed. Only one way

to find out though, correct? Last year I finally resolved to making a proper effort to find the Porsche for me. But which one?

Perhaps as a result of owning a fairly minimalist and focused 968 back in the day, I have always found myself drawn to the more hardcore, pure but simple end of the Porsche spectrum. Lightweight specs are always appealing in a Porsche. I joined the LSRPCA Facebook page with a view to learning more about the local Porsche culture and maybe finding a member's car for sale. I joined the club so I could access the classifieds and was

prepared to look nationally for the right car. I eventually concluded that a Cayman GT4 was the right car for me. Despite it being an SC cab that first drew me to the marque, I had never owned or enjoyed open top cars.

Despite loving the older cars, I am not a mechanic; as keen as I am to learn, I just don't have the confidence to throw myself into owning an older car. I knew I wanted to take my car on track, too, and there is a great track scene around GT4s. There were

also plenty for sale, although none locally at the right price. I knew I wanted a CPO warranty for peace of mind and I also knew that I could never own a black car in the Houston heat. I went to a Central Get Together (GTG) in Houston late last year and came away more confused than ever... what a fantastic array of all kinds of Porsches, new and old! I loved the outlaw approach that some were taking with older vehicles. I appreciated the cutting-edge engineering of the latest GT cars. I recognised that a great number of owners were getting a huge kick out of using their "ordinary" modern Porsches as every day cars in Houston. But I also knew that I wanted something slightly out of the ordinary.

As most of us car folks know, much of the fun of buying a new car is in the looking. It was a daily ritual for me, that many will be familiar with, using all the resources the internet can provide. I had become so familiar with the market I knew what was for sale almost anywhere and what the prices were doing. A 981 Boxster Spyder had sat for a while in Porsche West Houston's inventory and was eventually reduced to a price that caught my

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attention. I had seen the car in my searches plenty of times and while it looked very special, it wasn't quite a GT4 and I didn't want an open-top car. Nevertheless, bored and a bit frustrated that I was no closer to finding the right car, I went to see it. The dealer let me take the car home to see how easily it could get on my driveway (which has angle issues, about which I consulted the LSRPCA masses on Facebook and got great but ultimately unconvincing advice: "just move!"). Unexpectedly, it just about got in my driveway without scraping, but only at a certain angle. I knew a GT4 rides very slightly lower at the front and so I realised that a GT4 was not going to work for me. But this Spyder - so beautiful, such an incredible sound! I made an offer and it became mine.

I am only a few weeks in to ownership, but I have taken it to a few LSRPCA GTG's and a Cars and Coffee event. I wasn't quite prepared for the attention it gets. It ticks all the boxes for me. It is fairly rare, was apparently the lightest production car Porsche made in 2016, is definitely a simple car. Being white-on-black, it feels quite connected with the poster car that first drew me to Porsche as a child.

All I really knew when I started seriously looking was that I wanted to own one of the last normally-aspirated flat sixes that Porsche would make, with a manual gearbox. Having now driven examples of various generations of Porsches, I have concluded that every generation is an improvement by most metrics,, but that something is always lost with progress. This might be the last pure sports car I ever own, and I might own it forever. I love how it feels special even at low speed. Being light, the steering and handling is a delight and it rides fantastically even on Houston's poorer roads. I have yet to take it on track, but the club has already connected me with people who can help me get ready for that. Some other thoughts about this car - the experience is all about the driver. The contact points with the car are perfect - GT steering wheel; lightweight carbon bucket seats which are challenging to get in and out of, but are superbly comfortable once in; driving position is flawless. The steering rack is from a 911 Turbo S and has just the right turning rate. The gearing is perhaps a little long, but that also makes it pretty easy to drive in traffic. The shift feel is magical and the clutch weighting is perfect, too. As with my first Porsche, it makes me wonder why other manufacturers bother - it must be depressing for them when they benchmark against Porsche!

From a looks point of view, the GT front body work and the double humps and extended deck at the rear give it a sense of drama that is subtle enough only to make it stand out to those in the know. The original owner thankfully had good taste and the interior spec is fairly close to what i would have selected. The yellow theme is only broken up by red brake callipers - perhaps the car should have been spec'd with PCCBs, but at least it gives me a goal for future modifications. I am excited to get involved in more club events, meeting fellow enthusiasts and taking advantage of the track driving opportunities the club can offer! ■



# PROST!

RAISING A STEIN TO OUR LIFESTYLE'S ROOTS

WRITER + PHOTOS: ALEX PARMENTER

The LSRPCA Blinken newsletter alert for the Fifth Saturday get together arrived in our email inbox and immediately grabbed our collective interest with the tag line "Prost!".

For this Get Together (GTG), our LSRPCA team had set up a special event at the Houston Liederkranz Hall. The club was formed in 1925 and has served the local community ever since. The Hall features a full bar where you can enjoy a stein of the finest German beers available in the Houston area and there is ample parking space available in their lot. So with all boxes ticked, I along with many other LSRPCA members marked the afternoon on our calendars.

On the day in question, as I headed up to the event in my trusty 1965 356, rain began to fall, so I was unsure how many brave souls would turn up, but

on arrival I was greeted by about 30 other cars, from early to new, and a very warm welcome by the usual suspects. The offer of an afternoon of Porsche cars and a cheeky beer is hard to resist. Luckily the rain decided to play along and eased off immediately. The talk quickly turned to all things Porsche, German and beer-related. A responsible beer was enjoyed as we mingled in the bar and out in the parking lot to inspect the cars.

We had a particularly good showing of the red Porsche variety, as shown here, and lined up an fantastic Porsche evolutionary display of models from 356, 911SC, 964, 996 through to a Cayman, in which the original Porsche DNA shone clearly through. Thanks to the Lone Star PCA team for setting up another memorable and enjoyable event. Prost! ■



**"The offer of an afternoon of Porsche cars and a cheeky beer is hard to resist."**



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# EAST TEXAS TOUR

LSRPCA MEMBERS TOUR  
THE PINEY WOODS

WRITER + PHOTOS: NICOLE GOLDMAN





**As far as Texas traditions go, road-trips are up there with rodeos and Friday night lights.** Small towns dotted throughout the Lone Star State are rich in history, each having its own story for modern-day adventurers to discover. With rolling hills, deep woods and wild open stretches, a tour through East Texas invites the driver to sit back, relax and enjoy the scenery.

On the morning of March 29th, we gathered at the Sunoco Station in Humble for the LSRPCA 2019 East Texas Tour. Among the 20 cars registered, half showed because the forecast predicted rain. Future tour drivers take note: Most of the morning was overcast, but the rest of the day was sunny and fabulous!







George Bishop, our Tour Originator, and Edwin Goldman, our Club Tour Chair and Coordinator, held the ever-important driver's meeting. This meeting is to outline how important it is in touring to avoid passing and watch for signaling while driving in the tour, to keep the pack organized and together. Edwin would be the tail, driving behind the last car to make sure everyone made it to our designated stops. Our destination was downtown Jefferson, home of the 21st Governor of Texas. For the first leg of the tour, the pack drove East, through Big Thicket Nature Preserve, a nice meandering stretch where dogwoods, wildflowers and various other trees were bursting into bloom. We stopped in Heritage Village for a visit to the Big Thicket Nature Preserve Visitor Center, then on to the Pickett House Restaurant, for a lunch of their famous fried chicken...a definite bucket list item for anyone who loves fried chicken!

After lunch, we headed north, passing through the Alabama-Coushatta Indian Reservation, then on to

Carthage, hometown of singer Jim Reeves, and film, radio and television star Tex Ritter. The movie "Bernie" was also filmed in Carthage. We enjoyed a stop at The Country Music Hall of Fame & Tex Ritter Museum, then headed North on U.S. 59 through Marshall to Jefferson.

The Excelsior House in Jefferson welcomed the LSRPCA members as warmly as it has welcomed travelers for over 150 years. Built in 1858, it is the oldest continually-operating hotel in Texas. It has been a stop for poets and presidents. Oscar Wilde, Ulysses S. Grant, and Rutherford B. Hayes are just a few of the famous who have hung their hat at this historic hotel. A page in the guest register where infamous railroad executive Jay Gould signed in. The hotel and accommodations feature original rosewood and mahogany furniture which lends elegant ambiance, while Wi-Fi and other modern amenities ensure comfort and convenience for guests.

After checking in, we enjoyed a welcome party in the ballroom with wine, cheese and canapes, and were entertained by an excellent pianist. To round out the





evening, we enjoyed a fine meal at the Stillwater Inn, a French Restaurant in a lovely Victorian House, run by owners Bill and Sharon Stewart.

Sunday was a leisurely day; the tour was over, but we didn't rush home. After a sound sleep in the lovely Lady Bird Johnson room, we woke to the scent of freshly-brewed coffee. In addition to a traditional meal, the hotel offered their delicious signature orange blossom muffins.

After breakfast, we walked along the brick streets of downtown Jefferson, browsing its quaint shops. Thanks to George Bishop for creating another fabulous LSRPCA tour and to Edwin Goldman for taking care of the logistics! As always, we look forward to the next tour. ■



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# A DRIVING FORCE

LEAVING LOGIC IN THE REARVIEW

WRITER + ART PRINT: HARVEY MUSHMAN

It must have been 1967 or '68, the first time I can recall having a life-changing event regarding my relationship with Porsche. As an impressionable five-or-six-year-old, I saw a magazine photo with a Porsche 906 langheck racing at night, in the rain. I then knew what my special purpose was.

I didn't yet know anything about Porsche or endurance racing; in those years the annual Indy 500 was the only race that "Wide World of Sports" televised so magazines became my resource for many years to come. But the shape of the 906 never left my thoughts for a single day... and hasn't in the last 50 years.

Fast-forward to high school when I bought a 1966 VW Beetle for \$75. The car was a natural purchase as I grew up with my grandmother driving a bug and had a brother that was 10 years older and he too had driven a bug.

After years of learning about keeping the car on the road and modifying it for drag racing I discovered a parking lot auto-X going on in my high school parking lot! Another life-changing event.

So the slippery slope was the path I followed.

Soon I was modifying the bug for SCCA road racing and I would need an alternate daily driver during its various phases of construction. I found a 1959 Porsche 356A in the Autotrader for \$2000 in 1982 that was just perfect (bless my youth and ignorance). It was a lot of money for me, but it was just some-

thing that had to be done.

Now just think of an nineteen-year-old living in an apartment driving a 25 year old Porsche he really couldn't afford for sole transportation. (I'll bet that reminds you of someone you know...)

Although the car was pretty at first sight it was not really in very good shape. An unexpected engine failure had me install my back-up engine from the VW (a 40hp 1200cc) into the car one night (yes it fit, no it wasn't without effort) and learn how to plan ahead for purchasing things like brake parts that were not available locally. At this time I had never heard of PCA. But that was soon to change.

While racing the VW at San Marcos Regional Airport in my first event I met some guys racing a Porsche 914 in the same run group as me. A friendship developed and I was given the opportunity to drive their 914-6's at auto-X events and eventually compete in national level events driving their highly modified 914 -4's and become much more versed in Porsche cars. They were both true enthusiasts. They were also my introduction to PCA and its benefits and friendships.

By this time, my 356 had rolled the odometer several times and I started a family. The 356 went back in the Autotrader never to be seen again. I regret that decision to this day, but I'm sure every one of us has been in the same spot.

Happy Motoring! ■





photos: terry blackburn

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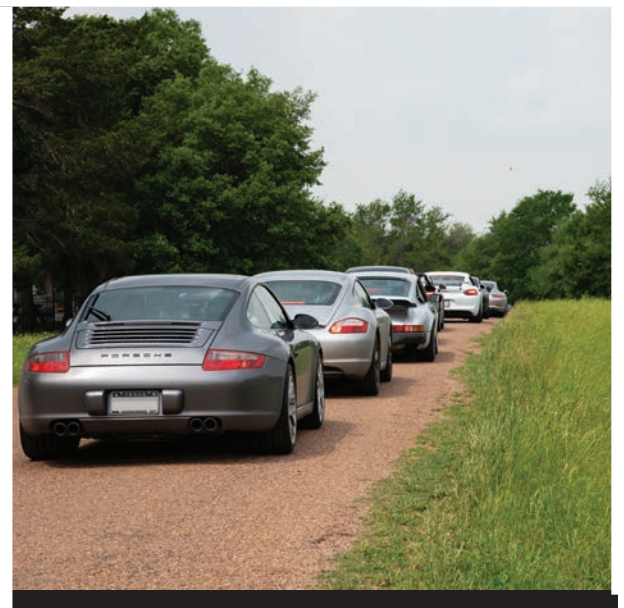
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**“ This was the perfect way to spend a Saturday: driving a Porsche in a pack of 30 other drivers, past fields of wildflowers...”**





# WHERE THINGS GROW WILD

## LSRPCA SPRING BLUEBONNET TOUR

WRITER: NICOLE GOLDMAN

PHOTOS: MORRIS SKUPINSKY

Nothing compares to the beauty of the Texas Hill Country in spring-time. The fields are dressed in the beautiful colors of striking bluebonnets, vivid Indian paintbrush and the bright yellow of mustard. This spring's LSRPCA Bluebonnet Tour was the perfect way to spend a Saturday: driving a Porsche in a pack of over 30 other drivers, past fields of wildflowers, stopping at interesting landmarks, mesmerized by the peaceful beauty of Texas countryside.

We met in the morning at Chappell Hill Deli and Bakery and, after a brief drivers meeting, left Chappell Hill in two groups of 18 cars. Our first stop was at RennSport Porsche Works in Sealy - a great little shop which specializes in Porsche repair and maintenance, from full engine rebuilds to minor service and track prep. Their mechanic, Warren, has over two decades of working experience on Porsches, and he has a world of knowledge which he freely shared with the group. Their collection of Porsches alone is worth the visit; they welcome club members to call and set up a time to come by.

From RennSport, the group enjoyed a spirited drive through Cat Spring, New Ulm, Frelsburg, Fayetteville, and Ruttersville to La Grange,

stopping a few times for beautiful photo opps as the drive became more and more scenic.

Around midday, from La Grange through O'Quinn, we stopped in Flatonia for lunch at The Red Vault Bistro. Housed inside a beautifully-restored historic building dating from 1880, the restaurant is proudly listed on the National Register of Historic Places. It suffered a devastating fire in August 2017, leaving owners Gabriel & Elizabeth to rebuild their restaurant and business from scratch.

After lunch, we continued our road trip and stopped for a tour of St. Michael's Roman Catholic Church in Weimar. The imposing edifice was constructed of Elgin brick by Italian and Mexican craftsmen directed by contractors L. M. and J. C. Dielmann of San Antonio. The Gothic revival architectural style of this church reflects the central European heritage of the Czechoslovakian and German settlers. Inside is beautifully light and airy, with the sun shining through many colorful and intricate stained glass windows, gorgeous wood pews and tall gold trimmed columns.

Next, we toured the painted Church in Dubina, the first Czech settlement in Texas. The church stands as an enduring reminder of the early





settlers' strong faith and determination to begin new lives in the Lone Star State. The church stands proud against the Texas sky as you approach Dubina. The interior is beautifully painted with frescos and vine, oak leaf and angel motifs.

After leaving Dubina, we drove through Ammansville, back to La Grange, through Rutersville and Warrenton to Round Top. In Burton, we stopped for a tour of the Cotton Gin Museum, which was a trip back in time to when cotton was king. The historic 1914 gin was built by the Lummus Cotton Gin Company and is the oldest working cotton gin in America!

Around sunset, the road trip came to an end in Brenham, where some of us decided to stay for dinner at Las Americas, a restaurant

offering traditional Latin cuisine with modern flair. The owners, the Canales Family, have infused the Brenham community with their Latin-American culture by creating delicious culinary experiences since the early '80's. We sampled wines from the South American regions; Mendoza, Colchagua, San Juan, Casa Blanca and more. We passed an enjoyable dinner together experiencing the lively flavors on the menu and live local music.

Through the changeful spring weather of showers and cloudy skies, sun and wind, we enjoyed every minute of the LSRPCA Bluebonnet Tour 2019. Many thanks to George Bishop for creating the agenda for this fantastic Bluebonnet Tour, and to Edwin Goldman for arranging the logistics. ■



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