

The Roundup

Longhorn Region
January-February 2026



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

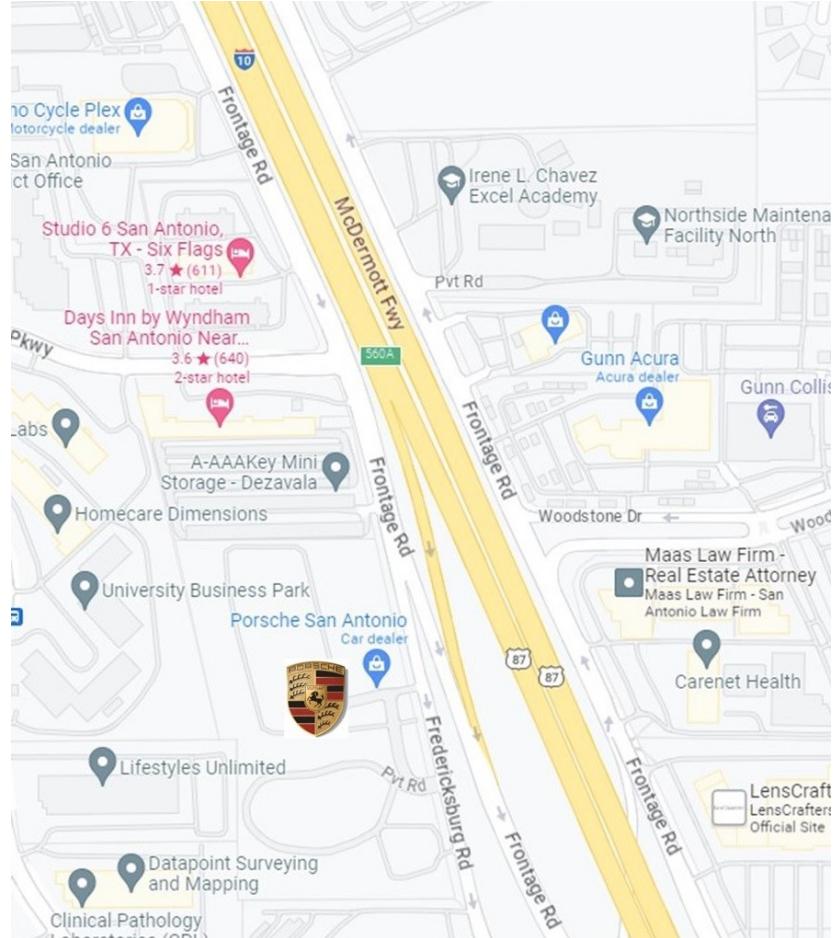




We have moved to our new location. We look forward to seeing you soon!

All PCA Longhorn Region members will receive a 10% Service Discount on Parts & Labor.* We look forward to helping you with all of your Porsche needs.

*Discount cannot be combined with any other offer or applied to past services.



Porsche San Antonio

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San Antonio, TX 78230
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The Roundup

Vol. 21 - Issue 1
January-February 2026



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*Support
our
Sponsors*

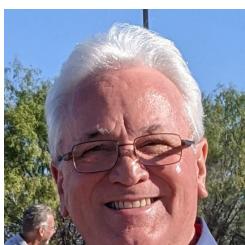
ON THE COVER

Susy Strang captured an uphill climb on our first tour of the year - to Camp Verde.

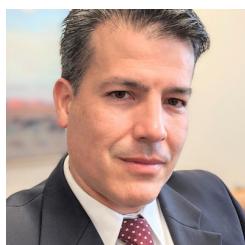
2026 LONGHORN REGION LEADERSHIP



Chris Royter
President



Michael Sorbera
Vice-President



Ignacio Fortuno
Treasurer



Dan Alwood
Secretary

CHAIRS

Autocross - Bill Dorsey
Concours - Mike Vriesenga
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Social Media - Mike Matthews, Co-Chair Don Cornel
Tech - Don Coronel
Website - Michael Sorbera



For information on activities or to volunteer, contact a committee chair by visiting - www.longhornpca.org -

and click on the Volunteer tab.



<https://www.facebook.com/groups/longhorn.region/>



[@longhornpca](https://www.instagram.com/longhornpca)

www.longhornpca.org

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Forward all publication submissions or to reserve advertising space please contact the editor, Shelley Matthews at shelley.l.matthews@gmail.com

2026 Calendar

Longhorn Region Events

PCA/Other Region Events

January:

- 8 - Monthly Dinner Meeting - Big'Z Burger Joint
- 10 - Tour - Camp Verde
- 16 - Bunco - Big'Z Burger Joint
- 17 - Autocross - Driving Skills School
- 24 - Porsche Country Cars n Coffee - Helotes

June:

- 4 - Monthly Dinner Meeting - TBD
- 6 - Tour
- 14-20 - Porsche Parade - Lake Placid, NY**
- 19 - Bunco - Big'Z Burger Joint
- 27 - Porsche Country Cars n Coffee - Helotes

February:

- 5 - Monthly Dinner Meeting - TBD
- 7 - Tour
- 20 - Bunco - Big'Z Burger Joint
- 21 - Autocross - Tree of Life Church
- 28 - Porsche Country Cars n Coffee - Helotes

July:

- 17 - Bunco - Big'Z Burger Joint
- 25 - Porsche Country Cars n Coffee - Helotes

March:

- 5 - Monthly Dinner Meeting - El Chaparral - Boerne
- 7 - Tour
- 20 - Bunco - Big'Z Burger Joint
- 21 - Autocross - Tree of Life Church
- 28 - Porsche Country Cars n Coffee - Helotes

August:

- 1 - Tour
- 6 - Monthly Dinner Meeting - TBD
- 21 - Bunco - Big'Z Burger Joint
- 22 - Porsche Country Cars n Coffee - Helotes

September:

- 3 - Monthly Dinner Meeting - TBD
- 11 - Boxstoberfest - Kerrville**
- 18 - Bunco - Big'Z Burger Joint
- 19 - Autocross - Tree of Life Church
- 26 - Porsche Country Cars n Coffee - Helotes

October:

- 1 - Monthly Dinner Meeting - TBD
- 8 - New Member Social
- 16 - Bunco - Big'Z Burger Joint
- 17 - Autocross - Tree of Life Church
- 22 - Porsche Country Cars n Coffee - Helotes

May:

- 2 - Tour - Laurel Tree
- 7 - Monthly Dinner Meeting - TBD
- 15 - Bunco - Big'Z Burger Joint
- 16 - Autocross - Tree of Life Church
- 23 - Porsche Country Cars n Coffee - Helotes

November:

- 5 - Monthly Dinner Meeting - TBD
- 7 - Tour - Brewery
- 20 - Bunco - Big'Z Burger Joint
- 21 - Autocross - Tree of Life Church
- 28 - Porsche Country Cars n Coffee - Helotes

December:

- TBD - Christmas Party - Toys 4 Tots

Dates and locations could be subject to change. Please check the website calendar for the most up-to-date information at longhornpca.org.

Region Report



Our New Year of events kicked off with a beautiful drive in the Hill Country and lunch at Camp Verde. With 66 members and 41 Porsches it was clear everyone was happy to get back on the road. Great job by Byron & Pamela Smith and Richard & Gail Longoria for planning, organizing and leading the tour. It was their first event as Tour Masters and was appreciated by all. We have a total of 9 Driving Tours planned in 2026. Hope to see you there.

January had 30 drivers participating in our 2nd annual Driving Skills School at Tree of Life Church. Many thanks to Bill Dorsey who organized, coordinated and led the event. Additional instructors Mike Matthews, Lester Owaga, Steve Wright, Chuck Bush, Rob Rendez, James Bricken, Klaus Weiswurm and Rachel Acosta, provided ride along coaching at the Skid Pad, Braking and Slalom elements. This event was a great opportunity for members to learn their cars characteristics and improve driving skills. We hope these drivers will continue developing their skills and participate in future Autocross events. We have 7 timed events scheduled in 2026 with Feb 21st next on the list.

Our 44th annual Fiesta Challenge events will be in April this year. Planned FC events will be a Charity Driving Tour on the 8th, Autocross at Tree of Life Church on the 15th, and our Concours and Charity Raffle on the 22nd. Proceeds from these events will benefit local charity causes.

We have several social events going on each month for members to enjoy. Bunco and Burgers continues on Fridays (the day before Autocross events). Porsche Country Cars n Coffee is planned for the 4th Saturday of the month (weather permitting).

Our Monthly Dinner Socials on the 1st Thursday of the month and our weekly "Lies n Fries" lunch bunch at StoneWerks are both great opportunities to meet other members, enjoy fun conversations and Porsche talk. There will also be two New Member Social events during the year. These provide a casual meet and greet along with valuable club info to our newest members. Currently there are plans in the works for a Dinner Detective event at Hotel Emma in May.

Our website, longhornpca.org, is the place to go for upcoming events. We have our full year of events posted on the event calendar. These are subject to change but a solid schedule to go by. Specific details and registration links for each event are typically published a month prior.

We have a great team of Executive Council members for 2026. Our LHR Chair members volunteer their time planning and coordinating the variety of activities we enjoy together. Be sure to thank them at our events. Don't be shy about getting involved and volunteering to help them at these functions. Have a new drive destination or social event idea? Our EC team is always open to new ideas for events. They can help you plan it out and make it happen. You can contact them through our website link or email us at longhornporsche@gmail.com

Let's have a safe and fun year!

Happy Drives,
Chris Royter



PCA LONGHORN REGION INC
Profit and Loss by Category
January 1 to December 31, 2025

	Autocross	Christmas Party	Drives	Fiesta Challenge	Meetings	New M Social	Newsletter	Picnic	Track Day	General and Admin		TOTAL
Revenue												
Donation Income				561						365		926
Driving event receipts												-
Fiesta Challenge												-
Meeting Receipts		345		1,826				480				2,651
Interest										364		364
Newsletter receipts							5,850					5,850
PCA National				750		500				13,447		14,697
Receipts from Club Registration	8,326	5,471	2,296	3,669				3,844		4,154		27,759
Total Revenue	\$ 8,326	\$ 5,816	\$ 2,296	\$ 6,807	\$ -	\$ 500	\$ 5,850	\$ 4,324	\$ -	\$ 18,330		\$ 52,248
Expenditures												-
Advertising & Marketing						632				1,479		2,111
Bank Charges												-
Donation	561			5,000						7,165		12,726
Insurance												-
Meals & Entertainment	184							272		135		591
Member Gifts/Raffle items		1,726		534	1,368	185	195					4,008
Merchandise								1,301		460		1,762
Misc Awards/Trophies	245			908		99						1,252
Newsletter printing							1,275					1,275
Supplies & Software	1,747		111	108			571	328		1,338		4,203
Other Business Expenses										791		791
Rental Fees, Catering	4,000	8,810	2,218	1,174		851		3,826				20,879
Repairs and Maintenance												-
Taxes & Licenses	70											70
												-
												-
Total Expenditures	\$ 6,808	\$ 10,536	\$ 2,329	\$ 7,724	\$ 1,368	\$ 1,767	\$ 2,042	\$ 5,727	\$ -	\$ 11,368		\$ 49,668
Net Operating Results	\$ 1,518	\$ (4,721)	\$ (33)	\$ (917)	\$ (1,368)	\$ (1,267)	\$ 3,808	\$ (1,403)	\$ -	\$ 6,962		\$ 2,580

PCA LONGHORN REGION INC		
Statement of Financial Position Comparison		
As of the end of:		
		Total
	December 31, 2025	December 31, 2024
ASSETS		
Current Assets		
Checking Account (3036)	\$ 14,411	\$ 14,873
Accounts Receivable		-
CD, Matures September 2025	21,264	20,900
Total Cash and Equivalents	35,675	35,773
Deposits	-	-
TOTAL ASSETS	\$ 35,675	\$ 35,773
LIABILITIES AND EQUITY		
Accounts Payable	\$ 500	\$ -
Donations payable	-	
Equity		
Opening Balance Equity	39,755	39,755
Retained Earnings	(7,161)	(12,787)
Net Revenue	2,580	7,674
Total Equity	35,174	34,642
TOTAL LIABILITIES AND EQUITY	\$ 35,674	\$ 34,642

Longhorn
Financials for 2025
Submitted by Ignacio
Fortuno, Treasurer

Membership Report

Primary members:	650
Affilliate/Family members:	329
Total:	979

New Members as of Jan. 1, 2025

Rodney & Michelle Brown	2020	718 Cayman GT4
Derek & Lauren Gistiel	2025	911 Carrera
Chris Hubble	2024	Macan S
Joel Jenne	2017	911 Carrera GTS
Robert & Crystalyn Keiser	2014	911-50
Maureen Lang	2024	Cayenne
James Mason	2019	Panamera 4
Jancy Merrill	2018	Cayenne Platinum Edition
Richard Mhartain & Jacqueline Mason-Weatherly	2011	Cayenne S
John Morris	2024	911 GT3
John Rodriguez	1998	911 Carrera Cabriolet
Gonzalo & Sara Roman	2009	911 Carrera
Lee Sebastian	1987	944
Michael Schaub	2015	911 GT3
Michael Soflin & Sunnie Diaz	2002	Boxster S
Drew Somers	1974	914 1.8
Jennifer Turcotte	2005	911 Carrera
Randall Walsh	2004	911 Carrera 4S Cabriolet



Transfers In:

John & Suzanne Baeke
Joe Cruz
Ramon Llano
Kevin Pizzarello
Dwight & Karen Townsend

1997	Boxster
1995	911 Carrera
2006	911 Carrera
2011	Boxster
2008	911 Turbo

From:

Kansas City
Canada West
Hill Country
Suncoast Florida
Suncoast Florida

Transfers Out:

NA

To:

January 2026:**25 years**Kenneth & Kathy
McKinney**20 years**

Ricardo & Ivan Gomez

10 yearsHank Auderer
Ward Galbreath & Tami
Jan
Robert & Cindy
McWhorter
William Reiffer**5 years**Thomas Greiser
Sharon & Steve
Vanderbur
Eric Minoff
Daniel Rader
J. Grant Gillum
Anthony Oden**1 year**Adesola Adenegan
Dale Bordner
Jeffrey & Erin Ellis
Jay Kanafani
Pia Lomax & Chris
Stansbury
Sergio & Sergio P.
Ostos
Brenda Perry
Brandon Roberts
Mark Stuckless
Edmund Zerr
Jack Toellner
Emory Fristoe
Jacob & Briana
Gonzales

Anniversaries

February 2026:**50 years**

James & Joan Vinci

10 years

Thomas Schluter

5 yearsAndrew & Kristin Long
Frank & Sarah Thomas
James McNeil
Elijah & mark Woods
Darla Alston & Louis
Davila
Maggie Bennette &
Dave Romance**1 year**Marc Chewakin &
Jeffrey Jones
Joel Cullen
Robert Wiggins
Drew Williams
Ed & Denise Harris
Hope Swick & Margaret
Edwards
Danielle Van & Carlos
Chavez
Vanessa & Jarred
Buckler

Longhorn Region is now over 1000 members strong, and growing every week. Where do they all live you ask? Well, here is the Zip Code data of our Primary members. Boerne takes the lead!

78006	48	78216	13	78155	5	78024	2	76901	1	78244	1
78209	44	78256	13	78163	5	78025	2	77005	1	78252	1
78258	34	78023	12	78218	5	78045	2	77982	1	78265	1
78015	32	78028	11	78154	4	78056	2	78002	1	78293	1
78132	32	78253	11	78239	4	78109	2	78016	1	78383	1
78260	32	78254	10	78259	4	78121	2	78041	1	78612	1
78255	29	78249	9	78204	3	78201	2	78119	1	78620	1
78130	20	78266	9	78217	3	78222	2	78123	1	78629	1
78257	20	78108	8	78240	3	78228	2	78124	1	78655	1
78212	18	78231	7	78250	3	78233	2	78159	1	78666	1
78230	18	78245	7	77901	2	78606	2	78202	1	78676	1
78133	17	78213	6	77904	2	78623	2	78205	1	78722	1
78232	17	78229	6	78003	2	78624	2	78207	1	78838	1
78248	17	78247	6	78009	2	78704	2	78221	1	80132	1
78261	17	78251	6	78010	2	73742	1	78224	1	85048	1
78070	15	78148	5	78013	2	76092	1	78235	1		

Editor's Notes

By Shelley Matthews, Roundup Edifor

Hard to believe 2025 is over and we're starting a new year! We've already had a monthly dinner meeting, a drive to Camp Verde, Bunco, and an Autocross. The Porsche Country Cars n Coffee got cancelled unfortunately because of cold weather and ice. But it will be back in February. And that is just the beginning for 2026. We have LOTS of activities and events planned. Keep checking the website for the most up-to-date information. And we hope to see you there!

Some months back, we asked our members to take a survey to help us in planning future meetings and events. A special thanks to Cindy Elizondo for working with Jim at national to put the survey together. In case you didn't see the results - here is the follow-up:

Survey Follow-Up

Driving Tours: Thank you for the suggestions. We have our 2026 Tour dates picked. Many of our routes are not finalized and we'll look to incorporate these ideas. Overnight drives are more difficult to organize. We looked into these last year but group accommodations can be a challenge along with the PCA insurance requirements for driving tours. If you have a destination in mind, a driving tour company like Adventure Drives could be used to take care of all the logistics. That would help with the planning. We welcome any volunteers to look into this. Email us at longhornporsche@gmail.com for some guidance. Poker Run is a great idea and we are looking at that as part of our Fiesta Challenge events. Destinations: We'll review these suggestions when planning our upcoming driving tours. The best multi-region event in our area is Boxstoberfest. If you want to check out what other events PCA regions are doing, search in Club Registration to see what's going on. You might find some events of interest to participate in.

HPDE: Unfortunately, Harris Hill is no longer a viable venue for us. Since they changed to a private membership track they are not willing to close the track in order for us to comply with our PCA HPDE requirements. SCCA and Spokes do have events at Harris Hill which you can participate in but it will not be just Porsches. Schnell Fest at COTA is sponsored by Hill Country Region, Lone Star Region and BMW Club. LHR members are welcome to participate, and many have. See page 19 in the July/Aug 2025 Roundup for

a great article about Schnell Fest participation. Other options are: Lone Star Region (<https://lsrcpa.com>) conducts HPDE at Motor Speedway Resort several times a year. In fact, they have January and March HPDE events at MSR with an entry fee of \$360. Maverick Region

(Dallas/FW <https://www.mavpca.org/>) conducts HPDE at Eagles Canyon, Motorsport Ranch and Motorsport Park throughout the year. Check out their websites for more info.

Tech Sessions: We will continue to look for Tech Session opportunities. Some road blocks are shop insurance restrictions with non-staff in the work area. If you know of an opportunity let us know. If you're looking for some specific maintenance procedures, YouTube is a great resource. Suggest watching all the relevant videos posted on the subject. Autocross is the best place for learning control and capabilities of your Porsche. Instructors are there at each event to coach and help improve your skills. We had a Car Control Clinic last January and will have another in January 2026. Spectators are welcome at our Autocross events as long as you sign the waivers and stay in the designated area. Please register as a spectator on Club Registration so you know the event procedures.

Social Events: Evening Cars n Coffee or Happy Hour meet ups are an open opportunity. We'd like to see these casual evening socials start up. However, we need volunteers to organize the events. Please email us at longhornporsche@gmail.com if you'd like to volunteer. We can help get the message out and build interest. Pop up events are also fun. If you know of a good spot for a meet-up, post it on our Facebook page and invite other members to join in. There are many other meet-up events going on in the area that are not PCA related. You're welcome to share these on our Facebook page. Just remember, events posted on the Longhorn Region – Porsche Club of America Facebook Group are not necessarily club sponsored events. Official Longhorn Region – Porsche Club of America sponsored events will be prefaced with Longhorn Region PCA in the event title. All other non PCA event posts must state: "Not a Longhorn PCA or PCA Event."

Porsche Club of America, Fueled by Volunteers
Thank you for participating in our survey. Let's have a safe and fun year.
Longhorn Region Executive Council

Lady Longhorns Hit the Holiday Road for a Cause

Article by Patricia Broyles

Photos by Sandra Mauldin and Shelley Matthews

Several ladies from the Porsche Longhorn Region shifted into the holiday spirit as they attended the annual Christmas Faire benefiting the Woman's Club of San Antonio. The event—well-known for its festive vendor booths, handcrafted gifts, and community warmth—served a purpose far greater than holiday shopping: supporting educational opportunities for underprivileged women and children.

Representing the Porsche Club with pride, our ladies arrived in classic style, lining up in gleaming holiday attire near the entrance of the Woodward Mansion - the home of the Woman's Club. Their presence turned heads and sparked conversations, helping draw attention to the cause at the heart of the Faire.

Inside, members visited with local artisans and connected with other members of the Woman's Club equally committed to philanthropy. "It's wonderful to see car culture and community service come together," one member commented. "Supporting education is something we can all rally behind."

The Woman's Club of San Antonio has long been a cornerstone charitable organization in the region, funding scholarships, literacy programs, and essential resources for women and children facing economic hardship. By attending—and in many cases contributing directly—our club's women helped ensure these programs continue thriving into the new year.

As engines cooled and holiday lights glowed, one thing was clear: giving back is always in season. The Porsche Longhorn Region ladies are proud to support organizations driving real change in our community, and we look forward to keeping that momentum rolling well into the year ahead!



'Twas three weeks before Christmas and all through Canyon Springs

Not a golfer was golfing, not even practice swings
The golf carts were lined up by the pro-shop with care
In hopes that the new season would soon be there.



The pros were nestled all snug in their beds
While visions of holes-in-one danced in their heads
And caddies in their kerchief and pros in their caps
Had just settled down for a short Texas winter's nap.

When out on the lawn there arose such a clatter
They sprang from their beds to see what was the matter
When what to their wondering eyes should appear
But a Carmine Red Porsche all full of holiday cheer.



With an agile driver, so difficult to miss
We knew in a moment that it must be our Chris
Faster than a Corvette, his 911 4S came
And he whistled and shouted and called them by name,



Now Comacho and Dorsey, now Mitchells and Wrights
On Matthews! On Clements! On Yards! All merry and bright!

To the banquet room to set up the décor
For Longhorn's holiday party for all to adore.



And a roar came forth from a thundering flat six
And everyone knew that it must be Cindy and Rick.
He brought gifts and toys to put under the tree
While wondering what magical surprises there might be.



The Toys 4 Tots' gifts are placed under the tree
A mighty impressive sight, one would agree
The Marines appeared to gather the toys
To make lots of smiles for girls and for boys.

Then after the meal, awards and door prizes
There alas were no more holiday surprises
We picked up our goodies and headed to our cars
The reason we all gather, to head to the stars.



With a rumble of engines and a mighty load roar
The Longhorns exited with the slamming of doors
They exclaimed to their friends as they drove out of sight
Merry Christmas to all and to all a Good Night!

2025 Holiday Party

Article by Shelley Matthews

Photos by Patricia Broyles and Shelley Matthews



Volunteer of the Year
Michael Sorbera



Enthusiasts of the Year
Robert & Rebecca Yard



Distinguished Member
Patricia Broyles



Distinguished Member
James Bricken



Autocross - 2nd Place
Steve Wright



Jones' Autowerks Inc

11010 Iota Dr, San Antonio, TX, 78217

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Autocross 2025 Final Top 10

Photos by Amanda Jones



Place	#	Driver	Pts
1	99	Rob R.	95
2	33	Stephen W.	77
3	96	Stephen G.	72
4	38	Hung H.	67
5	14	Klaus W.	61
6	88	Chris R.	50
7	00	Brandon R.	46
8	117	Lester O.	44
9	112	Ignacio F.	43
10	170	Mike M.	42

Driving Skills School January 17, 2026

Saturday, January 17th, we had our Driving Skills School. This was the second year in a row that we were able to hold the school. We learned last year that too many cars is too many cars. This year, our event was successful due to limiting the number of drivers to 30 and increasing the number of instructors to 10. Unfortunately, I did have to refuse some people attempting to sign up late, as we were already full. Please keep that in mind for next year.

We had three sections for our school: a braking zone, a skid pad, and a slalom course. We ran each of these sections simultaneously. Each of these was designed to instruct varying dynamics of your car. The skid pad is designed to let people reach the limits of traction on their tires, learn what it feels like, and how to recover from it. The braking zone is designed to show how well those Porsche brakes work! Many people were surprised, I think, how well they work. Our slalom course was designed as a slow and evenly spaced slalom followed by a slow offset slalom. Skills from

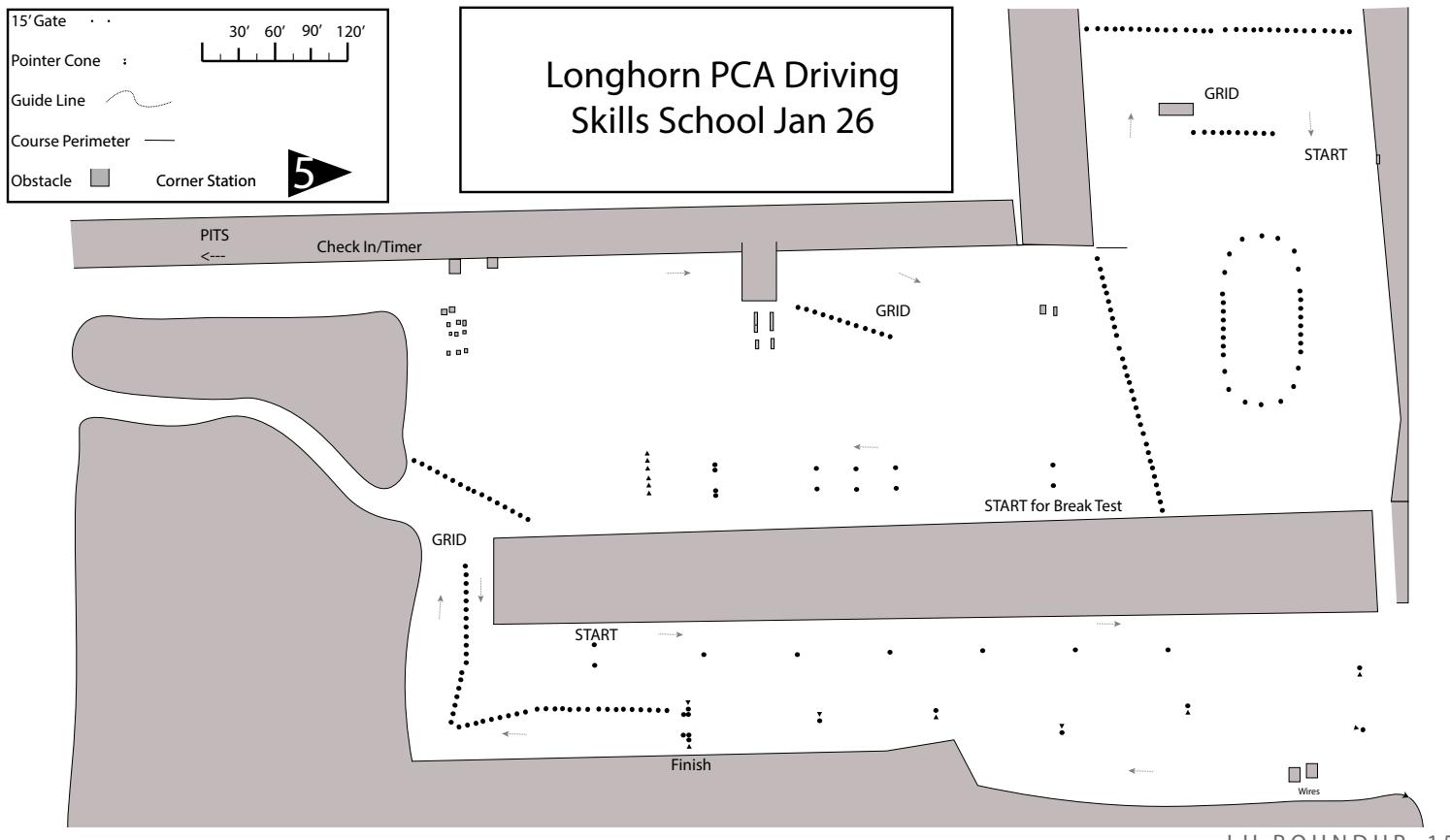
the skid pad and breaking zone could now be applied to a slalom course.

I would like to thank our instructors, James B., Steve W., Klaus W., Lester O., Mike M., Rob R., Rachel A., Don C., Chuck B., and Bill D. These people really put in a lot of effort in planning and setting up the learning zones and providing great instruction throughout the day. I would also like to thank our club president Chris R., our social chair Irene C., and Angie O. for helping chase down cones on the slalom course for 3 hours!

Many people went for the first time and spoke about how much they learned. Hopefully, they realize and can see how these skills apply to daily driving.

Our first Autocross is February 21!

Bill Dorsey
Autocross Chair



Slalom Course

Instructors ~ Lester, Rob, Mike, Bill



Braking Course

Instructors ~ Chuck, Klaus, Rachelle



Skidpad Course

Instructors ~ Steve, James, Don



Other



"I told it to stop!"

People

Instructors



Irene running after cones - you're not supposed to hit the cones!

"I went this way, but the car went that way..."

Meet the Longhorn ~~ Jon Daubert

Tell us a bit about yourself/family/background?

My name is Jon Daubert. I was born in San Antonio. I went to college and law school in San Antonio and Dallas. Married for 33 years to my lovely wife Mindy who supports my hobbies. Two children. I've always loved sports cars. My first one was a white 1986 Chevrolet IROC Z-28

What year did you join PCA? 2024

What other regions have you belonged to? None

What Porsche(s) do you/have you owned? I currently own my first Porsche: black 2024 Porsche 718 Cayman GTS 4.0

What's your favorite Porsche memory? The day I took delivery on Monday, September 30, 2024. Porsche San Antonio made it such a perfect, showroom delivery.

What LHR events do you enjoy most? Club driving tours

What's your favorite Porsche? 911 Turbo S

What non-Porsche activities do you enjoy/participate in? Live music, concerts, red wine with friends and family



Come join us
for Bunco!



It's easy! Only
skills ~
rolling dice
& know your
numbers 1-6!
That's it!



Social Committee Presents:



Bunco & Burgers

LET THE GOOD TIMES ROLL!

Longhorn PCA Drivers and Navigators
come for lunch, games, and chance to
win prizes. No experience necessary.

Fridays at 11:30 am

- * January 16th
- * February 20th
- * March 20th

BIGZ Burger Joint
2303 N Loop 1604 W, San Antonio, TX 78258

**Sign up on
Clubregistration.net**

Prizes!
Friends!
Good burgers!
Interesting
conversations!
Lots of laughs!



Simpson Tour

Article and Photos by Don Cornel

On December 11, 2025, Barbara Huerra of Simpson Racing Products hosted the Longhorn Region to a tour of their manufacturing facility in New Braunfels. Twenty to twenty-five members turned out for this event and were treated to a very informative tour. Barbara introduced us to our tour guide of the day, Tim Head, who was an excellent and knowledgeable tour guide.

The tour started appropriately in the parachute department, which seemed a little confusing at first. What did racing have to do with parachutes? Narrow-minded me, I never thought of drag racing. Tim explained that in 1959 Bill Simpson, a drag racer, came up with the idea of using a parachute to slow his drag car. He and a friend, Mike Sorokin, decided to test the idea by attaching a parachute to the tow hitch on the back of his Chevy station wagon. Mike drove the station wagon and Bill threw the chute out at 100 mph. The chute worked a little too well and picked up the rear of the car causing it to roll over crashing into a ditch. Bill and Mike were ok but were arrested for reckless driving and Simpson Drag Chutes was born, which ultimately became Simpson Race Products.

In the parachute section, they showed how the chutes were sewn together and explained the technology that has been learned over the years and goes into designing the chute. They have to be designed for the weight and speed of the car and so that it keeps the car on the ground and not create lift. They also have to be designed so that they deploy properly and don't get tangled when using multiple chutes. The lines attaching the chute to the car also have to be strong enough but also resist flames if the car catches fire. Who knew?

Tim also showed how safety restraints were made and the various designs, colors of belts and thread that are available. What struck me was the number of sewing machines and how everything is hand made. Tim explained how they were tested using a test dummy and a sled. He was going to demonstrate for us, but nobody would volunteer to be the test dummy so we had to take his word for it.

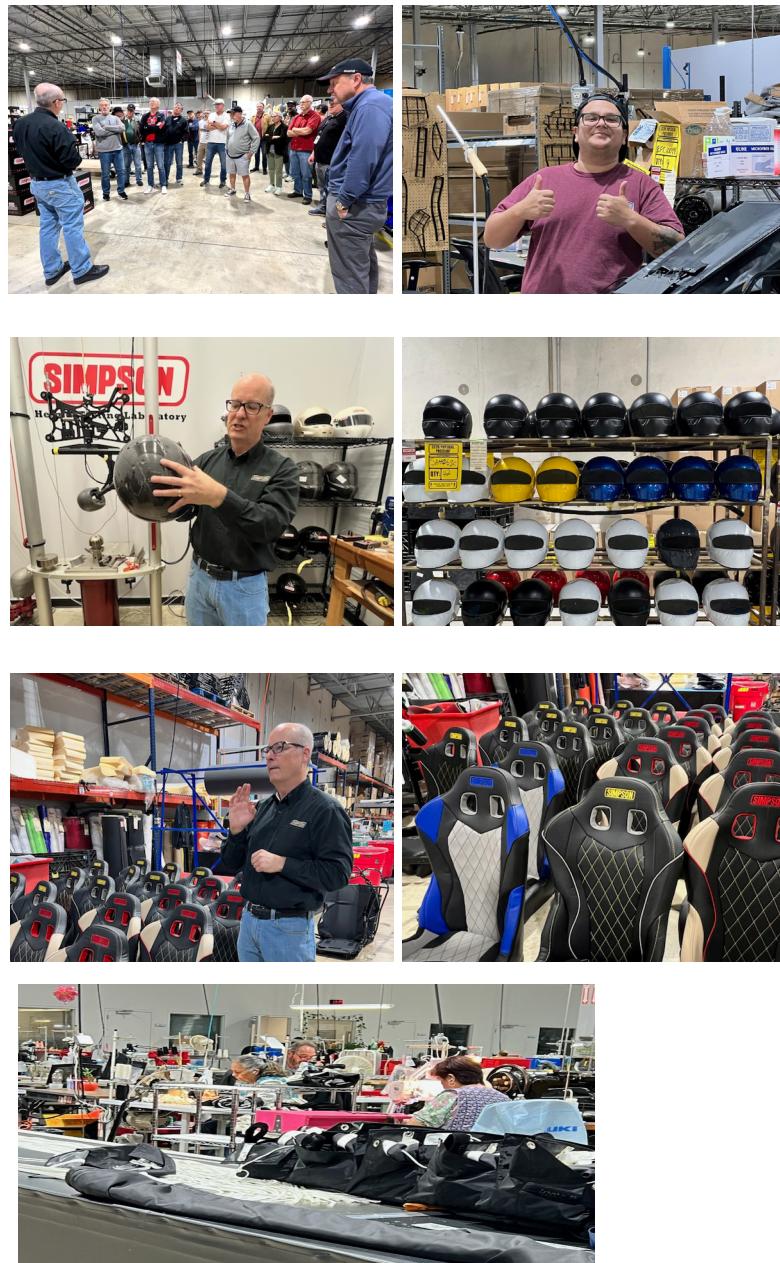
Next was the helmet section. Tim explained the manufacturing, testing and the certification process. Apparently, after they are certified, to ensure that they maintain the standards, the certifying organizations randomly purchase helmets off the shelf and do all the certification tests. After completing the tests, they send the results to Simpson along with a

bill for testing and the cost of the helmet. He didn't explain what happens if a helmet fails.

The helmets are available with an endless number of options, i.e. colors, graphics, radio communications options, etc.

The entire tour was far better than I think most were expecting. Tim was a very knowledgeable guide and regaled us with numerous stories and trivia. There were several questions and none of them stumped Tim.

At the end of the tour, Barbara surprised us with a very generous 25% discount on any purchase and invited us back for another tour if anyone wants to do it again or was unable to attend this one. Please let me know. I'm thinking April to June time frame.



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Camp Verde Tour

Article by Michael Sorbera

Photos by Sherry Sorbera, Becky Yard, Brian Strang, Susie Strang, Shelley Matthews

What a fantastic drive this turned out to be! Forty-one cars and 66 people! We divided up into three groups so the number of cars in each group was manageable.

Big shout out to Byron Smith and Richard Longoria for planning, pre-driving, and working with the lunch venue! This was Byron's first time being a Tour Lead, and he did a fantastic job! Byron led group 1, Richard led group 2, and Michael Sorbera led group 3. Each group was separated by a 15 minute gap.



Can't really tell from the pictures but it was COLD and WINDY when we gathered at the QT in Helotes for the 7:45 AM drivers meeting. We were lucky that the folks at QT let us gather to sign in inside the building!

Big shout out to Sherry Sorbera, Pam Smith, and Gayle Longoria for getting everyone signed in, and wrist bands issued for those that had guaranteed seating at the Camp Verde Restaurant.



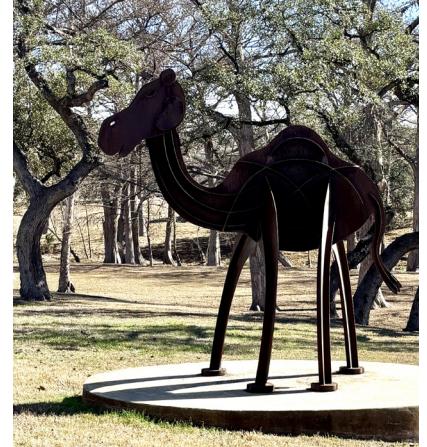
So off we went! First stop was the Shell station in Bandera that we've been to soooo many times!



Then off we went for some of the famous twisties after stopping for a break at Bear's Den in Leakey.

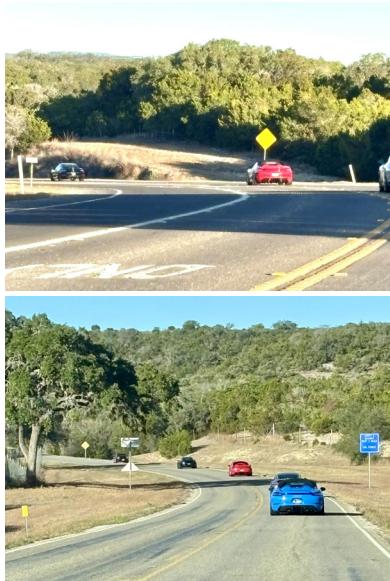


Finally made it to the Camp Verde Restaurant for some delicious, did I say delicious, food and fellowship!



The

Drive



Lunch.....



...our 2nd
most favorite
thing to do -
after driving
of course!

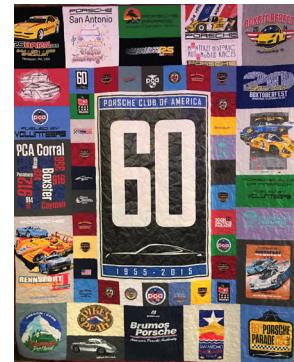


Longhorn Photo Ops

This is a new page for LHR miscellaneous pictures not related to an article or evnt in this issue. If you have pictures you'd like to submit, please send them to me with the name of the person who took the picture and information about the picture.



Steve Wright putting his car through the twisties.



Quilt made by Sherry Sorbera from member's t-shirts for LHR 60th Anniversary



Becky Yard trying on new helmets for Autocrossing.

Rob Nickell discovers that a sunny day and line of Porsches create reflections off of a perfectly waxed blue car.



Mike Matthews poses his Cayman R for a Christmas Card photo.



Bob Yard shows what guys do when they are not working on their cars!



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Vasek's Werkstatt ~ Where the road meets the wrench

Article and Photos by David Vasek

On the Subject of Driving An Analog Dialogue

The engine is purring, and the wind is blowing your companion's hair like a jet-powered hairdryer. At least she's smiling! You're driving down a country road on a beautiful day with the Targa top off. The temperature is perfect- for both the passengers and the seemingly endless volume of oil coursing through the veins of the engine. It's Texas, so this surely means an early morning or evening drive.

Coming up on the next corner you see a sign that makes you smile and nudge the throttle a little further - "curves ahead!" As you approach a speed that feels comfortable to you, possibly a little faster than your passenger is wanting, although still well below what the car is capable of, you glance through the steering wheel and see... the tachometer, actually. And it confirms what your ears have already told you- it's trending the right way, not too high, but right where you want it to be, as you feel the engine start to wake up. Shifting your eyes slightly to the right you spot the speedometer and are slightly surprised to see you are going about the speed shown on the warning sign. Surely that can't be right; it feels like you are flying, not barely hitting the speed limit! Welcome to the experience of driving a slow car fast!



Later, after the drive, it may enter your mind- "I wonder if it would be more fun to rip down this road at several times the speed of the '85, feeling the power and knowing that the machine is supremely capable of handing the course?" Of course it would be fun, and while that speed factor does come with some

challenges, it's such a different experience it probably doesn't make sense to compare. Both can have their place, although one may land you in the back of a police car! This isn't sour grapes, and right off the bat I need to be honest: I have a strong (some may say obsessive) desire to add a second, newer 911 to my garage, but at this stage of life it's not something I have budget for. That doesn't stop me from watching all the forums, online auctions, and PCA Mart though. That helps keep the dream alive and might even nudge me to toward making decisions today which will let me also enjoy a more modern car one day in the future. The cost of the G-body cars have risen to the point for me where it's currently an either/or situation between them or a newer car. It's a big investment to have a pleasure vehicle, more so to have multiple. But that's not the point now, so let's park the money discussion and focus on the driving experience.

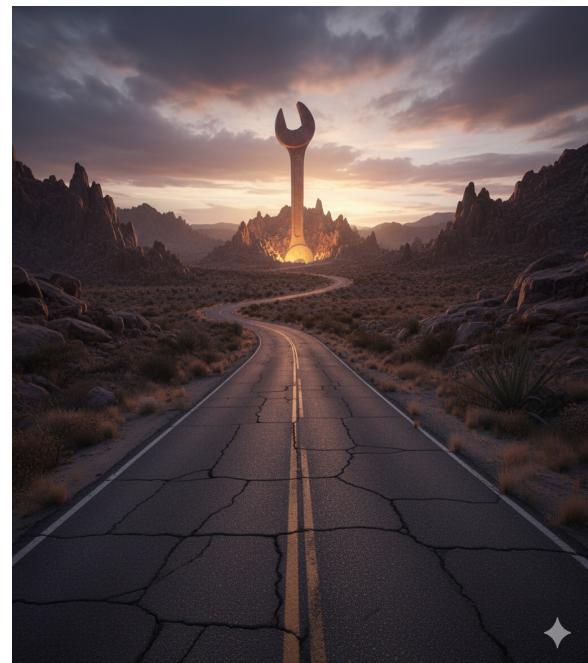
Across the Internet (especially YouTube), there is endless talk about the "analog experience" you get from an old, usually air-cooled Porsche. This is certainly evident with our family's 1985 Targa, with its manual top, manual transmission, manual steering. For the record, it does have electric windows, door locks, and side mirrors, but none of these really change the actual driving experience. No cupholders though. Contrast this to a modern Porsche, with sophisticated dual clutch transmission, RPM "blip" matching, launch control, rear axle steering, ABS, Porsche Stability Management (PSM), active suspension management (PASM), and likely other technologies your author isn't even aware of. There's literally no comparison. One could take this a step further and discuss driver assistance systems like adaptive cruise and such as well. The main point is that the engineers in Germany have put a lot of thought into making the car a marvel of engineering and technology, capable of maneuvering at speeds that the average driver likely could not handle on their own. In a modern 911 the posted speed limit on a winding country road may feel like a constraint (albeit an often ignored one!), a frustrating suppression of the car's immense potential. Let's assume you intend to stay within the legal boundaries of this winding road. Likely few of the

computer-controlled assistants will need to engage at such slow speeds. Perhaps if it wasn't a sunny, beautiful day, the Porsche's traction control might get bored and look to control some minor wheel spin. At this point, your exhilarating drive has become routine, the car lulled into a yawn, waiting for some excitement to wake it up. Pressing down on the gas pedal seems to do the trick, confidence abounds even as the speed climbs.

But behind the wheel of an air-cooled Porsche 911, the speed limit isn't a problem; it's the sweet spot. This is where the true character of the analog machine comes alive, forcing you to engage with the machine on its own terms. Of all the differences, perhaps one of the most noticeable is the steering. In the '85 there is no power assistance, only pure, direct feedback channelled from the tires, up the steering column, and into your hands. The steering rack is an unbuffered mechanical linkage. Turning the wheel is a handshake with the front tire; at parking speeds, it's a muscle-building affair, a heavy, almost stubborn resistance but almost unbelievably easy when cruising.

Hugging a corner in the 1980's car requires anticipation, and anticipation requires attention. You manually adjust the throttle to manage the weight transfer, a subtle, learned dance to keep the front-end biting and the heavy rear planted. The passive suspension may be either firm or compliant, but it is fixed, enabling you as the driver to develop a consistent technique, as you learn the car's behavior in various conditions and speeds. Of course, the introduction of new variables such as wet roads, sharper-than-expected corners, or sudden obstacles add complexity that the driver must overcome. There's no safety net. For the slow car, the driver builds the calculations over time and experience, whereas a modern car has these calculations "built-in" and ready to go. This is where the real distinction occurs - with the analog experience the vehicle provides the inputs, the driver collects them in real-time, makes the calculations, and executes (or attempts to) the necessary changes to the vehicle's trajectory. Even without high-speed maneuvers, the driver's brain can receive ample sensory input, resulting in an exhilarating experience.

This is the enduring appeal of the air-cooled experience: the feeling of flying when the speedometer barely reaches the speed limit. The modern 911 is a technological marvel that reduces the effort required to achieve truly astonishing speed and stability, almost a mastery over physics. Analog 911's (and others) however, demand complete attention, physical effort, and patience, using mechanical transparency to broadcast every input and reaction directly to the driver's senses. That intense, rewarding connection earned at a modest, legal speed is perhaps the purest form of Porsche pleasure, one going back to the very early days.



Where the road meets the wrench.



Porsche Design Unveils the Chronograph 1 – PCA Member Edition

Porsche Design honors the 70th anniversary of the Porsche Club of America with a new edition of the Chronograph 1. Exclusively made for a special community, PCA members now have the opportunity to customize Porsche Design's most iconic timepiece that was originally designed by F. A. Porsche in 1972.

Creating a special sense of community amongst members, this new timepiece features the PCA logo and "PORSCHE CLUB OF AMERICA" lettering, and optionally a personalized club region name stated on the case back. The made-to-order watch will not only come with a titanium bracelet, but also two sportive textile straps in vibrant Club Blau, one featuring the PCA logo and the other the PCA 70Y anniversary logo.

► Visit: pca.org/news/porsche-design-chronograph-1-pca-member-edition



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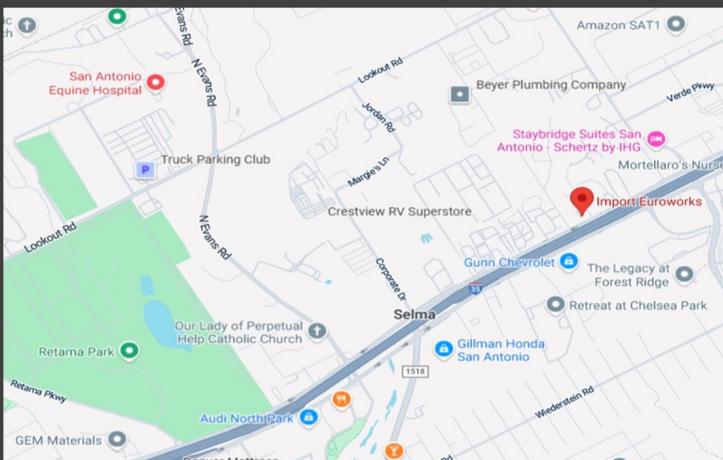
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Historically Speaking.....

In Search of Excellence

From: "James S, Bricken" <j911brick@sprintmail.com
To: <AMCPILOT@aol.com
Sent: Sunday, November 18, 2001 6:36 PM
Subject: article

In Search of Excellence

No doubt that I've been racing for a long time. In fact, I started racing bicycles in my early teens, then moved up to the motorsports arena road racing motorcycles in Europe by the late eighties. Aside from the competition and speed, I think it's probably the challenges that make racing such an interesting activity. At no time have the challenges of racing been more evident than my last race at TMS (Texas Motor Speedway).

Wanting to get a good start on the weekend, and a good parking spot in the pits, I drove to Ft. Worth a bit early to get the jump on my competitors. For the most part than plan worked. That is until I was about halfway set up (no small task); then somebody decided they did not want me in the spot where they had assigned me. Well, after some clever negotiations (and a little crying) it was decided I could stay.

As simple as it may seem, finding a decent place to eat near TMS was the greatest challenge of all. Lots of lodging, but no good place to eat (I wonder who thought of this?). Realizing I didn't know the area I had the foresight to get explicit directions to a good steak house from a friend who resides in the area. Since I supposedly knew where to go, Greg Skalla handed me the keys to his beautiful C2 turbo; after 20 minutes of cruising at 70 mph Greg reminded me of the three other gears (huh? - oops!). I soon realized that with only two more gears the car goes twice as fast (hum!). Why it has a fifth gear is still a mystery. Anyway, an hour and a half later, after running all the gas out of the car, we're damn near in Oklahoma: never finding the steak house we were promised. With the go-fast mobile filled with fresh go-fast juice we discovered them folks up yonder lay to pasture kinda early.

Famished, we finally settled on Denney's, which

was the only place other than a rundown truckstop (recommended by the filling station attendant) that was open. After finding a nice cozy place to park under a 4x4 we moseyed inside and seated ourselves (eventually). "Countryboy" (our new friend) was quick to take our order, but not till after we exchanged pleasantries. Recognizing we might be racers, Countryboy asks "er y'all race car drivers?" To our undoing I replied "uh-huh". Countryboy asks: "dirt track or oval?" At this point, and I knew it was coming, I felt obligated to explain the concept of sports car racing. Countryboy, confused, managed to draw a correlation and tell me about his pick-up. Tempted to educate the poor soul and point him to our (it's "our" car now) turbo in the parking lot, I quickly came my senses and realized we might not ever get our food. Greg of course was trying to match the pictures on the menu with the descriptions and missed the entire exchange between Countryboy and myself.

We down a burger and Countryboy delivers the check. Greg whips out the plastic and places it on the bill. After a few moments I inform Greg that it is customary to pay the cashier on the way out. I didn't realize people had to actually be trained to be trailer-trash (which I guess is an admission of guilt on my part). Out to the parking lot I expected to see a door-ding on the roof of the turbo or something, but the car was just sitting there, as unassuming as a Porsche turbo can. Life is good.

Friday, Event Day one.

Since this is a three-day event the program actually starts on Friday with training, practice starts, and a short fun race. Since this was the first time PCA had run this course we all had a lot to learn. For those who didn't watch the Grand-Am on Speedvision let me start by explaining the course:

TMS is a tri-oval super-speedway with 24 degree banking at the north and south ends. The 2.3 mile road course configuration uses 95% of the oval, breaking right to the infield section in the middle of the back straight, and returning to the speedway about 100 ft. from where you exited. The start/finish line is at the tip of the third turn of the speedway which is a progressive turn without much banking. For the road course a make-shift

chicane is installed a couple hundred feet beyond the start/finish line.

The chicane merits its own discussion. Basically it's made from big yellow temporary speed bumps and seems innocent enough. But looks are deceiving! Not only do you have to contend with the fact that it's not bolted to anything and moves every time somebody hits it, but if you hit it wrong yourself it will cause a problem. Also keep in mind that it's only about one car wide and the approach is about 100 mph. On more than one occasion I had seen cars launched with all four wheels in the air and a few cars met their fate in the wall which is some distance away. (more curb surfing later).

So, the day started pretty normal; I was relaxed but ready to go out and learn the course. By the second session I was beginning to realize the car had a bad shake under braking. Normally not a big deal, but it's a real issue when you're standing hard on the binders trying scrub 100 mph for the 35 mph turn two entry into the infield section. My first instinct was to change wheels since I was told I might have a bent one. That resulted in a flat-spotted tire the next session. The only other option I could think of was to change the brakepads, but I didn't bring spares. Luckily Mike Lapp had a spare set of Hawk Blue(s) he wasn't using. I only needed the fronts, but he insisted I take the whole set (thanks Mike). When I inspected the old pads, they had turned blue from heat burn even though there was 5 mm of material remaining. So, I got to break in the new pads during the practice starts and fun race. That went pretty well actually; that is until somebody moved the chicane. I hit the right curbing square with my right front wheel. (I'm thinking: "if the wheel wasn't bent before it sure is now"). After I survived landing on the opposite side curbing all seemed OK. I was a little cautious during subsequent passes through the chicane even though it appeared my little stunt may have opened it up a little.

The day ended as I replaced the spark plugs with the "good" ones, checked the tranny fluid (the tranny had been running hot all day), and replaced an exhaust gasket. Greg looked on in angst. He was hungry again and wanted to go eat. We knew some bad weather was coming so we made an extra effort to tie our canopy really well to the cars. We're talking fairly large canopy here: in fact, I think it was bigger than many of the houses I grew

up in. In other words: we have one heck of a huge kite according to Mother Nature.

Here we go again. Since it was apparent I didn't have any friends with a clue, it was Greg's turn to get directions to a restaurant: "no problem" he tells me, "there is one just four miles down the road". Well, by the time we get back to the hotel and cleaned up, then back up to the track, 4 miles turned into 12 miles. By this time, it was a torrential down pour and we couldn't find the restaurant. I was happy just to be able to find the hood of the truck. Since we were close by, we decided to make a quick inspection of the tent and it appeared to be hunky-dory. Sixty-two miles later we finally find a decent place for some grub. After getting Buffy's life story (and having to sign some kind of local waiver to buy beer) we ordered up some filets and I must admit it was pretty good. Radio says something about a tornado just northwest of the speedway, moving southeast of course.

Saturday – Event Day two:

Saturday morning, we arrived at the track to find our canopy 95% destroyed and laying on the cars (but still tied firmly to the cars). What's a couple small dents on the fender - right? Could have been worse. I clean up the mess and get ready to go out on the track while Greg decides now is a good time to bleed the brakes. Out on the north banking I take a small rock to the windshield; small rocks do a lot of damage at 135mph. The car isn't working right and upon inspection it was clear I had too much negative camber on the right front. I try to dial it out but it's still too much. I switch to the good tires for qualifying but after a couple of laps the car feels funny. I'm already passing the back-markers so I bring the car in. Right front tire is flat! I checked it out and it had no leaks. It turns out that I lost a valve stem support and the valve stem was bending over and bleeding the air out. What next? Off to Bobby Archer for a steel valve stem.

While changing back to the slow tires again I get the crazy idea to check the rear pads, 1mm pad thickness is good enough, isn't it? Good thing Mike insisted I take the whole set! Joey Des Rosier changed the pads while I fiddled with the right front camber adjustment some more. Good thing too because upon closer inspection I discovered that a curb hit broke my Weltmeister camber ball upper strut mount. This time I had a spare.

I qualified first in class, but only about mid pack. Not great, but I was content. I wasn't worried about being beaten in class so I thought I'd just cruise around and not get in any body's way. The first lap brought out the full course caution as Fred Sippe bounced off the chicane into the wall, breaking an oil line and catching fire. There was a lengthy delay as the course workers cleaned up the oil. The race was restarted and after about 5 laps I was pretty bored, so I decided to make the pass on a couple upper class cars. One particular obnoxious driver wouldn't yield any kind of pass for me (in other words he was blocking) so I out braked him going into turn six (coming back onto the speedway).

Even though I had the pass on him in the entry, we were door handle to door handle climbing onto the banking. The other driver had a momentary lapse of wits and drifted into me. I thought we were going to get away unnoticed since it was only a light tap but we were both black flagged and called in on the next lap. To my favor the other driver didn't notice his call board which showed that he may have not been paying attention. If you are not familiar with PCA club racing, any contact with another car, or fixed object, means you are done for the rest of the weekend and on probation for 13 months. My right rear fender was a little dented, but I pretty much took it in stride. The hard part was having to wait for the ruling on who was at fault.

Sunday – Event Day three:

To my favor the PCA national stewards cleared me to race. Most important, that meant I would not be charged with the incident from the previous day. In 12 years of motor racing this was the first time I ever had contact with another competitor.

Just in time to make the morning warm-up, everything was going well. That is until somebody moved the chicane again. A little tap of the brakes on turn entry and I was flying over the curbing straight for the inside wall. Fate was with me as I somehow managed not to hit the wall. That little stunt did manage to affect some real damage. Per club racing rules (any time you have an "off" in practice) I made my way to the black flag station to have the car checked over: Missing section of the front spoiler and a broken fuel line. I was done for the session. Further inspection revealed four tires with one flat side and crack in the oil cooler.

Well, I taped the car back together, put the good tires back on and set out to qualify for the one-hour enduro. I left my ego in the paddock and

just wanted to survive at this point. Driving with predictable caution my only complaint was a steering wheel shimmy in the high-speed sections. I qualified a tad slower but was happy just to make the race.

All tanked up (the car, not me), the race started without a hitch. I drove strong (but safe) from beginning to be sure I put some distance between Scream'n Skall and myself. Losing sight of Scalla was actually easier than I thought it should be, but about then Jim Buckley from Dallas was filling my mirrors in a lower-class car. This was my clue to pick up the pace a bit since I knew I could at least outrun Jim on the straights/banking. As the race wore on my steering shimmy continued to get worse and I had plenty of time to contemplate the possibility of disaster. Hoping for a full-course caution, I waited till the last few minutes to make my mandatory pit stop. Naturally, I forgot to set my watch when I entered the pits. Erring on the side of caution, I got out of the pits about 2 minutes late which put me a lap down. I really thought I might have thrown the race away but as luck would have it Greg did a driver change on his pit stop and got a stop-n-go penalty which put his driver a lap down.

So ended our last race of the season. My car all but destroyed, I finally took a class win after overcoming my fair share of obstacles this year. Post facto: I did finally figure out what was causing my steering shake. The guys at Bobby Archer Motorsports neglected to balance my wheel after replacing the valve stem. I hope they do a better job for their own pro teams.

Paint the Porch/Porsche

Julie, the blonde, was getting pretty desperate for money. She decided to go to the nicer, richer neighborhoods around town and look for odd jobs as a handy woman.

The first house she came to, a man answered the door and told Julie,

"Yeah, I have a job for you. How would you like to paint the porch?" "Sure, that sounds great!" said Julie.

"Well, how much do you want me to pay you?" asked the man.

"Is fifty bucks all right?" Julie asked.

"Yeah, great. You'll find the paint and ladders you'll need in the garage."

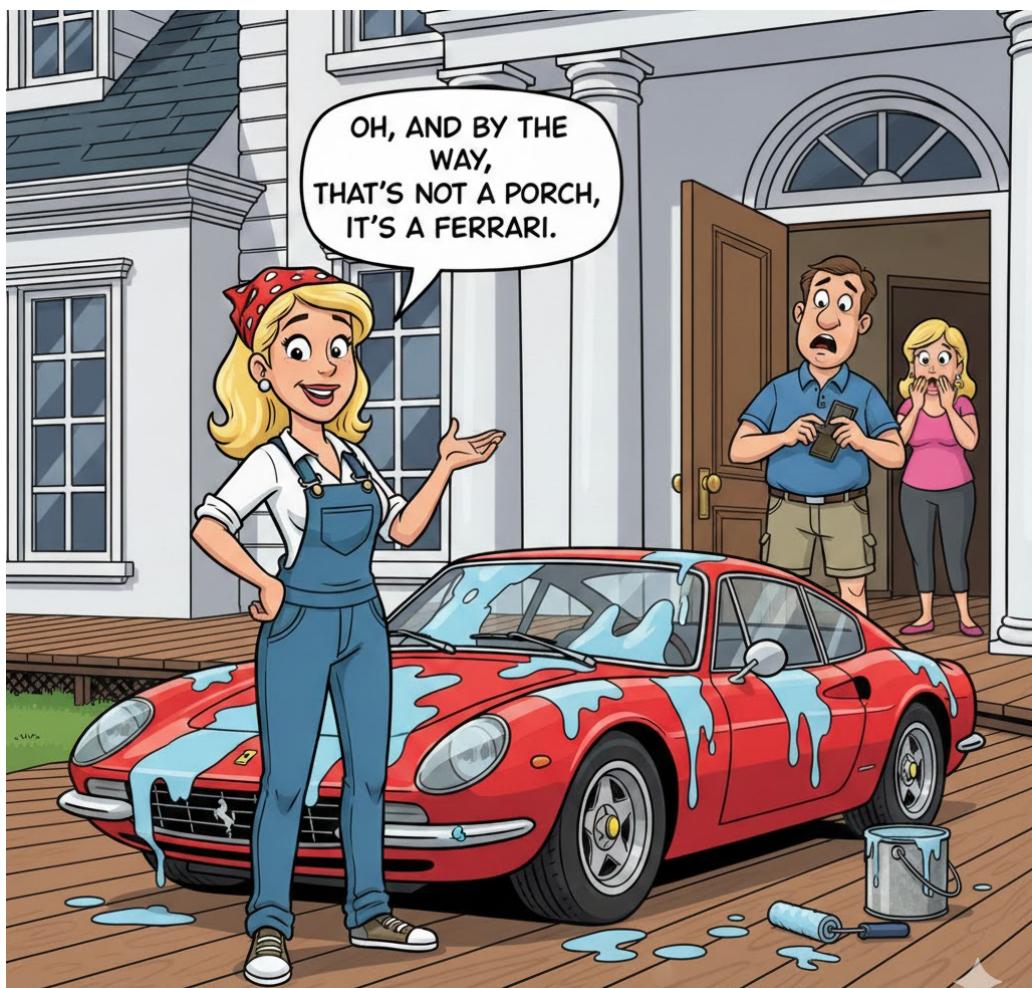
The man went back into his house to his wife who had been listening. "Fifty bucks! Does she know the porch goes all the way around the house?" asked the wife.

"Well, she must, she was standing right on it!" her husband replied.

About 45 minutes later, Julie knocked on the door. "I'm all finished," she told the surprised homeowner. The man was amazed.

"You painted the whole porch?" "Yeah," Julie replied, "I even had some paint left, so I put on two coats!" The man reached into his wallet to pay Julie.

"Oh, and by the way," said Julie, "That's not a Porch, it's a Ferrari."





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