

The Roundup

Longhorn Region
May-June 2026



Concours



Raffle



Autocross



Tour



Bunco



Checks to
CAMP



FIESTA CHALLENGE Edition



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



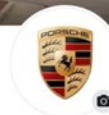


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The Roundup

Vol. 21 - Issue 3
May-June 2026



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Raffle
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*Laurel Tree Tour
Page 22*



*Murder Mystery
Dinner
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*Welcome to our
new sponsor
Rev'd Customs!*

ON THE COVER

Fiesta Challenge pictures

2026 LONGHORN REGION LEADERSHIP



Chris Royter
President



Michael Sorbera
Vice-President



Ignacio Fortuno
Treasurer



Dan Alwood
Secretary

CHAIRS

Autocross - Bill Dorsey
Concours - Mike Vriesenga
Dealer Liaison - Jack Merrell
Sponsor Liaison - Rick Elizondo
Driving Tour - Michael Sorbera
Elections - Mike Vriesenga
Historian - Rebecca Yard
Insurance - Stephen "Mitch" Mitchell
Membership - Cindy Elizondo
Newsletter Editor - Shelley Matthews
Rally - Mike Vriesenga
Safety - Steve Wright
Social - Irene Camacho
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 visting - 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

May:

- 2 - Tour - Laurel Tree
- 7 - Monthly Dinner Meeting - Blanco BBQ
- 9 - Dinner Detective - Emily Morgon Hotel
- 12 - New Member Social
- 15 - Bunco - Big'Z Burger Joint
- 16 - Autocross - Tree of Life Church
- 23 - Porsche Country Cars n Coffee - Helotes

June:

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

July:

- NO MONTHLY DINNER MEETING**
- 17 - Bunco - Big'Z Burger Joint
- 25 - 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
- 3 - Tour
- 8 - New Member Social
- 10 - Fall Picnic
- 16 - Bunco - Big'Z Burger Joint
- 17 - Autocross - Tree of Life Church
- 22 - 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:

- 3 - Christmas Party - Toys 4 Tots - Canyon Spring Golf Club

Monthly event timeframes (unless otherwise scheduled due to HOT weather or conflicting events)

- Monthly meeting - 1st Thursday of the month
- Tour - 1st Saturday of the month
- Bunco - 3rd Friday of the month
- Autocross - 3rd Saturday of the month
- Porsche Country C & C - 4th Saturday of the month

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



Our 2026 Fiesta Challenge was very successful. Since 1982, Fiesta Challenge events have supported our local community organizations with charitable donations to fund their efforts. This year our events were dedicated to provide valuable funds to the Children’s Association for Maximum Potential (CAMP). Located in Center Point TX,

April 11th, our Cruise for Charity Tour was a fun drive heading east of 281 towards New Braunfels, up River Road, over the Devils Backbone and cruise to Johnson City for lunch at Pecan Street Brewing. Tour participants made donations to CAMP through Club Registration.

Bunco for Bucks on April 17th also supported CAMP with a player buy-in to be split 50/50 to CAMP and the Bunco winner. In the end, our Bunco winners donated their share all to CAMP

Our Run for Charity Autocross event on April 18th had great participation. Our goal was to provide the net proceeds from registration funds to CAMP. With the generous support from Don and JoAnn Coronel covering our venue and timing costs (\$700), all of the registration revenue went to support CAMP.

Our final Fiesta Challenge fundraising event on April 25th was our Wash n Shine Concours event and Charity Raffle at the Premier1 and Rev’d location on I-10. Over 30 Porsches entered the Concours. From a 1962 356 to a 2026 992 PCA Club Coupe there was a wonderful display on hand. Our Charity Raffle was a huge success with a nice assortment of prizes to win. Special thanks to Robert Bleich for donating an XPEL full front Paint Protection package for the Raffle Grand prize.

Here is a breakdown of our 2026 Fiesta Challenge event revenues and expenses. LHR Board of Directors approved to subsidize the cost of Club Registration credit card fees and the balance of all event expenses in order to donate 100% of the event proceeds to CAMP.

Event Revenues

Tour	Club Reg net funds	691.18
Bunco	Cash donation	255.00
AX	Club Reg net funds	1326.39
Concours	Club Reg net funds	1148.97
Raffle Tickets	Cash and Zelle	2160.00
Donation link	Club Reg net funds	161.98
LHR Credit Card Fees Subsidy		<u>156.48</u>
Total		\$5900.00

Event Expenses

Concours Printing	124.28
Raffle Prizes	632.23
Concours Plaques	506.28
LHR Expense Subsidy	- 512.79
PCA Charity Subsidy	<u>- 750.00</u>
Total	\$ 0.00

Along with the \$5900 these events raised, our wonderful members, Paul and Angie Cox donated \$5000 and Bob Niemec donated \$1600 directly to Camp. Our total contribution to CAMP, \$12,500!

Special Thanks to our Longhorn Volunteers who planned and coordinated these fun events. And a BIG Thank You to all of our members who participated and contributed to this year’s Fiesta Challenge.



Happy Drives,
Chris Royter



Chris Royter and Robert Bleich invite everyone out to Porsche Country Cars n Coffee in Old Town Helotes - 4th Saturday of the month!

PCA—Longhorn Region Board Meeting Minutes



Date: 05/2/2026

Location: Zoom Mtg

Called to Order: 5:34 PM by Chris Royter

Attendees:

Chris Royter President

Michael Sorbera, Vice President,

Dan Alwood, Secretary

Quorum Present, Yes

New Business

There was a motion to donate \$5900 to CAMP. It was seconded and approved.

This represents all Fiesta Challenge event contributions. Subsidies from LHR and PCA supported event costs.

We will present the donation at the May 7, 2026 dinner social to Susan Osborne, CEO of CAMP.

Paul and Angie Cox will present their own donation as well.

Informational

The March 2027 Zone 5 Presidents meeting is to be held in San Antonio.



Chris presents Susan Osborne with check from LHR Fiesta Challenge totalling \$5900.00 (Left)

Paul and Angie Cox present Susan Osborne with check for \$5000 for matching funds with LHR's contribution. (Right)



Financials

Compiled by Ignacio Fortuno, Treasurer

PCA LONGHORN REGION INC

Profit and Loss by Category

January 1 to May 22, 2026

	Autocross	Christmas Party	Drives	Fiesta Challenge	Meetings and Social	New M Social	Newsletter	Picnic	Track Day	General and Admin	TOTAL
Revenue											
Donation Income	700			1,581							2,281
Driving event receipts											-
Fiesta Challenge											-
Meeting Receipts				2,160	336					50	2,546
Interest											-
Newsletter receipts							2,550				2,550
PCA National				750		500				10,221	11,471
Receipts from Club Registration	5,591		1,961	2,002	3,773					806	14,134
Total Revenue	\$ 6,291	\$ -	\$ 1,961	\$ 6,493	\$ 4,109	\$ 500	\$ 2,550	\$ -	\$ -	\$ 11,077	\$ 32,982
Expenditures											
Donation	1,326			5,900							7,226
Member Gifts/Raffle items				532	1,107						1,639
Merchandise										861	861
Misc Awards/Trophies				506							506
Newsletter printing							425				425
Supplies & Software	500			225		10	571			584	1,890
Other Business Expenses										510	510
Rental Fees, Catering	2,500		1,987		4,190	382					9,059
Total Expenditures	\$ 4,326	\$ -	\$ 1,987	\$ 7,163	\$ 5,297	\$ 392	\$ 996	\$ -	\$ -	\$ 1,954	\$ 22,115
Net Operating Results	\$ 1,965	\$ -	\$ (26)	\$ (669)	\$ (1,188)	\$ 108	\$ 1,554	\$ -	\$ -	\$ 9,123	\$ 10,867

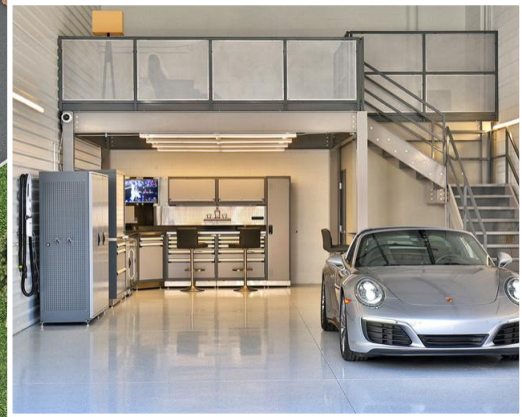
PCA LONGHORN REGION INC

Statement of Financial Position Comparison

As of the end of:

	Total	
	May 22, 2026	May 22, 2025
ASSETS		
Current Assets		
Checking Account (3036)	\$ 24,375	\$ 18,230
Accounts Receivable		-
CD, Matures July 2, 2026	21,264	20,900
Total Cash and Equivalents	45,639	39,130
Deposits	1,028	1,000
TOTAL ASSETS	\$ 46,667	\$ 40,130
LIABILITIES AND EQUITY		
Accounts Payable	\$ 625	\$ 625
Donations payable	-	
Equity		
Opening Balance Equity	39,755	39,755
Retained Earnings	(4,581)	(7,161)
Net Revenue	10,867	6,910
Total Equity	46,042	39,505
TOTAL LIABILITIES AND EQUITY	\$ 46,667	\$ 40,130

NOW OPEN



We offer the **ULTIMATE** garage condo facility in San Antonio at De Zavala and Lockhill Selma. Units range from 1,000 - 2,000 SF with high-end security, A/C, top-notch amenities, and shared spaces. Experience the luxury and convenience of owning your own auto paradise.



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Kim Ghez
Vice President
210.867.0004
kghez@dhrp.us

Joe Kboudi
210.344.1002



For more information, please visit ShavanoGarageCondos.com

Membership Report

Primary members:	665
Affiliate/Family members:	335
Total:	1000

New Members as of May 1, 2026

Gary Benner	2008	Cayman
Carlo Bravo	2018	Panamera 4
Robert & Tracey Brunkenhoefer	2025	911 GT3 RS
Fernando Diego III	2023	718 Cayman GT4 RS
John & Margie Felan	2021	911 Carrera S
David Flores	2026	911 Carrera T
Juventino Gonzalez	2001	Boxster
Justin Gonzalez	2017	911 Turbo
Robert Healey	2019	718 Cayman
James Linak & Gertraud Eizenberser	2023	718 GTS 4.0
Scott Lewis & Adela Uribe	2017	718 Boxster S
Scott Lively	2019	911 GT3 Touring
Derek Mathis	2025	718 Cayman
Rick Medrano	2007	911 Carrera
Christopher Micallef & Tatiana Ruiz	2026	911 GT3
Santiago & Martha Milmo	1999	Boxster
Jerry Pascucci	2018	911 GT3
Michael & Beborah Patton	2007	Cayman
James & Melissa Phalen	2025	718 Cayman GTS 4.0
Yvette & Kurt Robinson	2025	Cayenne GTS
Ryan & Yong Thompson	2020	Macan
Chris Thompson	2024	911 Carrera S
Isaac Torres	2011	Panamera 4S
James Valdez	2017	718 Cayman
Don Vann	2003	911 Carrera



Transfers In:

Justin Browning	2002	911 Carrera
Ken Solis	2003	911 Carrera 4 Cabriolet

From:

Ocmulgee
Maverick

Transfers Out:

Lyall Donnelly	2015	911 Turbo S
John Finnell	1970	914
Jack Scantland	1974	911
Jon Shuken	1997	911 Turbo
Justin Wirpel	2016	911 Turbo

To:

Rocky Mountain
Hill Country
Hill Country
Hill Country
Lone Star

Anniversaries

May 2026:

30 years

Clarence & Andea Bryk

5 years

Manuel Castillo

Manuel Lopez

Judy & Gray Smith

Aneda & Clarence Bryk

Sean Everest

1 year

Bob Curry

Brian & Debra Estep

Kenneth Hess

Paul Hollrah

Christopher & Curtis Jones

Andrew Kan

Eduardo Parra

Donald Sammon

Sofia Cee

June 2026:

40 years

40 years

Bob Jones

10 years

Anthony Gaudio

Walter Sprang

5 years

Harald Hohmann

Davis Jones

Eloizia & Joseph Stuart

1 year

Todd Brauckmiller

Matt Butler

Robert Feerst

John Paulson

Thaddeus Suter

Emily & Corey Wogtech

Michelle McDowell

Andi Shaw & David Valdivieso

Jones' Autowerks Inc

11010 Iota Dr, San Antonio, TX, 78217

Jonesautowerks@sbcglobal.net

Phone (210)-657-1111

Fax (210)-657-4828

*Specializing in Porsche
service for over 40 years*

Bob Jones

Bill Jones

• Maintenance

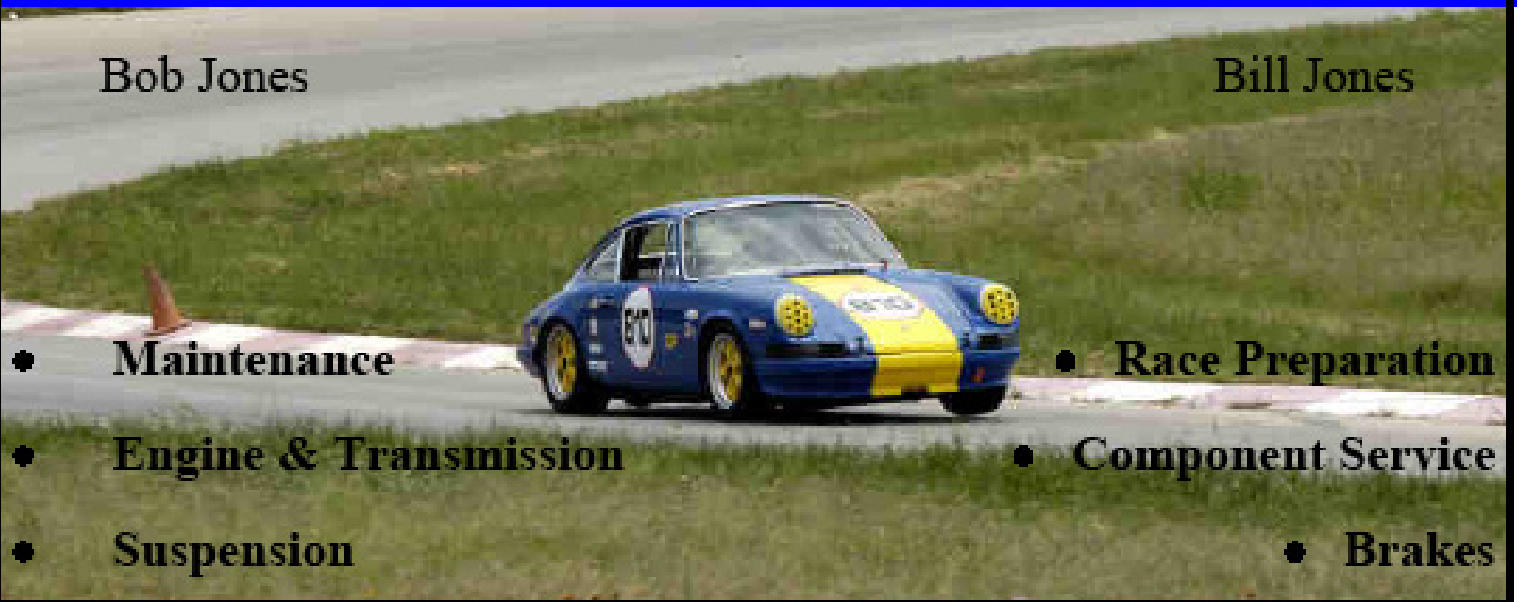
• Engine & Transmission

• Suspension

• Race Preparation

• Component Service

• Brakes



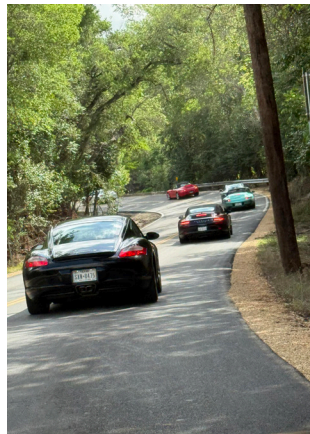
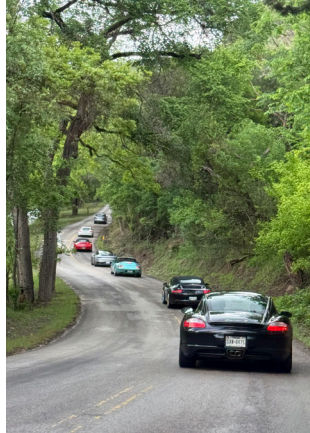
FIESTA CHALLENGE - Tour to Johnson City

Article by Chris Royter

Photos by Sherry Sorbera, Brian Strang, and Susy Strang

Our first Fiesta Challenge event was a fun drive ending in Johnson City. The day's forecast was scattered showers and fortunately we didn't encounter much along the way. Twenty-seven Porsches and 47 members arrived in Bergheim for the start. Group Leaders and Sweeps were Chris Royter, Stephen Mitchell, Don Coronel, Michael Sorbera, Dan Alwood and Byron Smith. We

headed east towards New Braunfels on FM1863 then west up River Road. After the rest break drove north on Purgatory Rd then West on RM 32 over the Devil's Backbone. From there we headed north through Fisher on 2325, onto FM 165 to HWY 290. Turned off 290 taking FM3232 and RM 2766 then hit HWY281 in Johnson City for lunch at Pecan Street Brewing.



You CAN drive your Porsche in the rain and it doesn't melt!

FIESTA CHALLENGE - BUNCO FOR BUCKS

Fiesta Challenge

BUNCO FOR BUCKS
50/50 SPLIT

JOIN OUR FUNDRAISING EVENT & WIN BIG!
Longhorn PCA Drivers and Navigators come for lunch and a chance to split the pot with your donation to Center Point's Children's Association for Maximum Potential (CAMP). No experience necessary. Event Registration will provide options to donate to CAMP.

FRIDAY, APRIL 17, 2026 11:30 @ BIGZ BURGERS
2303 N LOOP 1604, SATX 78258

\$20 DONATION REQUESTED
CLICK FOR INFO & REGISTRATION

We had a blast at Bunco for Bucks and raised \$255 for CAMP! With good food, good friends, a fun game, and giving to a GREAT charity - how can we lose! Thanks to all our players and hope to see everyone at the next Bunco on May 15!!



Hime the ghost player (when we don't have enough people to fill a table of 4)



Gittin ready to git serious



No Chris - wait until you get home to open the chips



We're on WHAT number??



Irene came through again with her great Fiesta themed prizes



Patricia collecting money for CAMP

FIESTA CHALLENGE - AUTOCROSS



First name	Last Name	Class	Car #	Runs															RRN	PAX					
Steven	T	P	114	51.533	0	55.11	0	RRN	50.307	0	50.039	0	49.585	0	64.624	0	RRN	48.893	0	49.185	0	48.87	0	40.56	
Chris	D	P	37	52.697	0	51.165	0		49.972	0	50.716	0	50.932	0	50.013	0		50.344	1	50.355	0			41.477	
Ben	P	P	6	53.697	0	52.23	0		51.295	0	51.515	0	50.495	0	50.861	0		50.077	0	50.175	0			42.065	
Mikel	M	P	170	53.558	0	51.693	0	DNF	56.389	0	52.846	1	53.16	0	52.236	0		52.037	0	51.26	0			42.546	
Neil	P	P	106	57.51	0	50.089	0	RRN	55.208	0	54.341	0	53.056	0	53.744	0		53.328	1	53.447	0	52.46	1	43.665	
Don	C	P	78	55.478	1	54.379	0		53.558	1	52.558	1	53.448	0	52.806	0		53.674	0	55.673	0			43.829	
Rodney R	L	P	3	60.39	0	56.55	0		55.58	0	56.193	1	55.959	0	55.654	0		54.825	0	54.205	0			44.123	
Stephen	G	P	96	56.403	0	54.913	0		54.104	0	53.39	0	53.629	0	52.617	0								44.198	
David	F	P	18	59.329	0	55.891	0		55.701	2	54.501	1	53.905	0	54.001	1		54.142	2	53.424	0			44.342	
Jon	D	P	99	60.205	0	56.133	0		54.705	0	54.001	0	53.978	0	54.257	1		54.144	0	52.926	0			44.458	
Eric	W	P	5	57.645	0	55.11	0		54.461	0	55.069	0	54.71	0	57.298	1		53.407	0	53.548	0			44.862	
Dale	B	P	103	55.206	0	55.257	0	DNF	71.733	0														44.938	
Doug	VZ	P	102	58.359	0	56.885	0		56.252	0	55.864	1	56.167	0	55.469	0		54.258	0	54.602	0			45.034	
Dan	A	P	48	62.459	0	59.135	1		57.614	0	56.784	0	57.523	0	57.066	0		56.091	0	55.327	0			45.921	
Michael	S	P	135	58.982	0	56.64	0		56.404	0	56.753	0	55.488	0	53.882	0		54.434	0	55.788	0			47.308	
Dan	C	P	21	62.948	0	60.667	0		59.171	0	57.628	0	57.01	0	58.263	0		58.411	0	57.484	0			47.888	
Bob	Y	P	61	65.813	0	64.88	0	DNF	62.069	0	63.871	0	61.608	0	60.483	0		63.823	0	57.667	0			48.44	
Rebecca	Y	P	161	69.03	0	85.446	0	RRN	65.99	1	64.519	1	61.802	0	60.561	0		61.962	1	60.992	0			49.297	
Patricia	B	P	105	68.659	0	65.67	0		68.49	0	67.635	0	66.541	0	67.921	0		69.386	0	66.695	0			54.046	
Alicia	B	P	702	80.956	0	78.951	0		77.383	0	74.273	0	70.033	0	69.361	0		68.194	0	67.077	0			55.674	
William	D	X	87	52.381	0	52.214	0		50.241	0	80.145	0	RRN	50.964	0	49.526	0		50.99	0	50.498	0	50.39	0	41.602
James	B	X	8	53.247	0	51.059	0	DNF	51.831	0	51.787	1	51.104	0	51.579	1		31.744	0	DNF	51.479	0			42.416

Thank you all for coming out and helping put on a safe event. I would like to thank our President Chris and our Vice President Michael for showing up at 7 in the morning to play traffic cop for the other event that was going on. This is the only reason we were able to hold our course and our parking spots for the event. I would like to thank Don Cornel for making a donation to pay for our venue. This donation enabled us to contribute over \$1,200 to the CAMP charity we have chosen for this fiesta season. Irene did an outstanding job with timing. We had visitors because of the other event. They attempted to distract her at times, but she handled it well. If anyone has a spouse

interested in driving/helping run timing, please let me know. Irene may start driving soon..... probably will be faster than me.

After our event on May 16th, I will send out the halfway season standings. Please remember that each person will have their lowest-point race removed at the end of the season. If that lowest point race is zero (because you missed a race), good for you. If that lowest point race is 16 points, it's ok, but feels worse.

Bill Dorsey

LHR Concours Prep and Judges Training

Concours Chair Mike Vriesenga hosted a tech session to review the preparation process for entering your Porsche in a Concours d'Elegance and how to judge the entries properly.



Mike explains the various products for prep and cleaning process that he uses.



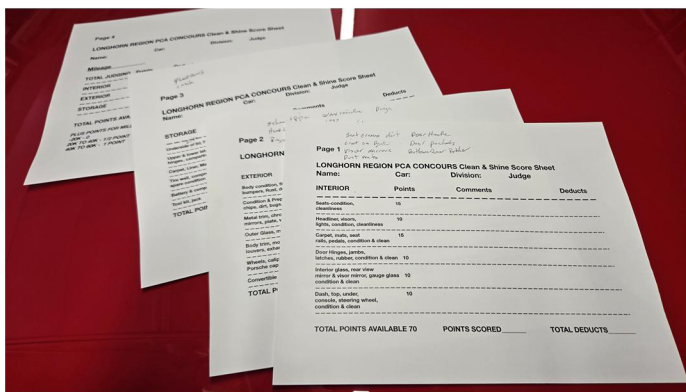
Today's suspects waiting for scrutinizing



Reviewing the judging sheets, learning how to evaluate and score.



We found some lint in the Caymans trunk



Notes taken for how to prepare our cars and for consistent scoring suggestions.



Chris Royter, Dan Alwood, Patricia Broyles, Chuck Bush, Michael Sorbera, Mike Vriesenga, David Sprouse, Andy Wright, Bob Keiser, and Jeffrey Jones are ready to go!

Photos by Chris Royter

FIESTA CHALLENGE - CONCOURS AND RAFFLE

Article by Mike Vriesenga

Photos by Mike Matthews and Dan Alwood

Judging

takes detail-oriented dedication and work. Thanks to all the judges!

On Saturday, May 25, Longhorn PCA held its annual Fiesta Concours at the Premier1 facility in Boerne. Premier1 was a gracious and generous host, providing a DJ, access to air-conditioning, mimosas and a charcuterie. Longhorn PCA members prepared and displayed a delectable selection of Porsches, as old as Kirk Mills' 1962 356 B and as new as Bill Anderson's 2026 Sholarblau 70th Anniversary 911 Club Coupe (one of seventy). The cars were arranged by class and age, around the parking lot. Walking the lot, your eye would have been drawn to

- Robert Niemiec's 356 Cabriolet,
- Jim Garity's 1996 993 (the last of the air-cooled 911s),
- Don Vann's last-minute entry 996,
- two Cayman GTS 4.0s,
- Suzanne Baeke's striking red Cayman with matching luggage and "Suzanne" illuminated on the rocker panel,
- two Boxster Spyderys,
- and Pamela Smith's Macan.

Between the 33 cars on display and more than a few interesting visitor's cars, the show was a feast for the eyes. With overcast skies keeping the temperatures down, and a vendor providing hot lunch, it was an excellent morning out, and an event to put on your calendar for next year. Rags were down and judging began at 11 am.



Here are the results.

Class	Owner	Year	Car	Place
1949-1969	Gary Barr	1965	356 C	1
1949-1969	Michael Vriesenga	1966	912	2
1949-1969	Kirk Mills	1962	356 B	3
1970-1989	Chuck Bush	1975	911	1
1970-1989	John Barnes	1986	911	2
1970-1989	Roger Gordon	1984	911 Carrera Targa	3
1990-1996	Joesph Hatem	1990	911 C2 Targa	1
996/997	Don Vann	2003	911 Cabriolet	1
991/992	William Anderson	2026	PCA Club Coupe	1
991/992	Stephen Wright	2017	911 Carrera S	2
991/992	Jeff Kost	2016	911 GT3	3
Boxster	Mark Sadler	2013	Boxster S	1
Boxster	Dan Alwood	2017	Boxster	2
Boxster	Don Coronel	2013	Boxster S	3
Cayman	Chris Royter	2025	Cayman GTS 4.0	1
Cayman	Suzanne Baeke	2025	Cayman	2
Cayman	Robert Bleich	2021	Cayman	3
Four-Door	Michael Sorbera	2015	Cayenne	1
Four-Door	Pamela Smith	2025	Macan	2
Four-Door	Patricia Broyles	2019	Macan	3



Concours Winners!
(not all pictured)

It's not just the cars.....



Concours Cars





IT'S THE PEOPLE

FIESTA CHALLENGE - MORE PICTURES

Article by Mike Vriesenga

Photos by Mike Matthews and Dan Alwood



Some of the Visiting Cars at the Concours - hope to see you next year as entries!

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Meet the Longhorn ~David Vasek

What year did you join PCA?

I joined the test drive program in early 2024 to gain access to the PCA Mart and found it to be a great resource.

What other regions have you belonged to?

Only Longhorn!

What Porsche(s) do you/have you owned?

First Porsche is our 1985 911 3.2 Carrera Targa. We recently purchased a 2017 Cayenne Platinum via the CPO program. It's my new daily driver for running to San Antonio and the Austin airport. My daughter thinks I got it for her first car.

What's your favorite Porsche memory?

Driving the '85 with the top down and having a Roadside picnic with my wife.



David with his wife Amanda and kids Alex and Lilia.

What LHR events do you enjoy most?

I'm embarrassed to say I haven't done much yet due to work and family commitments. Definitely something I'm looking forward to, especially drives in the hill country with other Porsche fans. My son and I attended the Fiesta Challenge, and it was a lot of fun, with awesome cars and fun people.

What's your favorite Porsche?

I really love the air-cooled generations; there is just something inexplicably appealing about them. So many great cars from those days, but if I had to pick one, I'd be happy with a 993.

What non-Porsche activities do you enjoy/participate in?

I enjoy photography, watches, fly fishing, camping, military/cold war/technology history... Too many hobbies, not enough time!

Editor's Note - David also writes the reoccurring column - Vaske's Werkstatt - Where the Road Meets the Wrench.

Vasek's Werkstatt ~ Where the Road Meets the Wrench

Article and Photos by David Vasek

Worth Fixing (Part 2) Rituals

In the last article, we explored the design philosophy of "Worth Fixing"—the idea that machines like Heidi, my 1985, 3.2 Carrera, were engineered to be maintained across generations. But there is a second half to that equation: the

owner's participation. Longevity isn't just about the pieces and parts, it's also about responsibility.

Back to the watch for a second. Before wearing a mechanical watch, particularly after it's been sitting for a while, the first step is to engage in a small ritual, one involving a very tactile interaction. Step one is to carefully unscrew

the crown and pull it to the first position to set the date. Then pull the crown another step and rotate to adjust the time, watching the hands sweep into position with a smoothness that no digital display can replicate. Finally, turn the crown to wind it, feeling the resistance build in the mainspring and listening to the faint, metallic heartbeat of the movement as it comes to life.

It takes about thirty seconds, and it's entirely unnecessary in an age of atomic-synced smartphones. Yet, that ritual creates a connection. You are not just a consumer of time; you are the one providing the energy to it.

Heidi demands a similar level of engagement. You don't just turn the key and floor it. There is a ritual between driver and machine that modern cars have largely engineered away.

It begins before the key even hits the ignition. First, look underneath the engine as a quick check. Then check the oil, knowing it's not actually the "true" level- just a sanity check to make sure there is some oil in the reservoir. It's a simple act, but it forces you to look at the engine, to notice if something is out of place. Once the flat-six is purring, the real patience begins as you watch the oil temperature gauge and wait. Don't ask for high revs or hard acceleration until after the temperature needle has moved a few levels up into its slow climb - on Heidi, that is the top of the first line on the oil temp gauge. Then another oil check, this time for a more accurate measurement. When I first got the car, I cleaned the oil level sending unit, and although it works, I just don't trust it. This isn't just nostalgia, nor is it paranoia; it's mechanical empathy. In talking with other classic car owners, not just Porsche, I hear of numerous little rituals that contribute to the joy of ownership and are an acknowledgment that my time is less important than treating the car with respect.

Most of us probably don't daily drive an air-cooled Porsche. The idea of doing that has a lot of appeal, but for me, the risk to the Porsche outweighs the benefits. I drive down IH-35 too often, and that is cruel and unusual punishment for a classic Porsche! I drive a modern vehicle as my daily driver; up until recently, it was a Ram truck. It starts instantly, and although I do give it a minute to warm up on cold starts, it is ready to perform in no time at all. It's powerful, but it's also more sterile. I use the truck - it's a tool. When I wind my watch or wait for Heidi's oil to reach temperature, I am choosing to be a custodian. I am actively participating in the longevity of the machine.

I've mentioned this before, but River Road in New Braunfels is currently my favorite local route, where I can let Heidi loose in second gear, settle into her 4,000-RPM rhythm, and find a profound sense of harmony. It's fun to think I have developed a deeper understanding of the machine rather than just a consumer of its performance. Much like the steady, rhythmic ticking of a well-maintained watch, the Porsche rewards your stewardship with a type of reliability that a disposable world can't fathom. We don't just drive; we participate. We don't just own; we preserve. And in that exchange, between a driver willing to provide the attention and a machine designed to last forever, we find a type of joy that is, quite simply, worth every bit of the effort.

The next time you're sitting in your garage, waiting for those gauges to move, or feeling the mechanical "click" of a well-timed shift, remember that you aren't just driving. You are participating in a masterpiece of engineering that was designed to outlast you.



Laurel Tree Tour

Article by Chuck Bush

Photos by Susie Bush and Donna Clement

On May 2nd the Longhorn region conducted a tour though the Texas hill country to the Laurel Tree restaurant for lunch.

We started off at a leisurely 9:30 am with 20 cars and 38 people. The weather was perfect after a week of rain, and we drove through Comfort and Centerpoint for a rest stop at Camp Verde. Wildflowers were not quite as spectacular this year, but everything was green and we had a lovely drive. Enroute, we passed about 100 Porsches from Austin and Dallas who were also doing a tour that weekend.

We arrived at the Laurel Tree at 11:45 and had a great 5 course French inspired meal. My favorite part of the meal is the soup and the sauces with the main course. Our lunches there are always delicious! After a walk through the gardens we headed back to San Antonio. The drive back is almost as fun as getting out there with many high-speed twisty roads to enjoy the performance of our cars.

Thanks to everyone who came out and helped make it a special day. We try and do this tour every May, so hope you to see you next year to enjoy the people, cars, food and scenery.



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Murder Mystery Dinner

Article by Irene Comacho Photos by Shelley Matthews

Murder, Mystery, and Porsche Camaraderie in San Antonio

On Saturday evening, May 9, 2026, more than 50 members of the Longhorn Region Porsche Club of America gathered in beautiful downtown San Antonio for an entertaining night of mystery, laughter, and fellowship at the historic The Emily Morgan Hotel.



The group enjoyed “The Dinner Detective,” an interactive murder mystery dinner show known for blending comedy, suspense, and audience participation into a uniquely engaging experience. Unlike traditional stage productions, the suspects — and detectives — mingled among the guests, keeping everyone guessing throughout the evening.

Members arrived dressed for a fun night out and quickly filled the ballroom with conversation and camaraderie. Members created aliases to hide their identities, and their new personalities shone



through brilliantly. In our midst were Ringo Starr, Scooter McGavin, Bonnie and Clyde, Mrs. Evelyn Davenport, Buzz Lightyear, Ted Turner, Blanche Deveraux, Janis Joplin, Agent Smith, Reacher, Tootsie Wagner, Dolly Parton, Prince Wildwood, and Mr. Tortilla to name a few. Over a delicious dinner, attendees worked together to uncover

clues, identify suspicious behavior, and ultimately solve the evening’s fictional crime. Plenty of laughs and spirited debate could be heard around the room as theories developed and accusations flew between tables.

The evening provided a wonderful opportunity for both longtime members and newer Porsche enthusiasts to connect outside of the usual driving and concours events. The relaxed social atmosphere highlighted one of the greatest strengths of the Longhorn Region — the friendships and shared experiences that extend well beyond our love of Porsche automobiles.

Downtown San Antonio and the elegant setting of The Emily Morgan Hotel added to the charm of the evening, creating a memorable backdrop for this unique club social event. Judging by the enthusiastic participation and positive feedback from attendees, the Dinner Detective event was a tremendous success.

A special thank you goes to the event organizers and volunteers (Cathy Mitchell, Stephanie Wright, Cindy Elizondo, Becky Yard, Laura DeLaRosa, Patricia Broyles, Steve Wright, Bill Dorsey, Irene Camacho) who coordinated another outstanding Longhorn Region gathering. Events like these continue to make the club such an enjoyable and welcoming community.

We look forward to seeing everyone at the next Longhorn Region PCA social event.





Rumors are true - Klaus was the first victim!



Irene teaches the finer points of twerking. Do murderers twerk?



David learns the art of twerking from Irene very fast.



Byron shows off his cat walk for the detectives cause murderers often come off the runway.



Jon has to re-enact Klaus' murder scene - hopefully not with a real knife.



Mike gets interrogated. Could he be the murderer?



SHE DID IT! She's the murderer!

And who was the super sleuth that figured it out? Cindy! oh I mean Lydia Overstreet!





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New Member Social ~ May 12, 2026

Photos by Mike Matthews and Shelley Matthews

Eleven new members of the Longhorn Region joined officers and chairs at the first New Member Social of the year on Tuesday, May 12 at BigZs Burger Joint Party Barn. Cindy Elizondo, Membership Chair, led the event asking each new member to introduce themselves and talk about themselves and their cars. Then, as each officer was introduced they gave a highlight of their job. The committee chairs were then introduced and spoke about the goals of their committee and talked about upcoming events.

From the last new member social in October 2025 through May 2026, LHR has welcomed 85 new members and transfers. Another social will be held in October welcoming members joining or transferring in from May to October 2026.

Welcome to all our new members and we hope to see you at upcoming events!



Membership Chair Cindy Elizondo and Rick Elizondo



Join your PCA Friends at our weekly
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Wednesday's 11a-1p

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David Flores



Carolyn & Gene Valdivieso



David Hernamm

Welcome Our Newest Members



Justin & Denise Browning



Doug Shealey



Yong Thompson & Ryan Thompson

to the LHR Family!



Scott Lewis & Adela Uribe

Autocross Results ~ May 16, 2026

Article by Bill Dorsey

Thank you to all for helping with setup and cleanup. The course today was slower and a bit more technical than we normally see. I apologize for forgetting the maps we normally have available. Today we had 31 drivers. This limits us to around 6 runs. Our happy place for runs/drivers/coneworkers is probably 26 with a shorter time course.

The temperature today was around 90. This is one reason we do not run in June, July, or August.

This does mark the halfway point of our season, leading into our summer break. I will have the standings out late next week after crunching all

the numbers. This will include the standings for the "Cone Killer" Award. That's right — we track the person who hits the most cones for the season! We honor our top three winners in the Porsche class and the winner of the Cone Killer Award at our Holiday Party in December.

A Special thank you to Angie and Becky for running timing so that Irene could drive her car.

Enjoy the summer break and see you on September 19th for the next autocross!

LHPCA 2026 - May_ Standard

First Name	Last Name	Class	Car #	Time w/cones			Time w/cones			Time w/cones			Time w/cones			Time w/cones							
Chris	D	P	37	62.16	62.16	0	63.289	1		59.822	0		63.298	2		60.208	0		59.675	0			
Ben	P	P	6	64.014	62.01	1	63.09	1		60.51	0		64.829	1		63.573	1		62.425	0			
Hung-Jen	H	P	38	73.23	65.23	4	64.626	0		65.897	1		62.317	0		62.866	0		63.294	0			
Eric	W	P	5	66.757	66.76	0	63.099	0		68.548	3		62.969	0		63.25	0		62.758	0			
Ignacio	F	P	112	66.163	66.16	0	65.061	0		63.798	0		66.833	0	RRN	64.287	0		67.683	0	DNF	64.62	0
Chuck	B	P	7	69.267	69.27	0	66.478	0		68.023	1		65.097	0		0			0				
Neil	P	P	106	65.692	65.69	0	67.536	1		66.197	0		65.445	0		66.878	1		65.876	0			
Stephen	G	P	109	70.988	68.99	1	67.488	0		67.917	1		66.116	0		66.224	0		68.048	1			
Don	C	P	78	66.445	66.45	0	77.451	0		67.184	0		67.853	0		71.993	2		66.258	0			
Doug	VZ	P	102	68.498	68.5	0	DNF	72.705	2		69.218	0		67.636	0		69.68	1		66.824	0		
Michael	S	P	135	68.699	68.7	0	70.265	1		68.539	0		68.109	0		67.81	0		66.937	0			
Dennis	J	P	15	79.238	79.24	0	71.53	0		68.981	0		69.551	0		68.834	0		68.035	0			
Byron	S	P	36	72.374	72.37	0	71.919	1		70.381	0		70.411	0		69.503	0		68.322	0			
Chris	R	P	88	72.261	72.26	0	71.222	0		69.595	0		69.757	1		68.327	0		68.73	0			
Jon	D	P	99	73.316	73.32	0	68.619	0		68.473	0		69.159	0		69.111	0		70.023	0			
Dan	A	P	48	75.208	71.21	2	69.258	1		77.033	2		74.379	0	DNF	80.07	2		74.498	0			
Robert	H	P	108	84.917	84.92	0	76.779	0		73.289	0		72.396	0		70.232	0		69.888	0			
Patricia	B	P	105	97.894	97.89	0	DNF	93.094	0		88.676	0		72.73	0		84.512	0		81.779	0		
Ward	G	P	143	81.636	81.64	0	73.961	0		76.693	0		0			0			0				
Irene	C	P	47	89.275	89.28	0	82.745	0		77.591	0		77.054	0		64.747	0		74.091	0			
Alicia	B	P	702	88.486	88.49	0	81.631	0		81.136	0		80.518	0		79.841	0		78.347	0			
Rebecca	Y	P	161	85.699	83.7	1	79.762	0		83.783	2		82.113	1		79.152	0		80.218	0			
Matt	M	X	97	89.676	89.68	0	58.596	0		57.052	0		56.747	0		58.329	1		56.415	0			
Justin	H	X	197	61.37	59.37	1	60.591	1		59.624	1		60.799	2		61.625	2		61.293	1			
Lester	O	X	117	68.278	64.28	2	63.603	0		63.181	0		62.342	0		61.153	0		65.537	1			
Rachael	A	X	13	67	65	1	62.192	0		67.231	1		65.904	1		62.949	0		61.557	0			
Laura	H	X	115	67.155	65.16	1	64.596	0		64.008	0		63.288	0		66.272	1		62.404	0			
James	B	X	8	64.85	64.85	0	DNF	64.067	0		63.63	0		63.648	0		62.727	0		0			
William	D	X	87	64.741	64.74	0	62.757	0		62.757	0		62.813	0		65.498	1		63.141	0			
Adolfo	B	X	110	77.472	75.47	1	63.609	0	DNF	72.187	3		68.42	1		67.516	0		67.394	0			

See You in September

Article by Becky Yard

Yesterday, Saturday, May 16, Longhorn PCA hosted the final autocross before summer break.

Today, I mowed the grass. I love mowing the grass particularly because I can put in my artillery grade ear plugs and block out almost every sound. It gives me quiet time to think and plan as I bounce over the terrain trying to avoid objects while keeping my lines straight.

One of the objects I mow around is a Texas heritage live oak tree. He dominates our front yard with a mammoth trunk and impressive canopy. I often wonder about his age and all the events he has witnessed. If this tree could talk!

Lately, I have been given the opportunity to bring a voice to the Longhorn Region PCA history. In the next few months, the History page on the Longhorn PCA website will begin an update.

<https://www.longhornpca.org/>

New areas to visit will include access to all available newsletters from 1966 to the present, a virtual clubhouse to view Longhorn Region artifacts, and a virtual boardroom to honor the people who had the foresight and determination to keep our club active and growing for over 60 years. I had a wonderful time reading about the history and people who brought our club together.

The previous Longhorn Region historians have been the guardians of a trove of interesting information. R J and Linda Wilmoth deserve special credit with organizing and preserving so many PCA artifacts. Their diligence will allow these items to be shared with every club member.

Mowing and the heritage oak also remind me of all the autocross mentors who impacted my life. As I quickly rounded sprinkler heads, I clearly hear their voices. James Bricken, "You turned too soon, again!" and "Here, let me drive.", Bill Dorsey, "GO, GO, GO!", Lester Ogawa, "Wider here will make your turn better.", Chuck Bush, "Brake NOW!", Don Coronel, "I have this great book you might want to read.", and Mikel Matthews, "You are doing so much better but keep accelerating!"

I also see the faces of the volunteers who contribute to making every autocross a success. Bill and Irene Dorsey take on course design, event planning, sandwich making, snacks, water, cold towels, timing and final publication of scores.

Irene Dorsey and Angie Ogawa run timing together so Irene can participate in the driving fun. They are becoming a skilled team. Chuck and Susie Bush bring the trailer with everything the event might need, especially the orange cones. Steven Grigory is instrumental in the placement and pickup of the cones. Bob Jones is a reassuring face at the start of each run. Michael Sobera is a Godsend with the golf cart saving everyone many steps in the heat or cold. Everyone pitches in to assure all the cars are properly prepared and the cones are chalked. Each person is an amazing example of what it means to give service to others. They see a need and they fill it! They volunteer.

The next autocross event will be in September. Date and time to be announced. Come out and participate. Come out and volunteer.

Here We Go Again, Part 1

Article and Photo by Andy Wright

Here we go again...Being I was retiring from the Artemis Program at the end of March, and assumed I had enough hobbies to definitely keep me busy, I thought my play time future was set with motorcycles, mountain/road bikes, my 981, vacation, traveling etc. But then, through my brother Stephen, I heard the San Antonio Porsche Dealership had an old 912 they were selling. From what I remember, larger dealerships from around the country purchase an older Porsche (maybe annually), restore them, and then at some location to review each dealership's handy work, judge them, declare winners, etc. Sounds like a party. Anyway, as the story goes, the San Antonio dealership purchased this 1966 912 a few years ago with the hopes of participating in

that event. But the dealership has been so busy, as explained by service manager Jerry Mullins, they just have not had the time to work on the car and needed the small building this 912 was sitting in. I believe they reached out to the Longhorn Club to see if any of the usual suspects were interested in it but no one was, until I learned about it on a Thursday. I spoke to Jerry and he told me the story about the car, so we set up a



viewing for Friday. Knowing the Porsche dealership picked out this car for the restoration project (from California), I thought this must be a good one to start with. I previously restored a 1969 912 that had some rust issues in the frunk and wasn't interested in doing that again. So, on Friday, I viewed the "time capsule" of a car as it was all there, I bought it and had it delivered Saturday. A little rearranging in the garage and bamm, now I had a "real" retirement project.

I learned the words "retirement project" don't really mean much to me as I couldn't just sit and wait for that prior to start digging into the car. First things first was to assess the car a lot deeper than I did at the dealership. Still, all looked pretty good. The engine rotated which was a nice sign but who knows how long it had been sitting. I wanted to address the motor first to see if it ran or if it was



just going to be another project in itself. If it was, perhaps adding a bigger more powerful motor for an “outlaw” type car did cross my mind as the little stock 90hp motor leaves a lot to be desired. My other 912 was slow, my 1974 Porsche 914 with 2.0 liter had some engine work done and along with a 5-speed; had quite a bit of fun factor. At any rate, after a bit of playing, I got this '66 fired up and drove around my neighborhood shifting through the 5 gears. It has a solid clutch as well, so all is good on the engine front. I did some cleaning of the engine area, had the generator rebuilt, and it will eventually be just fine.

Moving on to disassembly, the car has turned into a shell basically. It's quite easy to disassemble, bag, tag everything knowing that eventually, I'll have to spend way way more time cleaning, painting, updating those things when required to reinstall. I keep telling myself this is fun.....



And unfortunately, disassembly of the car shows the true story of it's past. It's been in a few wrecks, smaller ones in the front and back and a nicer one on the driver's side. Repairs were made many

years ago and were decent but needing attention. There was minimal rust in places that are normal for these cars and have been addressed already.

The frunk front suspension areas have been completed already. I am now working on the body, doors, hoods, bumpers, etc., in preparation for painting. The color of the car at some point was changed to orange but I plan to go back to the original paint color which is Polo Red. Preparing the car for paint is a long laborious job as the more work that goes into readying it, the better the paint turns out. I am sick and tired of orange paint dust over everything. There are many steps to go but as of today, this is where my adventure is at. Once the exterior painting is complete and car reassembled, the attention will be the interior. Part 2 will come along at some point. Cheers !!! Andy



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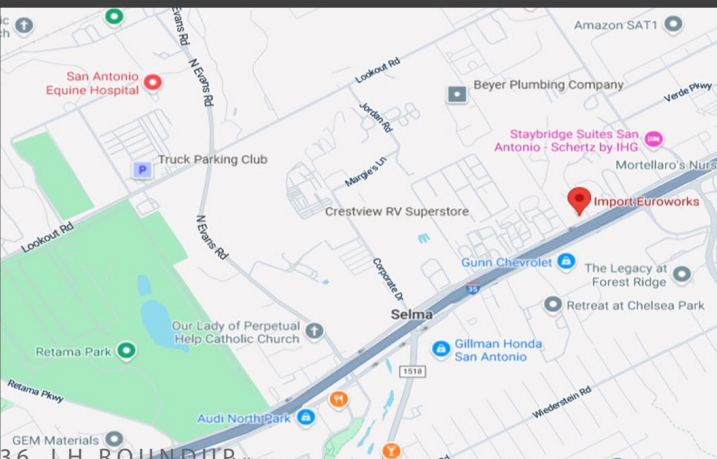
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Longhorn Photo Ops

This is a page for LHR members to post miscellaneous pictures not related to an article or event in this issue. If you have pictures you'd like to submit, please send them to me (shelley.l.matthews@gmail.com) with the name of the person who took the picture and information about the picture.



Bob & Becky Yard enjoyed Porsche Palooza in Arkansas in 2025



Rob Nickell caught the back end of Porsches getting ready for a drive



Mike Matthews puts his Photoshop skills to work with this Carrera Cabriolet



Don Cornel captures the wing on this 911 Weissach RS



Brian & Susy Strang enjoy a drive in the Hill Country



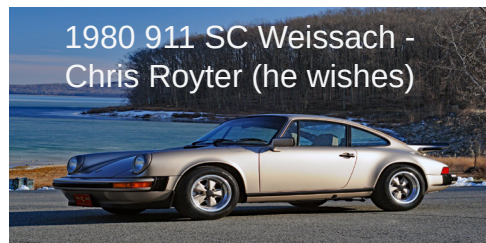
The flat6ers supporting K9s for Warriors Golf tournament
Stephen Mitchell
Juan De La Rosa
Chris Royter
Steve Wright

Historically Speaking..... 1978~1997

Written by Joe Tegtmeyer and is part of the LHR Historical data. Pictures by various current LHR members.

1978 - 1981

The 911 SC came along in 1978, as the 911S and 911 Carrera disappeared. The 911 SC was available for all markets. It held a 3.0 liter engine, producing 180 horsepower. It remained pretty much the same over its lifespan, with different options taken and added here and there. In 1980, a special edition 911 Weissach came out to boost sales.



1980 911 SC Weissach -
Chris Royter (he wishes)

Sadly, 1979 was the last year for the 930 in America. The 930 was discontinued in the US due mainly to emissions requirements. There are grey market 930's running all over the states, though.

3 years after the 924 emerged, Porsche realized that it just wasn't enough, and everyone was bored with it. It wasn't fast enough and it wasn't sporty enough. The answer? A turbocharger, of course.

For the 1980 model year, the 924 appeared as a turbo and a normally aspirated model. The 924 turbo was a FAST car, especially when tested against the base model. The new model offered better brakes, an updated body, the turbo engine, and much more pleasurable driving. You can easily recognize a turbo 924 by its 4 front vents, as well as the NACA duct on the hood. It also came with a new wrap around spoiler on the hatchback. Then, when you drive it, you'll definitely recognize it!!

1982 - 1985

However, the 1983 911SC carried the biggest change in the 911's history, it became convertible! It was called the 911SC Cabriolet and was the first

convertible Porsche since the 356. This became an extremely popular car and was heralded as the fastest convertible in the world. They were sold out more than a year in advance.

The Cabriolet Porsche into 1984, where the 911 Carrera took over.

These 911s are some of the best ever produced. They consistently are complemented on how well they're built and drive. By 1984, the 911SC was gone, and the Cabriolet had been introduced one year earlier. The Carrera now carried a 3.2 Liter engine, producing 202 hp. This car was the first to have DME fuel and ignition. The brakes were upgraded with a bigger booster and larger rotors. The heating system was upgraded, too, with two extra blowers. An option for 1984 included the Turbo look body, which included turbo metal, brakes, and wheels. In 1985, this option could be used on Coupes, Targas, or Cabriolets, and with or without the whaletail or front spoilers. So pretty much any combination could be had in 1985. Occasionally, Porsche would make a 911 Slant-Nose, which looked like the racing 935. These were made up through the late 80's. Porsche also changed the oil cooler in 1985 to a finned, radiator type cooler. To provide the extra air needed, the opening in the bumper was enlarged.

The 924 and 924 turbo bow out of the US market.

The 1983 Porsche 944 was everything that the previous 924 should have been.



1983 944 - Brian Strang

Introduced in May of 1982, the 944 gained instant success. The first 944s were 1983 models. They came with a 2.5 liter inline 4 cylinder motor. The chassis and body shell were from the 924, but the new model had flared fenders, a rear spoiler, and a front air dam. Everything that was flawed in the 924, such as inadequate driving space between the seat and steering wheel, was corrected in the 944. A special balance shaft design was used on the 944 to keep the noise level and shaking down, which were problems on the 924.

1986 - 1989

In 1986, not much changed, but the Cabriolet offered an electric top for the first time. Boge double tube, low pressure gas shocks were standard equipment. The sway bars and rear torsion bars were increased in size. A completely new transmission was applied in 1987, type G 50. The clutch was enlarged to cope with the larger engine. Hydraulic master and slave cylinders now activated the clutch. Power was at 217 horses. 1988 didn't bring much change either. A support brace was added between the transmission and the left heat exchanger to reduce the noise of the G 50 transmission. Also in 1988, a special edition 911 Carrera Clubsport was offered, as well as a limited number of Anniversary Carreras. 1989 brought about the last year for the classic 911, as the Carrera 4 was already out, and an all new 911 Carrera 2 was being readied for 1990. After a 7-year absence, the Turbo finally returned in 1986. It was virtually the same model, sporting the 4 speed gearbox and a very nervous rear end. The return of the Turbo ironically, and quite accidentally, created one of the most rare, yet unheralded (until recently ... see August 2002 "Excellence" magazine) of Porsche's ever built. The 1986 911 Turbo Look production fell precipitously as these cars were nearly as expensive as the Turbo itself,

and only 5 coupes, 2 Targa's and 8 cabriolets were built for the US market. In fact, the production figures for 1987 through 1989 increased by about triple per year, but paled in comparison to the 1984 and 1985 figures! In 1986, both the Turbo and Turbo Look 911's were fitted with improved suspension, better brakes, and wider Fuchs wheels and tires (9X16 wheels and 245-series tires).

By 1989, the Turbo received its first major mechanical change since 1978 when the car was fitted with a 5 speed gearbox! Horsepower remained at 285 (US Market), but it also included a new electronic boost gage. Performance was down from the Euro version due to strict emissions laws, which ironically made it, unfortunately, slower than the 1978-79 model!

The 924 Returns! The 924 was sold through 1988 in Europe but left the USA in 1983 when the 944 replaced it. However, by 1987 Porsche felt the need for another model to fill yet another price gap. The 944 Turbo was simply too powerful and had too much performance, and on the other end was the regular 944. The 944's performance was good, but its price was getting on up there. Porsche decided to bring back the 924, after a 5-year absence. It returned as the 924 S.



1987 924S - Mike Matthews

This car had the un-flared body and distinguishing round marker lights but sported the 944's alloy wheels. It had the 944's 2.5-liter engine, and, due to the sleeker body, was actually faster than the 944. Of course, the 944 still had the looks.



1987 944 base - Carlos Chevez

In 1988 Porsche offered the largest number of product offerings with the 924S at the bottom of the price range.

After 2 years, the 944's interior was refreshed with a new dash and rearranged instrument panel. The 1985 1/2 models received this update.

Of course, "THE" news for 1986 was the introduction of the wonderful and very fast 944 Turbo!



It wasn't simply a 944 with a turbine stuck on it, but a totally re-engineered automobile. Beefed up suspension, brakes, and most importantly, engine. It sported a rear chin spoiler, and a new front cap with integrated bumper and fog lights. When the Turbo first bowed in 1986, it carried a smooth front end with integrated fog lights and bumper. The rear was accented by a functional chin spoiler that wrapped under the bumper panel. The Turbo was shod with 16" wheels as opposed to 15" for the regular 944. Inside, the Turbo had the fresh interior, which had just arrived in the 1985½ 944. The only difference was the boost gauge directly under the tach.

For 1987, the 944 S was added to the model line-up. It boasted a 16-valve engine with twin cams. It also offered ABS. The Turbo became the FIRST CAR IN THE WORLD to have standard driver and passenger airbags. The 944 and S also had the airbag option.

In 1988, the initial run of 339 944 Turbo S cars were painted a special "silver rose" color with an ordinary plaid burgundy interior. They had no

sunroof, air conditioning or power windows in order to save weight. Dealers sold those so fast the factory increased production to a total of 1000 cars, 716 of which ended up in the United States. However, the silver rose color was dropped and all standard Porsche colors and options were now available. Most of the latter "S's" were loaded with air, leather seats, sunroof, premium sound and power windows. In 1989, all 944 Turbo's came with this "S" package so that's why you don't see a 1989 944 Turbo "S". The only thing they dropped was the "S" designation!

By 1989, the 944 S was replaced by the 944 S2. The S2 had a new 3.0 liter engine in it, producing 208 horsepower. The S2's bodywork was the same as the 944 Turbo's. 1989 was the last year for the 944 Turbo in the US, however the rest of the world continued to enjoy it through 1991. One of the most coveted later models was the 944 Turbo Cabriolet, a car in which demand far outpaced supply.

1990 - 1993

The 911 Carrera 4 appeared in 1989 as Porsche's 1st all wheel drive vehicle, other than its father, the famed 959.

In 1989, the 911 line was redesigned for the first time in over 15 years. The 1990 911 Carrera was renamed "Carrera 2", to distinguish it from the 4-wheel drive "Carrera 4", which had appeared a year earlier. Visual changes included a restyled body with integrated bumpers and new alloy wheels. Also new was a electronically movable rear spoiler, which sits flush with the deck until about 45 mph.

The major reworking came underneath the skin. The engine was totally redone, and now displaced 3.6 liters, up from the previous 3.2 liters. Output of the powerplant was 247 horsepower. Still a flat-6, of course. This new engine brought the 911 to

new levels of performance. It can go from 0-60mph in a factory stated 5.5 seconds, and top out at 162 mph. The engine can be coupled with two types of transmissions; the five-speed manual, or 4 speed Tiptronic.

The Tiptronic transmission is an automatic, with the usual PRND321 selections, but it can be used as a manual shifter, too. While the car is in the "Drive" position, you can push the stick horizontally to the right into a second slot, which is parallel to the "regular" slot. The shifter sits in the slot, with the ability to be moved "up" one position, or "down" one position. When you "tip" the stick forward, the car will upshift, and when you "tip" it back towards you, it'll downshift.

The Carrera could be had in Coupe, Cabriolet, or Targa form. From 1990-1994, a few Carrera 2 derivatives were offered. In 1992, a limited edition 911 America Roadster was offered. It was a wide-bodied Cabriolet. In 1993 and 1994, an 911 RS America was offered. This was a lightweight version of the C2. Finally, in 1994, the 911 Speedster was available as the 50's era 356 Speedster.

In 1990, no 911 Turbo showed up in the brochures. Sales were down, prices were up, and the 930 was, I guess, impractical.

But the engineers were busily at work. They were preparing the 1991 911 Turbo (No longer designated type 930), a car rolling on the 964 chassis, but with a 3.3 liter engine, instead of the 3.6 of the Carrera. They worked wonders with the exhaust system, and even with all the required emissions crap, the '91 Turbo arrived as the fastest and safest 911 yet.

In 1990, the 944 S2 cabriolet was made available. It shared the Turbo's bodywork with a convertible top. The 944's life was winding down in 1991, ending an 8 year reign which redefined to the automotive world

what a GT car is supposed to be.

Production of all 944s ended in 1991 when the successor, the 968, appeared.

The Porsche 968 represents the continuation of Porsche's 944 legacy. As you know, the 944 S2 was discontinued after the 1991 model year. Before that time, Porsche had been working on a new model to replace the outgoing 944. At first, it was going to be the 944 S3. As time went on, they realized that the car had too much new stuff to not introduce a totally new model. By late 1991, the 968 was ready. It retained all the good bits of its predecessor, while significantly improving appearance, handling, and performance.

1994 - 1997

The Porsche 911, type 993 represents the final configuration of the legendary 911 series. Back in 1993, the Porsche engineers and designers began work on the type 993, smoothly resculpting the body, redesigning the now 282 horsepower flat-6 engine, and adding a totally new suspension. The result was released in the form of a 1995 model, "The New 911 Carrera."

The 911 Carrera was just what Porsche needed. The previous 911 had generally remained unchanged for over 20 years, and lack of sales pushed for the need of a "total" redesign. As you look at the Carrera, its curves never end, front fender flowing into the smooth headlamp, then on across the windshield, to the rear where the softly flared rear fender wraps around the taillights only to continue around the other side. Only the Cabriolet is more stylish, offering the same great performance and the exhilarating quality of opener motoring.

Each year, we thought that the 911 Turbo was at its peak. Not yet so, because for 1993, the engine size was increased to 3.6 liters, and more power, more

speed, and better handling was set forth. It now had 360 horsepower and 383 lb-ft torque. It had dual exhaust, better brakes (how???), and totally redone engine components. The 911 Turbo 3.6 (below), as it was now called, showed the world how much Porsche could improve on something already thought to be perfect.

At Geneva in 1995, Porsche introduced the 1996 911 Turbo. It had the updated 993 body style with flared fenders and a new, melted-look whaletail. The engine was of 993 variety, but this time with twin turbochargers!

The above bad boy, the 1996-98 Porsche 911 Turbo, is the ultimate street car to come along since the 959. With its all wheel drive, twin turbochargers, 6-speed transmission, and Porsche engine, it is far and beyond any other competitor's offering in engineering, style, form, performance, comfort, and most importantly, driving PLEASURE! I cannot think of any other automobile known to man that can even come anywhere close to being in the same category as the Turbo. (Except the 959, of course).

1995 saw the end of the 928 and the 968.



1997 saw the introduction of the Boxster. Designed and developed by Porsche engineers in just three and one half years, the Boxster is a thoroughbred two seat roadster. The basic philosophy in developing the Boxster was to make the car a genuine Porsche in every

respect. And the company's designers have fulfilled their task perfectly. In its styling and design, the body is a modern interpretation of Porsche's classic models from the past. It proudly boasts styling features carried forward from the immortal Porsche No. 1 built in 1948 and the 1953 Porsche 550 Spyder.

The Boxster S arrived in April 1999 with a \$9,000 increase in price. It had no body modifications, with the exception of a new center intake in the front spoiler. So far, the S is also sporting twin tailpipes as opposed to the big single one of the regular Boxster. Of course, it has bigger and wider wheels, and stiffer suspension. Probably upgraded brakes, too. It'll have a 3.0 litre engine, with 250 bhp.

160 mph top speed, 0-60 in the mid fives. As fast round Weissach as a 993. It still may be offered with the sequential 6-speed computer controlled gearbox, with no clutch, alongside the conventional Tiptronic. (As seen in the GT1)

1999 saw the introduction of a totally new 911 ... The 996. Controversy from the beginning. Love it or hate it, this is the new Porsche flagship for many years to come. This new model is known as the 996, but it will replace the 911, and be called a 911. Porsche will produce this car as their only offering other than the Boxster.





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