

The Roundup

Longhorn Region
March-April 2026



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



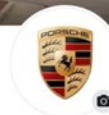


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The Roundup

Vol. 21 - Issue 2
March-April 2026



Columns

Longhorn Leadership	4
Calendar	5
Regional Report	6
Editor's Notes	7
Membership Report	8
Anniversaries	9
Board Minutes	10-11
Meet the Longhorn	18-19
Vasek's Werkstatt	22-23
PCA Treffen at Sea	25
Longhorn Photo Ops	27
PCA History Book	29
Historically Speaking	31-33
PCA Raffle	34

Events

Hondo Tour	12-13
Autocross Results	14-15
Camp CAMP	16-17
Bunco Fiesta Challenge	20
Arch Ray Tour	26

Advertisers

Porsche of San Antonio	2
Jones' Autowerks	15
Shavano Garage Condos	21
Rodney R. Lewis Wealth Advisor	24
Import - Euroworks	28
Premier1 Auto Care	30
Lee Michaels Fine Jewelry	35
XPEL	Back Cover

Hondo Tour
Page 12-13



Camp CAMP
Page 16-17



Arch Ray Tour
Page 26



*Support
our
Sponsors*

ON THE COVER

Irene checks in excited autocrossers.

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

April: Fiesta Challenge (FC) Month
2 - Monthly Dinner Meeting - Chesters
11 - FC - Cruise for Charity Tour
17 - FC Bunco - Big'Z Burger Joint
18 - FC Autocross - Tree of Life Church
25 - FC Concours & Charity Raffle

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

July:
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
8 - New Member Social
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:
TBD - Christmas Party - Toys 4 Tots

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.



April is here and it's our 2026 Fiesta Challenge month. 1982 marked the first LHR Fiesta Challenge event as a result from PCA National providing regions with a financial subsidy for a 3 event weekend. The events all needed to be a competition of some kind. Over the years, Concours and Autocross were popular along with a rally, golf scramble, tech quiz, trivia contest or other competitive activity. We also included a fundraising drive from event proceeds for a local organization. A few years ago, PCA National changed region support programs and ended this subsidy. Longhorn Region still continues with these spring events focused on raising money for charity. This year we have four different events for you to participate in.

Our designated charity for the 2026 Fiesta Challenge is the Children's Association for Maximum Potential (CAMP). Located in Center Point TX, CAMP strengthens and inspires individuals with disabilities - and those who care for them, through Recreation, Respite, and Education. Our Fiesta Challenge donations will provide CAMP with much needed support for their year-round programming and operating needs. To maximize our donation, our Longhorn Region members, Paul and Angie Cox, have pledged to match our Fiesta Challenge event proceeds with a personal donation up to \$5000. Combined, with our event proceeds, this will make a huge impact for their 2026 Season.

April 11th is our Cruise for Charity Tour. This is a fun drive heading east of 281 on Hill Country roads that are scenic and not super twisty. Route heads towards New Braunfels, up River Road, over the Devils Backbone and cruise to Johnson City for lunch at Pecan Street Brewing. Donations

to CAMP are available at registration.

Bunco for Bucks is April 17th is a fun social event, an opportunity to support CAMP and Win Big! Player buy-in will be split to 50/50 to CAMP and the Bunco winner. This event is at Big'Z Burger Joint on 1604. Grab lunch and join the group in the Party Barn. Meet up at 11:30am

Round 3 of LHR Autocross Challenge is on April 18th at Tree of Life Church in New Braunfels. With the generous support from Don and JoAnn Coronel covering our event venue and timing fees, all Autocross Rd 3 registration proceeds will provide support to CAMP.

Our final Fiesta Challenge fundraising event of 2026 is our Wash n Shine Concours event and Charity Raffle at Premier1 Auto Care at the Dominion. All event proceeds will benefit CAMP. Judging is scored on cleanliness, preparation & maintenance of the vehicle. We have 8 classes with 1st, 2nd & 3rd place awards for each one. Longhorn members are invited to the enjoy the display of Porsches and participate in the Charity Raffle for door prizes (tickets \$10ea). We'll have refreshments, a Food Truck, and a DJ for a good times.

Our event organizers and volunteers hope you will participate in any or all these Fiesta Challenge fundraising events and support CAMP. There is something for everyone to enjoy. They provide both friendly completion and rewarding social interaction with other Porsche enthusiasts, all for a good cause.

Happy Drives,
Chris Royter



Editor's Notes

By Shelley Matthews, Roundup Editor

This year's **Fiesta Challenge** committee has chosen Camp CAMP for our charity to support. See pages 16-17 for more information on this amazing group. One of our members has graciously offered to match funds up to \$5000. So let's show up and make this year's giving shine! Not able to make it to any of the FC events this year? You can still donate - you can make a donation through clubregistration. They also have an Amazon Wishlist you can access through their website - <https://campcamp.org>.

We had a great time at **Bunco** in March. We played outside - weather was perfect!! Don't know how to play? It's easy!! No skill necessary. Just throw the dice. You don't even need to count - someone else can do that for you! We're done by 12:30-1:00 so you're out in time for afternoon errands or picking up the kids from school. April's Bunco is special - we will be joining with other Fiesta Challenge events in contributing to our chosen charity - Camp CAMP. We will be having a 50/50 raffle - 50% to the charity fund and 50% to the most Bunco games won. Come join us on April 17 at BigZ Burger Barn off 1604 for fun and to support our chosen charity.

Historically Speaking - I found an article in our files that outlined the **history of Porsches** from 1962-1999 (see pages 31-33 for Part 1). I will run Part 2 of the article next issue. If you have any of the following cars - in the years between 1978-1999 - and would like them featured please send me a picture with the year, car, and the owner. Please get them to me by May 15.

911SC

911 Weissach

930

924

924 - S, Turbo or TurboS (silver rose)

911 - Carrera Clubsport, Carrera 4, Roadster, RS America, Speedster

968

Boxster or S

996

I'm always **looking for articles, pictures** (even if they are not , anything of interest for the Roundup. With summer coming up we don't schedule as many events since Texas tends to get a little bit warm in July and August. I know many of you have Porsche trips planned during this time. To the mountains, the beaches, PARADE! Take pictures and share your memories with us! And I'm still taking pictures for the Longhorn Photo Ops page. Pictures not associated with an event - just your favorite Porsche pictures.

NEW MEMBERS - SAVE THE DATE! For our new members as of October 2025. There will be a new member social on Tuesday May 12 at BigZ Burger Joint off 1604. Details will be coming in an email with all the details.

Membership Report

Primary members:	668
Affiliate/Family members:	339
Total:	1007

New Members as of March 1, 2026

Dennis Burroughs	2018	911 Targa 4S
Joseph Cabaniss	2017	911 Carrera 4S
Susan Dalhberg	2026	Cayenne
Harry & Betty Davis	2013	Boxster S
Michael and Mark Dombrowski	2025	718 Cayman S
Thomas Egbert	2025	718 Spyder RS
Christopher Franco	2004	911 Carrera
Michael Gonzales	2025	718 Spyder RS
Randy & Kellye Harris	1979	911 SC
Dan Hermann	2021	Macan S
Micahel Jackson	2023	911 Carrera T
James & Jane Lynch	2008	911 Carrera S
Ed Mena	2019	Panamera Turbo
Carlin & Mendonca	2005	911 Carrera S
Anthony Morrow	2002	911 Carrera
Daniel & Daniela Rigau	2013	911 Carrera S
Jason Speights	2016	Race Car
Gonzalo Valdivieso	2018	Cayman GTS
Jeffrey & Anastasia Walter	2025	Taycan Turbo S



Transfers In:

John & Suzanne Baeke	1997	Boxster
Chris & Nate Dos Santos	2010	911 GT3

From:

Kansas City
Rio Grande Valley

Transfers Out:

Keith Caldwell	2022	911 Carrera Cabriolet
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To:

Alpine Mountain



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

Anniversaries

March 2026:

45 years

William & Donna Carder

15 years

Adrian & Darlene
Gonzalez

10 years

Mark & Matt Acuna
Thomas & Luke Otten

5 years

Darla Alston & Louis
Davila
Maggie Bennette &
David Romance
Jake & Patricia Broyles
Harold & Lucy Schott
Dr. Fred & Mercendes
Philips
Damon Van Zandt

1 year

Adad Esparza
Walter Goff
Chase Maddox
Philip Perez
Andrey Samodumov
Hayyan Yousuf

April 2026:

15 years

Phillip & Mary Caldwell

10 years

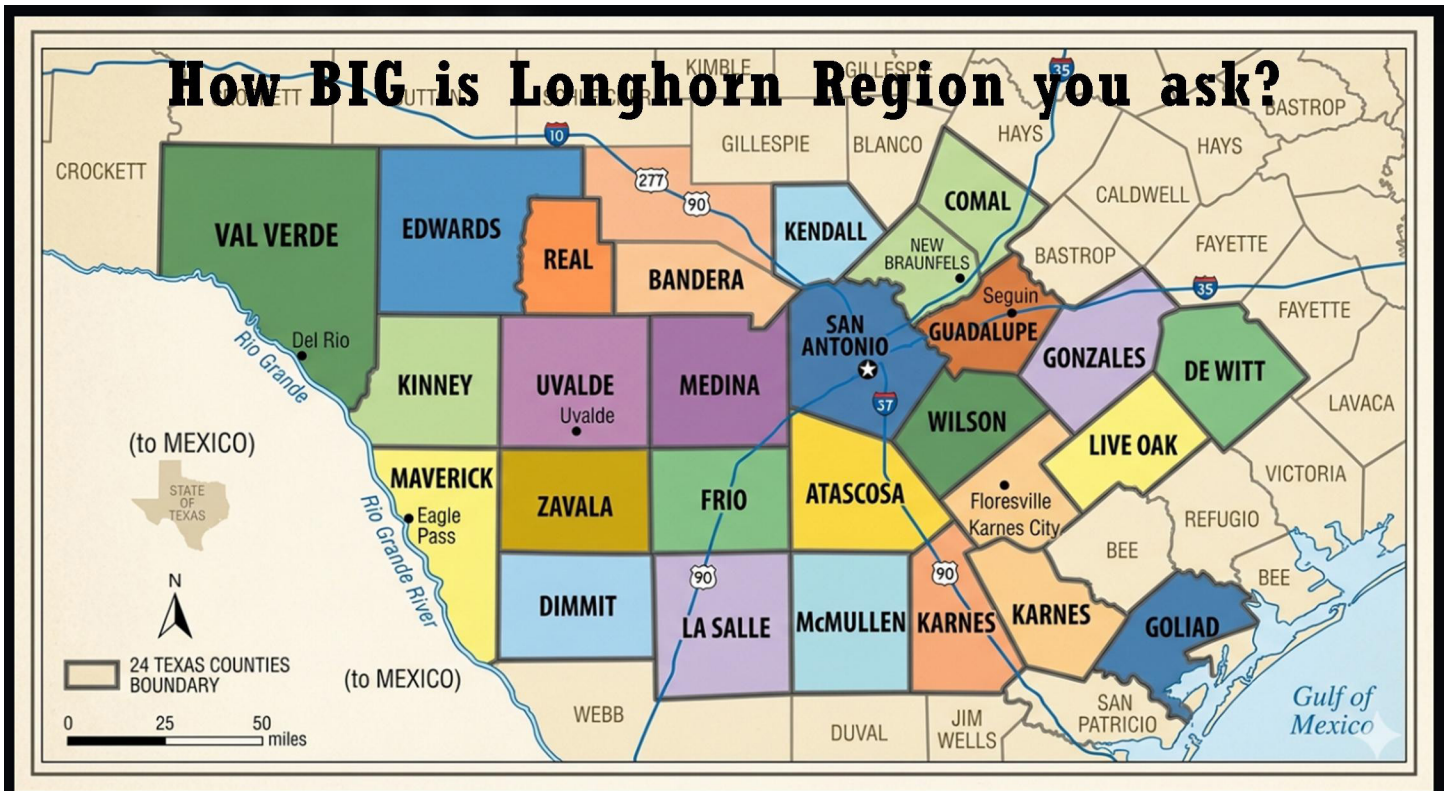
William Howell
Harry & Eleanor Halff

5 years

Shannon & Christina
Harrison
Jorge & Diana Varela
Thom & Shawna
Dunaway
Chris & Kathleen Royter
Mark Squiers & Donna
Sutter

1 year

Carolyn Ashwoth-Auton
& Barney Auton
Elisadel Figueroa &
Edwin Otero
Rocco Perciavalle
William Richardson
Brandon Wood
Sharon & San Noble
Teresa Rabalais &
Frederic Wohlgemuth
Jeannette Roberts-
Gilliam & Tim Gilliam
David Sprouse
Jeff & Mandi Suellentrop



PCA-Longhorn Region

Board and Council Meeting Minutes

Date: 3/3/2026

Location: Zoom Mtg

Called to Order: 7:30 PM by Chris Royter

Attendees:

Chris Royter President	Irene Camacho, Social Chair
Michael Sorbera, Vice President, Drive Tour/web Chair	Mike Vriesenga, concours, Rally, elections chair
Ignacio Fortuno, Treasurer	Cindy Elizondo, membership chair
Dan Alwood, Secretary	Steve Wright, safety chair
Stephen Mitchell, insurance chair	Rebecca Yard, Historian
Shelley Matthews, news	Bill Dorsey, autocross
Mike Matthews, social media	Don Coronel, tech

Quorum Present, Yes

Old Business

-

New Business

Fiesta Challenge 2026:

- Fundraiser benefits CAMP in Center Point.
- Paul and Angie Cox to match up to \$5k additional contribution.
- Michael and Sherry going to CAMP Gala at Aggie Park. Tickets courtesy of Paul and Angie cox.
- CAMP Needs and Goods drive: Shelley. Additionally, there is an Amazon wish list.
- ~~All FC events will have a \$10 donation option at registration~~ (see below).

Events:

- April 11th: Cruise for Charity Tour
 - Scooters to Pecan St Brewing on east going roads: Chris, Mitch, Don. More leisurely.
 - Entry fee to be a donation option.
- April 17th Bunco
 - Chris is leaving it to those who run LHR Bunco on how to participate in FC. Possibly a donation when registering.
- April 18th Autocross
 - Normal \$40 entry, all funds over event cost (\$700) towards CAMP donation. May have extra donation option.
 - Trophies? Maybe just swag to winner(s).
- April 25th Concours and Charity Raffle at Premier 1 in Dominion. This replaces April's C&C date.

Published Friday, March 6, 2026

- The entire day is available, but we're leaning towards 9 AM entry, 10 AM start judging, 11 AM-12 PM trophy presentations.
- Chris to see if a food truck will be available for lunch items. Possibly donuts & Coffee as well.
- Concours lead: Mike V
- Last year's concours had 7 classes. We might combine all air-cooled this year, as well as possibly split Caymans and Boxsters.
- Chris will ask PoSA if they'd like to bring a car(s).
- Needs:
 - Registration volunteers
 - Judges and scoring tech session
 - Classes and Parking
 - Score Sheets
 - Trophies for each class winner. A certificate, medallion, etc. might be awarded instead. Probably limit to class winner and runner-up.
 - Award Presentations AX, Concours
 - We decided on a \$30 registration fee.
- Charity Raffle
 - Ticket Sales Volunteers, Cash and Zelle.
 - Cindy and Shelly to get prize items like ones at Christmas party.
 - The group favored using individual prize ticket like at the Christmas party.
 - Suggest that raffle tickets be \$10 each, or 4 for \$30.

Other Topics:

- Porsche San Antonio Open House. 5 – 7 PM some weeknight. Waiting on PoSA to specify date.
- We decided to not hold the spring's New Members Social at the PoSA open house. However, talking about concours during the social is good, especially if it takes place before 4/25/2026.
- We should decide the location of the 2026 Fall Picnic by this June.

Time of adjournment: 8:25 PM

Hondo Tour

Article by Michael Sorbera

Photos by Sherry Sorbera and Becky Yard

On February 7th, LHR took a tour to Hermann Sons Steak House in Hondo. This was a different tour than usual. We started out in Castroville right across the street from the famous Haby's Alsatian Bakery. We ended up eating at the renowned Hermann Sons Steak House in Hondo. Total miles were 164, with 27 cars and 39 people! We had two groups to divvy up the cars into manageable sizes.

Michael Sorbera led group 1, and Dan Alwood led group 2. Each group was separated by a 15 minute gap.



We had the drivers meeting at 7:45 am and the first group headed out at 8 am. Second group left at 8:15.

So off we went! We started meandering through the back roads of Castroville, then headed north on 173 towards Bandera. It was a beautiful road that started in the flat farmland, and gradually got more twisty and hilly up to Bandera. When we



arrived in Bandera the main street was packed with folks getting primo seats for their annual Mardi Gras parade.

Then off we went for some of the famous twisties and then stopping for a break at Bear's Den in Leakey. For some reason today we had numerous



vultures and deer that we all had to slow down for, oh, and dead critters! Also saw some wild turkeys along the side of the road, and buffaloes!

When we were coming near Hondo, there was a traffic light to bring us into one lane. That was a long light!

Finally made it to Hermann Sons Steak House for some delicious, did I say delicious, food and fellowship!





Early, slightly chilly (for Texas) morning group heading to lunch!



oops - Road work = dust, gravel, and stones. Slow down, don't throw rocks!



Our second favorite thing to do - EAT! And at a steakhouse! For lunch! Doesn't get too much better than this after a drive on twisty, curvy roads! (unless motion sickness if an issue of course!)

Autocross Results ~ February 21, 2026

First Name	Last Name	Class	Car #	Runs															
Hung-Jen	H	P	338	62.256	0	59.195	1	58.725	0	DNF	56.5	0	62.66	0	DNF	58.26	0		
Ben	P	P	6	60.648	0	60.769	0	58.726	0		58.801	0	59.561	0		58.196	0		
Mikel	M	P	170	63.499	0	62.282	0	60.021	0		60.499	0	59.467	0		58.778	0		
Stephen	W	P	33	61.859	0	61.911	0	60.449	0		60.494	0	59.488	0		60.036	0		
Chris	D	P	37	63.549	0	61.469	0	59.849	0		58.674	1	60.248	0		58.814	1		
Ignacio	F	P	112	63.523	0	64.462	0	60.495	0		59.942	0	60.27	0		60.188	0	DNF	
Don	C	P	78	61.327	0	76.811	0	RRN	63.69	0	60.911	0	60.42	0		61.021	0	60.16	0
Eric	W	P	5	64.391	0	64.959	1	95.719	0	RRN	62.866	0	61.994	0		61.474	0	60.94	0
Robert	F	P	44	63.558	0	70.688	1	63.309	0		63.558	0	61.352	0		61.296	0		
Stephen	G	P	96	64.384	0	63.777	1	62.787	0		62.128	0	61.665	0		61.43	0		
Klaus	W	P	14	72.944	0	67.664	1	63.156	0		64.444	0	61.779	0		86.216	1		
Michael	S	P	135	65.234	0	71.789	0	215.12	0	RRN	65.599	0	63.973	0		64.164	0	61.91	0
Jon	D	P	99	67.934	0	64.859	0	63.689	0		63.631	0	63.425	0		62.934	0		
Byron	S	P	36	67.481	0	64.945	0	DNF	16.3	0	RRN	63.624	0	72.269	0	63.467	0	63.04	0
Chris	R	P	88	67.468	0	64.684	0	116.19	0	RRN	63.139	0	63.746	0		63.837	0		
Doug	V	P	102	69.121	0	65.527	1	64.944	0		64.668	0	64.057	0		63.277	0		
David	V	P	25	67.068	0	63.605	0	65.74	0		63.93	0	64.017	0		63.339	0		
Dan	A	P	48	70.557	0	67.897	0	67.952	0		63.726	0	63.144	1		62.394	1		
Harry	D	P	100	64.996	0	71.735	0	65.508	0		66.852	0	65.996	0		64.208	0		
Rodney R	L	P	3	66.802	0	64.348	0	63.688	1		63.132	1	64.685	0		64.596	0		
Dan	C	P	21	65.447	0	64.789	0	DNF	70.645	0	67.861	0	67.946	0		67.094	0		
John	P	P	38	71.342	0	69.826	0	DNF	69.649	0	65.226	0	67.875	0		66.886	0		
Bob	Y	P	61	73.206	0	69.137	0	67.044	0		66.897	0	67.42	1		68.143	0		
Rebecca	Y	P	161	74.7	0	75.934	0	DNF	83.929	0	77.455	0	74.761	0		73.135	1		
Rob	R	X	9	59.889	0	58.744	0	58.631	0		57.073	0	56.949	0		56.575	0		
William	D	X	87	59.32	0	58.799	0	62.691	2		57.654	0	58.299	1		57.379	0		
James	B	X	8	59.261	0	58.547	0	58.725	0		57.844	0	57.4	0		58.242	0		
Rachael	A	X	13	61.138	0	59.163	0	63.771	0	DNF	58.034	0	57.648	0		58.968	0		
Salvador	A	X	32	58.92	0	58.883	0	57.973	0		57.669	0	57.918	0		57.913	0		



Autocross Results ~ March 21, 2026

First Name	Last Name	Class	Car #	Runs													
Chris	D	P	37	64.06	0	64.539	1	63.725	0	63.566	0	63.966	0	61.962	0		
Neil	P	P	106	67.987	0	66.117	0	62.272	0	65.538	0	64.8	0	64.411	0		
Ben	P	P	6	64.747	0	63.442	0	62.46	0	62.318	0	63.481	1				
Hung-Jen	H	P	12	67.879	1	64.403	0	62.822	0	63.565	0	62.568	1	78.685	3		
Ignacio	F	P	112	67.791	0	DNF	64.09	0	63.737	0	63.304	0	62.895	0	63.16	0	
Eric	W	P	5	65.177	0	65.555	0	63.856	0	66.228	0	65.058	0	63.446	0		
Stephen	W	P	33	65.732	0	65.865	0	65.179	0	65.053	0	93.703	0	RRN	64.426	0	63.557
Lester	O	P	117	64.396	0	64.657	0	63.883	0	63.904	0	64.901	0	65.038	0		
Don	C	P	78	64.698	0	65.398	0	RRN	66.275	0	65.71	0	65.819	0	64.9	0	64.094
David	F	P	18	65.237	0	65.195	0	67.019	0	65.103	0	66.111	0	65.218	0		
Doug	V	P	102	69.887	0	45.282	0	RRN	67.3	0	66.535	0	66.169	0	65.411	0	68.999
Jon	D	P	99	75.575	0	71.209	0	71.359	0	70.012	0	67.585	0	66.245	0		
David	V	P	25	75.456	1	68.986	0	69.546	0	68.742	0	67.071	0	66.798	0		
Dale	B	P	103	69.921	1	70.468	0	DNF	73.157	0	68.689	0	66.97	0	69.55	1	
Byron	S	P	104	68.171	0	67.835	0	69.221	1	69.429	0	67.184	0	67.013	0		
Stephen	G	P	96	69.415	0	67.111	0	67.439	1	68.75	0	67.591	0	67.329	0		
Dan	A	P	48	70.327	0	68.318	0	69.446	1	67.542	0	67.713	1	67.301	0		
Michael	S	P	135	74.848	0	71.34	0	68.691	0	68.732	0	69.225	0	67.773	0		
Ward	G	P	143	77.331	1	69.332	0	71.462	0	71.454	0	79.542	1	72.646	0		
John	P	P	38	75.711	0	72.518	0	71.704	0	71.461	0	71.416	0	70.943	0		
Rebecca	Y	P	161	81.179	0	78.662	0	78.874	0	80.96	0	79.638	0	79.445	0		
Alicia	B	P	702	101.95	0	94.983	0	90.558	1	87.412	0	86.847	0	DNF	87.652	0	
William	D	X	87	62.064	0	60.431	2	60.867	0	61.483	0	60.588	0	61.331	0		
James	B	X	8	63.844	0	62.455	0	17.329	0	RRN	61.945	0	62.225	0	61.929	1	61.633

Jones' Autowerks Inc

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Bob Jones

Bill Jones



• Maintenance

• Engine & Transmission

• Suspension

• Race Preparation

• Component Service

• Brakes

CAMPCAMP ~ LHR's Fiesta Challenge Charity

This year's chosen charity for Fiesta Challenge is Children's Association for Maximum Potential (CAMP) Camp. A quote from Susan Osborne, CEO - " We're excited to have been selected as the nonprofit partner this year by San Antonio Longhorn Porsche Club, allowing us to spread the word about our mission and raise awareness about CAMP's year-round programs for children and adults with disabilities. This collaboration will help promote camper registration, volunteer recruitment, and fundraising, ensuring finances are never a barrier to participation. We are deeply grateful for San Antonio Porsche Club's generosity and the impact this partnership will have on the disability community!"

CAMP's Mission - Children's Association for Maximum Potential (CAMP) strengthens and inspires individuals with disabilities – and those who care for them – through Recreation, Respite, and Education.

Children's Association for Maximum Potential (CAMP) provides a unique and fully inclusive environment where over 1,300 children and adults with mild to severe disabilities experience joy and independence as they participate in year-round recreational programming, where each activity is adapted to meet their individual needs. CAMP aims to provide a 1:1 camper-to-counselor ratio by training over 600 teen and young adult volunteers annually to serve as counselors to their campers, providing activity support and meeting their daily care needs. Additionally, CAMP benefits from the dedication of over 130 healthcare professionals who volunteer their time to ensure the medical needs of both campers and volunteers are met.

While at CAMP, campers experience increased self-esteem and independence, teens and young adults gain leadership development, healthcare professionals receive hands-on training and continuing education credits, and parents and

caregivers receive much-needed respite.

Facts about CAMP:

- CAMP owns a 55-acre property in the Texas Hill Country along the banks of the Guadalupe River called Camp CAMP.
- Camp CAMP hosts 9 individual weeklong summer camp sessions for our campers aged 5 – 55 years.
- CAMP is not just summer camp, we host School Year programming both at Camp CAMP and in San Antonio for campers aged 3 – 55 years. Including: Respite Weekend Camps, Family Weekend Camps, Parent's Night Out, and Teen and Adult Day Adventure.
- Camp CAMP is a typical summer camp, with each activity adapted to meet the individual needs of each camper.
- Activities include: Swimming, canoeing, horseback riding, Giant Swing, archery, paintball, arts & crafts, nature, outdoor cooking, science, sports & recreation, and a dance!
- CAMP offers volunteer opportunities year-round, beginning at 15 years of age; all training is provided.
- Summer Camp camper, volunteer, and staff applications are now open!! Visit www.campcamp.org for more information.



Longhorn Region PCA

FIESTA CHALLENGE

Supporting our community since 1982

Our 2026 Designated Charity Organization
This year, all proceeds raised through our
Fiesta Challenge events will benefit CAMP



Children's Association for Maximum Potential

Strengthening and inspiring individuals with disabilities since 1979!

Located in Center Point TX, CAMP strengthens and inspires individuals with disabilities - and those who care for them, through Recreation, Respite, and Education. Last July, CAMP's water front area that once gave campers that classic summer camp experience, was torn apart by flooding. This devastation left CAMP with serious challenges about reopening. With the help from hundreds of volunteers with chainsaws, backhoes and trucks, they were able to clear the river front area for use again. Our Fiesta Challenge donations will provide them with much needed support for their year-round programming and operating needs.



Maximizing our Donation

Our Longhorn Region members, Paul and Angie Cox, have pledged to match our Fiesta Challenge event proceeds with a personal donation up to \$5000. Combined, this will make a huge impact for their 2026 Season. We hope you will participate in our Fiesta Challenge fundraising events and support this wonderful organization.

For more information, visit
<https://campcamp.org/>

Meet the Longhorn ~Bob and Becky Yard

Tell us a bit about yourself/family/background.

I was born into a military family; the third of four sisters. My dad was a United States Navy pilot. After Sputnik launched, he laughingly said, the Navy discovered he had a brain. He was assigned to Naval Intelligence, and we made the move to Northern Virginia. My parents owned Fords. My dad always had a speedy older car in the garage. My mom always had a station wagon and later, when we had all flown the coup, a convertible.

Bob was born and raised in St. Louis, MO. His dad was a pharmaceutical district manager in St. Louis and later in the San Antonio region. Bob's dad always had a company car, but his Grandpa Schmitter worked as general sales manager for a Lincoln, Ford, Mercury dealership in St. Louis. He took Bob to the showroom regularly. The car bug got a firm hold on Bob early in life.

Bob and I met in 1968 at college in Fulton, Missouri. We married in May 1972 at the Church of St. Mary the Virgin, Aldermanbury. Now a museum as well as a church, St. Mary's has a unique history you might enjoy exploring. Bob and I had attended the church dedication spring of our freshman year. It was a memorable day for all attending.

<https://www.nationalchurchillmuseum.org/church-of-st-mary-history.html>

Fall of 1972 Bob began dental school in Kansas City, MO and was accepted by the United States Army Health Professions Scholarship program. I began teaching at the elementary level. Our married life began with two Volkswagen Bugs, one newer and one much older. Carpooling was a necessity.

Two children followed in short order: Jennifer and Ryan. Military moves across the country and

around the world became a way of life. Car choices adapted to children, pets, and moving.

There was always a project car when we stayed in one location long enough. My favorites were a 1949 Cadillac Sedanette Fastback, 1929 Model A Ford Tudor Sedan, 2001 Porsche Boxster base, 2009 Porsche Boxster S and, my current daily, The Survivor, 2004 Porsche Boxster base.

Bob's favorites would probably be very different from mine, and the list is undoubtedly long. You'll have to ask him to expound on that topic.

Bob retired from the military after 27 years. Subsequently, he was in private practice and taught at UTSA Health Science Center Dental School for 12 years.

I was blessed to be able to teach wherever we lived, completing my career after 36 years. Bob has supported my work continuously, particularly my recent endeavors as Longhorn Region Historian.

What year did you join PCA?

Bob joined PCA in 2020 and I became a co-Member in 2022.

What other regions have you belonged to?

We have not belonged to other PCA regions, but we have belonged to several other car clubs; Model A Club, Cadillac-LaSalle Club, Volkswagen of San Antonio (VOSA), and the Audi Club.

For us, Longhorn Region PCA exemplifies the phrase, "it's not just the cars...it's the People". The club members demonstrate a love not just for their cars but for each other. That's why we enjoy being a part of this amazing car community.

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

Currently we have a 2022 718 Cayman GTS 4.0, 2019 Cayenne S, 2004 Boxster base, and a 1994 968. We have owned a 2006 Carrera, 2001 Boxster base, 2009 Boxster S, and a 2015 Targa. I think we finally found our favorite brand!

What's your favorite Porsche memory?

Our trip to Big Bend in 2021 was by far the best trip in a Porsche. We took the 2009 Boxster S on a trip planned and led by Bill and Irene Dorsey. The drive was amazing, the people were engaging, and the scenery was breathtaking. The pictures of that trip come up periodically and always elicit a smile.

What LHR events do you enjoy most?

Lunch Bunch Wednesdays, Bunco Fridays, and Autocross Saturdays are my favorites in

that order. Each one has a unique group of participants, two involve eating, and all three always have wide ranging conversations.

What's your favorite Porsche?

The Boxster is my hands down favorite. I love the stability, agility, and convertible fun factor. Bob's current favorite is the Cayman.

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

Outside our club activities, I like to work in the garden, sew, and spend time with family and friends. I am a member of the grounds and maintenance committee in our neighborhood. Bob spends most of his time at his garage. There is always something on the lift being brought back to life.



Bob and Becky



Look out - I'm coming through!



2022 Cayman GTS-4.0

Bob and Becky in Italy



Big Bend trip in 2021



Targa





Fiesta Challenge



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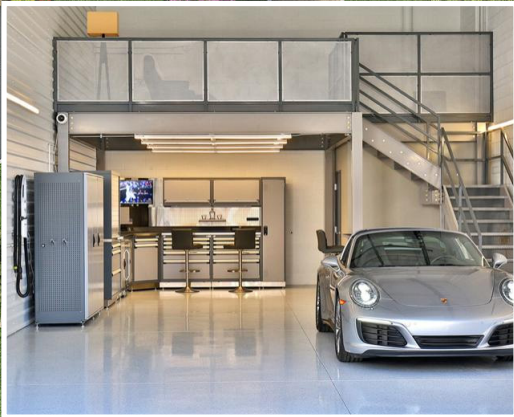
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Article and Photos by David Vasek

Worth Fixing (Part 1)

Defending Permanence in a Disposable Age

Staring at the boxes of parts, I'm not sure if I'm ready for what I know is going to be a smelly and tedious job. As far as I can tell, the fuel lines on Heidi, my family's 1985, 3.2 Carrera Targa, are likely to cause me issues at some point. Maybe not for years, maybe tomorrow. The good news is, I have newly-made lines ready to go. The bad news is, this isn't likely a quick, Saturday morning project; it's going to take time, require patience, and probably involve me walking away at least a few times to let my frustration level simmer down...I could take it to a shop, write a check and have someone else deal with it. But I won't, because to me, that would miss the point entirely.

But first, a slight detour... in addition to dreaming of Porsches, I also find mechanical watches (often Swiss, but not always) quite fascinating and ingenious. There are "automatic" watches that keep themselves wound each day, transferring the kinetic energy of the wearer's movement into stored energy within a tightly wound spring. Another type of mechanical watch is the manual wound variety that require regular attention, often as frequently as every 40-60hrs, to maintain the energy in the spring. Maybe because it's easier to pontificate and procrastinate, or maybe I'm foolishly still looking to justify my hobbies, but I can't help but draw some parallels between the watch and the Porsche. They have more in common than being mechanical. It occurs to me - they're both worth fixing.

We live in a "sealed" era. Throughout my career working in cyber security, I'm surrounded by technology that is proprietary, integrated, and often quite complex to diagnose or "debug." Most modern consumer devices are designed for a

single lifecycle. When they break, you don't fix them; you replace them, even though they were likely quite expensive to acquire in the first place. Maybe it is "planned obsolescence", or maybe it's just the fact that technology moves at such a rapid pace.

But our cars belong to a different lineage. They have more in common with a fine mechanical watch than a piece of modern consumer electronics. This morning, I'm wearing a manually wound watch. I turned the crown, felt the main-spring tension build, and listened to the heartbeat of the movement coming to life. The whole ritual takes fifteen seconds. Ironically, my phone could tell me the time more accurately without any effort at all. But I wind the watch anyway. Why? Really this question deserves a multi-part answer, but one reason is that I love the idea that both the watch and the Porsche were designed with the assumption that someone would want to keep them forever. That design philosophy changes everything about the relationship between owner and object.

Porsche Classic famously states that over 70% of all Porsches ever built are still on the road today. That isn't a happy accident (and you know what they say about statistics). It's the result of an engineering philosophy that prioritizes longevity. When Stuttgart designed my 3.2 Carrera, they weren't building a disposable good; they were building a machine meant to be maintained across generations. The Motronic fuel injection system is sophisticated for its era, but it isn't a "black box." The sensors are testable, the procedures are documented in the amazing Bentley service manual, and the parts still exist because the factory knows we are still out here turning wrenches.

Back to the watch for a second; beyond the daily

winding ritual, the watch will need service eventually. Similar to cars, watches have a recommended service interval where the movement will receive cleaning, lubrication, adjustment. The watch was designed with that future maintenance in mind. Hopefully this doesn't sound like simple romanticism. It's more about appreciating a different engineering philosophy. The expensive Swiss watch maker's reputation depends on having watches from sixty years ago still running today. So when they design a current model, they design it to last.

The fuel lines won't replace themselves. At some point in the next few weeks, I'll clear some time, gather my tools, and get to work. There will probably be frustration. But when I'm done, I'll know the fuel system better than I did before, and hopefully I have eliminated the likelihood of future fuel leaks down the road; Heidi's fuel system will be ready for another few decades of driving so I can focus on the next thing.

And like Heidi, the watch will continue ticking. Both objects will outlast me, probably by a significant margin. That's not an accident. It's the

result of design choices made long before I came along. Choices that prioritized longevity over convenience, serviceability over planned obsolescence, relationship over consumption.

Some things are worth fixing. And the best things were designed that way from the start.



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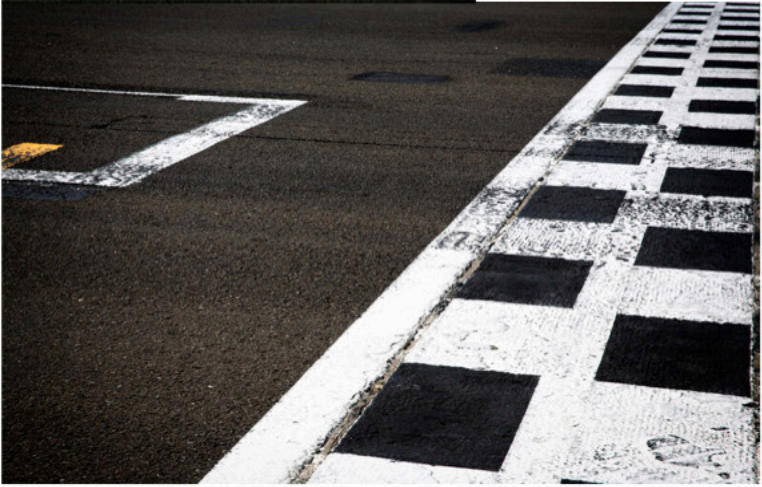
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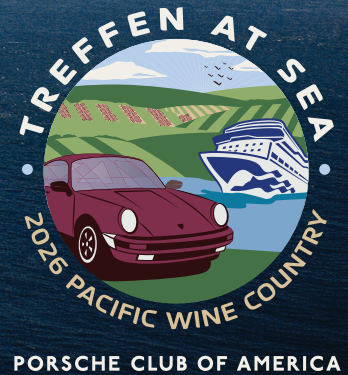


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More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country



PORSCHE CLUB OF AMERICA

Arch Ray Tour ~ March 7, 2026

What started out as a gray and gloomy day, forecasted for several thunderstorms and possible hail, turned into a great drive (no rain or hail) for the 20 cars and 30 people that showed up in Bergheim to start the drive. A few people even drove topless - ok with their tops down for most of the drive. We hit many obscure back roads which hadn't been on any tour so far - and we've done a lot of tours over the last decade. We even passed the house in the country with many old vehicles lined up along the fence.

After a long drive with many turns, we ended up in Fredericksburg at the Arch Ray Resort and Winery for a great lunch. Just goes to show you - can't always believe the weather people!



Pit Stop!



Article by Shelley Matthews
Photos by Mike Matthews and
Shelley Matthews



Longhorn Photo Ops

This is a new page for LHR 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 with the name of the person who took the picture and information about the picture.



356 German Cars and Coffee - Becky Yard



Jan. 2026 Lies and Fries lunch - Patricia Broyles



RJ and Linda's blue Carrera and matching nail polish



Andy Wright's 2014 Cayman S



Said no Porsche driver EVER (passenger yes - driver no)



Caught behind a semi on a tour....sigh by Becky Yard

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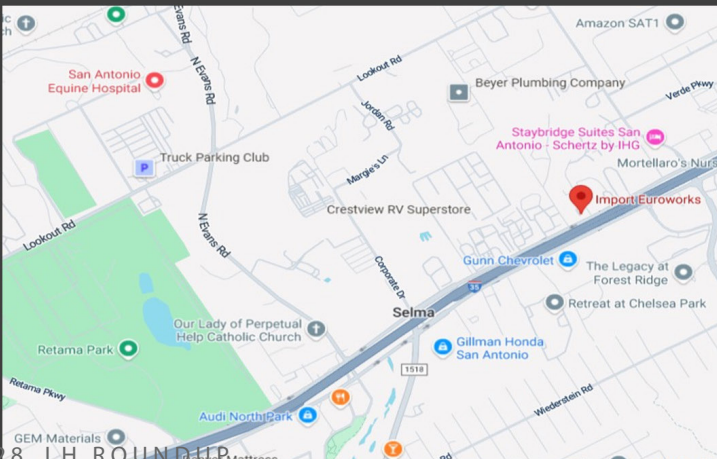
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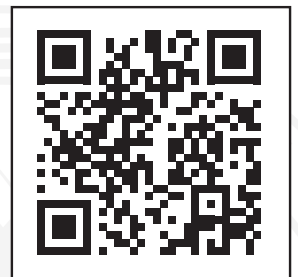
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THE AGES
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PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



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Historically Speaking.... 1962~1979

1962 - 1965

In 1962, the 356 "B" was the mainstream Porsche, with the 356 Carrera 2 making its debut. This would be the fastest and last 356 Carrera Porsche produced. Sadly, 1962 was also the last year of the very rare (only 5) Beutler-Porsche 4-seaters.



1963 heralded the new 356 "C", a much-improved car and the first for Porsche with four-wheel disc brakes. Excitement was building with rumors of an all-new Porsche, the 901 ... later called the 911. This would be a major shift in direction for the young company as the 356 was the only car they had ever made up to this point. This decision was difficult and began the now common complaining about a new model not being a "true" Porsche!

In 1964, the 356SC came about. It also had 4-wheel discs brakes and offered the 1600 Super 90 engine. Both the C and SC came in Coupe or Cabriolet form.

1965 formally introduced the USA to the brand new model in the lineup ... now called the 911. Who would think this car would exist into the 1989 model year with only incremental updates? A super car was born!

By the end of 1965, over 76,000 Porsche 356 models had been sold, and the 912 took over the 356's place in the market. With a popular 4-cylinder engine, you could get a 912 for only \$4,690 in the U.S!

1966 - 1969

In 1966, the 356 now history, the new 911 was

slowly beginning to gain a loyal following. Webber Carburetors replaced the finicky Solexes, greatly enhancing drivability. To counter cries that the 911 was too expensive and, believe it or not, too powerful, the 912 hit full production and basically became the new 356.

In 1967, Porsche started a long tradition with the 911 by adding a letter to the badge ... a simple "S". The 911S was introduced, but because of some technical difficulties, it was initially only offered for European customers. The "S" featured a higher performance flat six that put out a remarkable 160 hp ... all from 2.0 liters! The Targa was introduced, sporting a vinyl covered top that was removable and could be stored in the trunk. The top locked between the windshield and the brushed stainless steel roll bar behind it. In 1967, the Targa had a soft rear window, much like a convertible. Little publicized, but a new venture had begun between Volkswagen and Porsche to build a mid-engine 4 cylinder sports car code named the "Fourteener" ... can you guess what this later became?

By 1968, more options were added to the 911 line, including a sunroof and the brand new Sportomatic gearbox. This gearbox was like a normal 4 speed transmission, but without a clutch pedal. All the driver had to do was touch the shift knob, and the transmission would go into neutral, awaiting the next gear to be selected. The 911 L (L stood for "Luxury"), introduced at \$6,790, was equipped with the same 130 horsepower as the regular 911, but was more plush inside. It was also the most expensive of the 911s, since the 911S was not available in the US in 1968. Sadly, the 911 L was only produced in 1968. The 911T, priced at \$6,190 was added to the line up in 1968 as the "Touring" form of the 911. The 911T had the 2.0 liter engine, but with only 110 horsepower. The T was the "base" model, costing 10% less than its more powerful brother, the 911S.

1969 was an exciting year for Porsche and saw the first substantial change to the 911 and 912 line. Both got the 57 mm lengthening of the wheelbase, greatly enhancing handling and reducing the dreaded trailing throttle over steer. The Targa got

a fixed glass rear window. The 911E entered the line-up in 1969 as the middle range model, between the 911T and the newly available to the USA 911S. The 911E had a 2-liter, 140 horsepower engine with Mechanical Fuel Injection. Its compression was 9.1:1. This would be the last year of the 912 until 1976. Production of the devastatingly successful 917 began, and the world would never be the same!

1970 - 1973

The 2.2 L engine came in 1970 and brought 15 more horsepower with it, now outputting 155 hp at 6,200 rpm. In 1972 and '73, the 911E received the 2.4L. with 165hp, and the 915 transmission.

The 912 lasted only until 1969, when the 914's entered to fill the price range below the 911. 1970 brought on the first engine displacement increase, to 2.2L. (2,195cc). That upped the output to 125 horsepower. For both '70 and '71, the engine had Zenith carbs and kept the same compression ratio of 8.6:1.

The Porsche 914, introduced in September 1969, was a sporty, mid-engined two-seater with a targa top and a 4 cylinder boxer engine.

The idea for the 914 originated in the mid-sixties, when the presidents of VW and Porsche collaborated on an idea to produce a new sports car for each of their companies. Volkswagen wanted a new, sportier model to replace the Karmann-Ghia and Porsche would also use the car, but with all the components coming from the 911 series.

VW would take 914 bodies and finish them as 914/4s, and Porsche would take their portion of the body shells, and build 914/6s. When sold in North America, however, all 914s would be considered Porsches.

The 914-6, assembled almost entirely at the Porsche factory, had a very short life with only about 3360 examples produced between 1970 and 1972. All base sixes came with a 2.0 L flat six motor, similar to that found in the 1969 911T.

Until 1972, all 911T models had a different transmission than the 911S and 911E. In 1972, the 911s received 2.4Liters (2,341cc) and the 911T output 140 hp at 5,600 rpm. Part of this power came from the addition of mechanical FI, something other 911s had for years. Compression was lowered to 7.5:1. All the 911 models shared the same 915/12 transmission.

1973 was the last year for the 911T, and there were two different model distinctions, an "early" and a "late". The early 911T was the same as the 1972 model. The late 911T was offering CIS (K-Jetronic) fuel injection. Power remained at 140 hp. As for all the 911T years, you could get either Coupe or Targa.

1974 - 1977

The entire 911 line was changed in 1974, with the base 911 having a new 2.7L flat-6. It put out about 150 horsepower. Major changes from 1973 included big, heavy duty bumpers, the engine, and reinforcements in the body, such as the beams within the doors. The models to choose from at this time included the 911, the 911 Carrera, and the 911S. The base 911 was only available in America for 1974; from 1975 to 1977, the least expensive model in North America was the 911S. The 911 2.7 was available to the rest of the world, though, until 1978 when the 911SC became the only non-turbo 911 produced.

1974 brought about many changes in the 911s. The lineup now consisted of the 911 2.7, the 911 Carrera, and the 911S. The 911 Carrera had a 2.7L engine producing 175 horsepower. The body was very different from previous Porsche 911s. Improvements included reinforced doors and heavy duty bumpers that could withstand a strong impact. The Carrera sported the new whaletail (RS wing), instead of the "ducktail" of the previous 1973 Carrera RS. Often you will see the script "Carrera" written across the lower portion of the 911's side.

The 912 appeared briefly in 1976 as a "special edition" [912 E](#)

1976 saw the end of the 914.

The 924 represented a new beginning for Porsche. It started a Porsche trend which did not end until the last 1995 968 was built. All of these autos would have the front engine/rear transmission layout. The 924 came out in 1976, as a replacement for the defunct 914. It carried a small inline 4, another first for Porsche. And, amazingly, it was WATER COOLED! It had a smoothly contoured body, with a large rear window posing as a hatchback. Missing were spoilers, fender flares, wide tires, and things like that. The 924 was a plain, un-gimmicked, 2+2 touring car that was cheap, sporty, and fun to drive.

The concept of the 928 originated in 1971. The model was first shown at the Geneva Auto Show in March of 1977. By this time, the 928 was ready and running. Production began in September of that year for the 1978 models. As it first came out, the 928 offered a 4.5 liter 90 degree V8 as its only powerplant. You were given a choice of a 5-speed manual transmission, or a 3-speed automatic. Power output was at 219 horsepower. The 928 had its engine in the front, and the transmission at the rear. Even though this concept was already shown on the 924, the 928 was actually designed BEFORE the 924, therefore, the 928 is really the first "front engine" Porsche.

For the 1976 production year, a new model, called the "Turbo Carrera" was available (type 930, but officially titled "Turbo Carrera"). The car was a 911, but a very special one. It was turbocharged. This new model had the 3.0 liter engine, modified suspension, fender flares, and the most well-known trademark of all, the whaletail. It developed 234 hp and 246 lb-ft torque. It could go from 0-60 in 6.7 seconds, and cruise to 156 mph. The car was fast, powerful, and extremely tail-happy.

However, the 1976/77 Turbo Carrera was simply an intro to the "big" 930, of the 1978 model. In 2 years of further development, the car was upgraded into a 3.3 liter, intercooled, turbocharged monster that could go from 0-60 in 4.9 seconds, and allow the speedo needle to soar past the 165 mark. The 930 was now just titled "Turbo" on the rear deck lid.

Editor's Note: This article was written by Joe Tegtmeyer and is part of the LHR historical data. Part one of the article covers the history of Porsches from 1962-1977. Next month's issue will cover from 1978-1999.

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