

The Roundup

Longhorn Region
November-December 2025



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...it's the people!*





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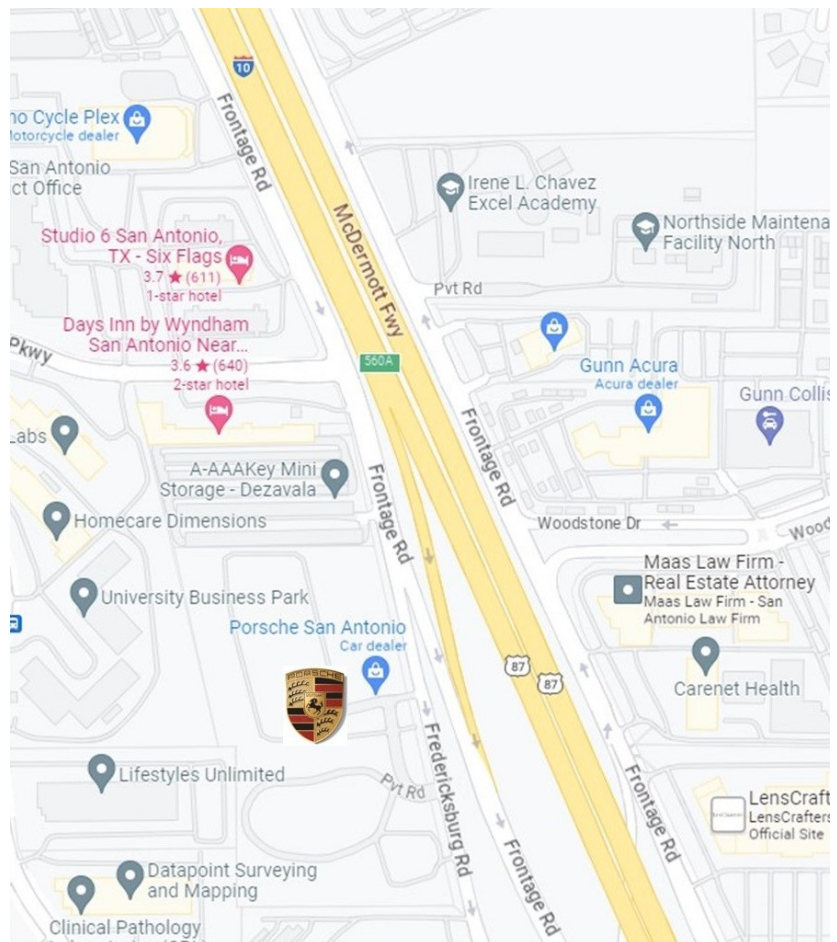
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The Roundup

Vol. 20 - Issue 6
November-December 2025



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Social
Page 11*



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*Brewery Tour
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*Support
our
Sponsors*

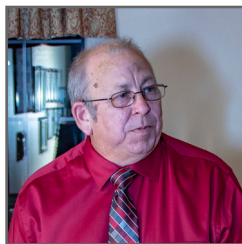
ON THE COVER

Santa Claus - being pulled by 2 Longhorns - is coming to town and he's got presents! Graphic generated in Gemini.

2025 LONGHORN REGION LEADERSHIP



Chris Royter
President



James Bricken
Vice-President



Ignacio Fortuno
Treasurer



Dan Alwood
Secretary

CHAIRS

Concours - Jud Walford, Co-Chair Mike Vriesenga
Dealer Liaison - Jack Merrell
Sponsor Liaison - Rick Elizondo
Driving Tour - Michael Sorbera
Elections - Mike Vriesenga
Historian - Matt Besfer
Insurance - Steve Mitchell
Membership - Shelley Matthews, Co-Chair Cindy Elizondo
Motorsport (AX, HPDE) - James Bricken, Co-Chair Bill Dorsey
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 visiting - www.longhornpca.org - and click on the Volunteer tab.



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

2025/2026 Calendar

Longhorn Region Events

PCA/Other Region Events

2025 Calendar

November:

6 - Dinner Meeting - TBD

7-9 - Multi Day event - Palooza Arkansas

8 - Porsche Country Cars n Coffee - Helotes

15 - Autocross - The Tree of Life Church

December:

4 - Christmas Party - Canyon Springs Golf Club

11 - Tech Session - Simpson't - 10am

Tentative 2026 Calendar

January:

8 - Monthly Dinner Meeting - TBD

17 - Autocross Training

24 - Porsche Country Cars n Coffee - Helotes

February:

5 - Monthly Dinner Meeting - TBD

7 - Tour

21 - Autocross - Tree of Life Church

28 - Porsche Country Cars & Coffee - Helotes

2026 Calendar is tentative. Entire calendar will be included in the January-February issue of the Roundup. As always - Dates and locations could be subject to change. Please check the website calendar for the most up-to-date information at longhornpca.org.

MERRY
CHRISTMAS
AND A VERY
HAPPY NEW
YEAR!





LONGHORN REGION



PORSCHE CLUB OF AMERICA

Wow, 2025 has flown by, at least for me anyway. Longhorn Region enjoyed another safe and fun year of activities. Many thanks to all who planned, organized, volunteered and conducted the variety of events we enjoyed together.

Longhorn members joined together for several helpful charity events this year. Our dedicated Fiesta Challenge Rally, AutoX, and Concours event raised \$5000 in donations to Meals on Wheels and New Braunfels Food Bank. In July, we pulled together and raised \$7251 in donation funds for Center Point Volunteer Fire Department. Your generosity helped with their recovery and rebuild needs after the flood devastation. Thank you to all who contributed to these causes.

Autocross events at Tree of Life Church provided fun competition and car control development to drivers of all experience. The season started off with an Autocross training event and continued with 7 timed events. We always have instructors on hand to coach and help hone your skills. James B. and Bill D. crafted a variety of fun course layouts. Irene Camacho handled the event timing which made these days run smooth. Big thanks to Michael Sorbera, our venue ambassador, for making these events possible. As a special note: congrats to James B in his 911, Bill D in his GT4rs, and Don C in his 981 Boxster S for taking 1st place in their class at the PCA Parade Autocross competition.

Driving Tours continue to be popular. We enjoyed increased participation this year at all 8 events. Some events were re-routed due to weather issues which made some challenges. Thanks to Michael S, Bill D, Steve W, Steve M, Mike V and Chuck B for mapping and leading the drives. Patricia B put together a fun Gimmick Rally for Fiesta Challenge. Mike V ran a Time Speed distance event in June using the same

smartphone app for scoring that PCA uses at Parade. Boxstoferfest also had a record turnout this year. Chuck B and his team always put together a great weekend of drives and rallies.

This year's Fall Picnic celebrated PCA's 70th Anniversary. Hosted by Klaus and Charla Wieswrum, over 150 members gathered at their Garden Ridge home to celebrate. There was fun Beer Garden music, delicious food and great conversations. Irene created our souvenir T Shirts and handled the sorting, tagging and sale. Now that's a task!

We all enjoyed the great display of Porsches lined up for the People's Choice Car Show. The vintage Porsches swept the show with wins going to Klaus's '65 356SC and his '73 914, Chuck's '73 911 and Jim's '82 928. Well done guys.

Our social committee added some new events this year. We have a diverse group of members and it's good to offer a variety of activities to participate in. Irene and Patricia organize Bunco & Burgers at Big'Z the Friday before our Autocross dates. Membership chairs Shelley and Cindy organized two new member socials this year and a Tea Time Luncheon. Tech sessions were held at XPEL San Antonio and at Simpson Performance Products. Robert B organized our Porsche Country Cars in Coffee events in Helotes. We are always open to new event ideas. If you have one, let us know. We can provide support to help you make it happen.

2026 is upon us and our event calendar is penciled in. This is the 3rd year Michael and Sherry S have hosted a planning committee. At this November meeting, a variety of social and driving events were planned for next year. Our event calendar on the LHR website will be updated with the 2026 events and dates. This

is the best place to get your event information throughout the year. I hope you find many activities of interest to take part in. We always need volunteers to help facilitate events. Drive group leads and sweeps are often needed as our group size grows. Don't be afraid to get involved. Social events often need helping hands for day of tasks. PCA is fueled by volunteers. Getting involved can be very rewarding and you meet new friends.

As we close out 2025, I wish to thank my fellow Board and Chair members. Your valuable time

and effort made this year great. Be sure to thank them at the events you participate in. If you are interested any Board or Chair positions send us an email, we can get you involved to learn along the way.

Happy Drives,
Chris Royter
President
Longhorn PCA
longhornporsche@gmail.com



Editor's Notes

by Shelley Matthews, Editor

Here we are - ending another year of socials, autocrosses, monthly dinners and driving tours. It's been a great year. Officers and chairs are working hard to schedule next year's events. If you have any suggestions or ideas, please contact any officer or chair.

Speaking of officers - congratulations to our 2026 slate of officers - Chris Royter, President; Michael Sorbera, Vice President; Ignacio Fortuno, Treasurer; and Dan Alwood, Secretary.

Speaking of 2026 - I'm planning to add a few new columns to the Roundup for the coming year. I'll be bringing back the Meet the Longhorn column. This is an opportunity to let your fellow Longhorns know more about you. Just answer a couple of easy questions, add a couple of photos, and that's it. I will send out requests to members but if you'd like to add your name, please let me know. I'm also adding a page of miscellaneous pictures from members. These will be pictures sent in by members that aren't associated with an article or particular event. I've started adding this page in the issue - page 20. So go through your photos and send them to me. Also want to thank David Vasek for the addition of his new column Vasek's Werkstatt that will discuss everything Porsche. And as always - if you have any ideas or suggestions - just let me know!

Speaking of suggestions - hopefully you filled out the survey with your likes and ideas. The results will help our committees to put together events for the coming year. A huge thanks to Cindy E. for working with Jim at PCA National to put this survey together.

Speaking of our committees - they are always looking for volunteers to help put together, plan, and execute the events. Even if you can help with even one event - all volunteers are welcome. Talk to one of the officers or committee chairs and let's make 2026 the best year ever!

Wishing you and your families the best and brightest holiday season!

Speaking of the holidays - there is still time to order Longhorn specific merch on the PCA website at <https://www.pcawebstore.org/regions/LHN>

Membership Report

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

New Members as of Nov 1, 2025

Dave Anderson	2006	911 Carrera S
Lamont Beckett	2012	911 Carrera
David Collum	2018	Panamera 4
Jeanine Coombs-Todd & Troy Todd	1999	Boxster
Fernando Davila	2024	911 Carrera Cabriolet
Dennis & Cynthia Dumale	1997	Boxster
Jim Freeman	2016	911 Carrera GTS
Jessica Funiestas	2024	718 Cayman
Evan & Brian Gilmartin	2024	Macan
Kenny Glorioso	2021	911 Turbo S
John Kobert	2026	911 Carrera 4S
Martin & Sharon Levett	2003	911 Carrera Cabriolet
Austin Malone	2001	911 Turbo
Jacek Materna	2004	Carrera
Sean Mcnelis	2019	911 Carrera 4S Cabriolet
Inayatali Momin	2016	Cayenne
Whitney OBannon	2020	911 Carrera
Benjamin & Ekaterine Payano	2017	911 Turbo S
Bill Rafferty	2025	718 Boxster GTS 4.0
Trichia Ramirez	2024	718 Cayman
Moe Rahman	2016	Cayman GT4
Selin & Albert Scott	2020	Macan
Alan Silverman	2015	Cayman S
Burton Smith	1964	356
John Talleur	2022	Cayenne
Nathan & Patte Titus	2016	Cayman
Eric Vasquez	2005	Cayenne S
Matthew West	2022	911 Carrera

Transfers In:

Geoff Bumpas	2014	911 Turbo S
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From:

Maverick

Transfers Out:

Stephen Bassett	2021	Macan S
James Conrad	1976	914 2.0
Jin Ha	2024	Macan S
Shyam Prasad	2008	Cayenne GTS
Andrew Ranft	2009	911 Carrera

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Anniversaries

Nov. 2025:

20 years

Philip &
Alexander Hughes

10 years

William Henderson
Robert & Dextra Moser

20 years

Robert Caran
Nanette Watson
James & Susan Conrad

5 years

Tim Vu

1 year

Juan Ferrucho
Kimberly Bruce
David & Victoria
Espinola
Tim & Kathy May
Zaida Diaz & Scott
Adams

December 2025:

20 years

Dale & Gail Gleichweit

15 years

Victor Casillas
Jeffrey Spear
Rick Ledbetter

10 years

Ron Ernst

5 years

Katherine Widby &
Fernando Pena
Betsy & John Ruckman

1 year

Kyle & Sheila Smith
Kathy & Tim May
Christopher Escantante
Byron Cowen
Maria Gallo & James
Hayes
Gerald Fensterer
Richard & Gayle Longoria
Jason & Rowan Smith
Daniel Salkinder
Robert Beuertein
Jay Patel
Charlie & Aimee Oliver
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since 2012*

Rodney



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New Member Social

Article by Shelley Matthews

Photos by Rick Elizondo and Shelley Matthews

The Membership Committee held their second New Member Social of the year on Thursday October 9th at Bigz's Burger Barn. Members that joined LHR between April 2025 through October 2025 were invited to attend.

After some socializing, we took a group picture after which everyone enjoyed a burger and salad bar

buffet with all the trimmings. Each new member was asked to introduce themselves and talked about their cars (the really important part). Next, the officers and chairs introduced themselves and talked about their roles and answered questions from the members. We ended the evening with door prizes. Welcome to all our new members!



Goodwood Revival

Article and Photos by Mike Vriesenga

Do you have a “bucket list,” i.e., a list of things you want to do or see before you kick the bucket? I have been inexplicably drawn to old cars most of my life, so one of my bucket list items was the Goodwood Revival.

The Goodwood Revival is an annual gathering of old cars, racing cars, and the people who love them, at the Goodwood Estate in southern England, just north of Chichester. Because of its location near the English Channel, the RAF established an airfield there during World War II. After the war what does one do with two runways and a perimeter road? Race cars, naturally. So, when automobile racing was loud, dangerous, environmentally destructive, and politically incorrect, but also bold, creative, and innovative, they raced at Goodwood from 1948 to 1966. The Goodwood Revival celebrates that history with style. Dozens of cars come to race, hundreds come to show off, and thousands of people come dressed like their grandparents in their prime.

The experience started at the train station where I boarded a double-decker bus. This was not a modern English bus, but a restored antique with red paint, chrome fixtures, fabric seats, and a thumping diesel behind the rear wheels. If you are a Harry Potter fan, liken it to boarding the Night Bus or appearing on Platform 9 ¾. Rather than witches and wizards, I shared the bus with Royal Air Force pilots, men in tweed, and women in flouncy dresses with impossibly intricate hairdos. This was England, so it rained as soon as I left the bus. I sheltered in a teepee with five antique Aston Martins and three Raleigh Chopper bicycles. The immersion, literal and figurative, had begun.

I paid for access to The Barracks, a long tent with tables, food, programs, radios, and toilets. Given the on and off rain, it was a blessing to have shelter and a ceramic cup of hot tea with milk and sugar served on a saucer. I don't even use a saucer at home! I recommend this option, since the hoi polloi were continuously exposed to the rain and mud. I also recommend

“Wellies” since the mud stayed between storms.

On track there was a series of parades and races, starting with a parade of Volkswagen vans, including one with half a dozen smiling teenagers waving from the sunroof in the pouring rain. The second race featured pre-war Grand Prix racers, open cockpit, single seaters struggling for traction and vision in the stinging rain. Later I saw a man in a racing suit and goggles with a dirty face in the Barracks. “Wow, a racer!”, I thought. No, just makeup, but cleverly done. The British Touring Car race was cool to watch, with Rowan Atkinson (Mr. Bean) driving a Jaguar Mark VII with chrome bumpers. My favorite race featured production-based cars from 1964-1966, including Porsche 904s, small, fast Lotuses, and thundering Shelby Mustangs.

As is often the case, the off-track action was better than the on-track, if only because it was more accessible. Nearby was a display of Jim Clark's race cars, including a 356. I had the good luck to be behind one of his Lotus-Ford V-8 powered cars when they fired it up. Wow! Other displays included Alfa Romeos and a variety of military vehicles and aircraft.

Ironically, the highlight for me was wandering the parking lot set aside for visitors who drove historic older cars to Goodwood. The lot contained row upon row of fascinating cars driven through the rain and mud to be there. Jaguars were “common,” as were MGs, and even Aston Martins. There were several pre-war Bentleys and a Gordon-Keeble, a British car with an Corvette V-8 that I've only ever read about. Not to worry, there were lots of Porsches too.

All told, Goodwood Revival was a wonderful experience. You can see old race cars at SVRA and other events in the U.S.; however, the enthusiasm of thousands of people dressing up in vintage clothing to celebrate old cars, in an environment where even the buses and midway rides were antiques, is unique and a worthy bucket list item. Do it if you can.



The parking lot was awash with beautiful cars sitting in the mud. This early 911 shows the mud, and a steering wheel on the right.



Porsche Classic had one of the best displays on the midway, including the 356 and early 911 from the museum, and a technician patiently beating out the flaws in an original part with a hammer and anvil.



This amphibious Duck boat seemed particularly appropriate given the rain and mud.



I am most familiar with Jim Clark driving a Lotus-Cortina with the inside wheel off the ground in a turn or winning in single seaters. It was interesting to learn he raced this Porsche 356.



I debated about sharing this one. There is a 356 Carrera in the background, but you can't help smiling at the Nash Metropolitan in white and blue.



The midway featured lots of cars that I could only purchase if I wanted to be divorced, after which I wouldn't be able to afford the car. Here is a Shelby Cobra with an aerodynamic roof so you could race Le Mans, and hot rod Porsches.



Mini Cars for minis.

Autocross ~ Oct. 25, 2025

Stats compiled by Irene Comacho

Pos	Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score
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Main Category

PCA				Drivers: 20	Trophies: 6		Run Heat: 2	
T 1	33	Stephen Wright	2016 Porsche GT4	SS 0.836	59.067 55.858 53.796	56.704 54.540 57.756	56.480 54.256	44.973
T 2	96	Stephen Grigory	2021 Porsche Cayman S	AS 0.826	59.326 58.786 58.073	59.996 58.681 58.706	60.115 61.087 57.611	47.587 (2.614)
T 3	14	Klaus Weiswurm	1973 Porsche 914	CS 0.813	75.043 58.845 60.407	60.929(1) 58.681 59.220	59.274 58.719	47.708 (0.121)
T 4	88	Chris Royter	2014 Porsche 911	SS 0.836	62.386 59.050 59.836(1)	59.922 59.925 58.875	DNF 57.874 58.694	48.383 (0.675)
T 5	78	Don Coronel	2013 Porsche Cayman	AS 0.826	59.634 61.660(2) 58.463	58.766 71.971(2) 66.546	57.510 60.864	48.541 (0.158)
T 6	37	Chris Daraban	2014 Porsche Cayman S	AS 0.826	63.669 60.500 60.293	61.492 60.988 59.317	62.304 DNF	48.996 (0.455)
7	117	Lester Ogawa	2006 Porsche Cayman S	SSM 0.878	60.946(1) 57.477 55.922	57.612 56.541 56.112	56.929 56.295	49.100 (0.104)
8	48	Dan Alwood	2017 Porsche 718 Boxster	AS 0.826	67.566 60.236 61.714	61.681(1) 61.422 66.188(2)	63.941(1) 62.481(1)	49.755 (0.655)
9	143	Ward Galbreath	2015 Porsche Boxster	AS 0.826	70.141 60.669(1) 60.316	60.846 63.051(1) 60.861	61.856(1) 60.789	49.821 (0.066)
10	4	Adad Esparza	2018 Porsche 911S	SS 0.836	65.190 68.126(4) 61.939(1)	62.207 59.930 64.843(2)	61.917(1) 70.825(5)	50.101 (0.280)
11	11	John Paulson	2015 Porsche Cayman	AS 0.826	73.037 66.827	68.130	65.977	54.497 (4.396)
12	19	Sam Noble	2024 Porsche Boxster GTS 4	SS 0.836	72.345 70.924	69.674	66.849	55.886 (1.389)

Pos	Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1	Score
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T 1	27	Federico Del Toro	2021 Toyota Supra	BS 0.819	56.388 53.682 59.903(3)	53.910 53.253 64.758(1)	55.542(1) 51.989	42.579
T 2	32	Salvador Acosta	2019 Subaru BRZ	DST 0.818	59.560(1) 56.109 54.512	55.232 55.680 54.006	61.422 55.266	44.177 (1.598)
3	13	Rachael Acosta	2005 Acura RSX Type S	DST 0.818	58.221(1) 55.038 54.510	59.039(2) 54.858 54.289	55.788 54.069	44.228 (0.051)
4	87	William Dorsey	2023 Porsche GT4 RS	SS 0.836	54.915 53.796 53.581	54.047 53.617 53.223	53.375 54.266	44.494 (0.266)
5	8	James Bricken	2002 Porsche Boxster S	CS 0.813	60.029 56.269 54.952	56.488 56.138 54.830	55.245 56.013	44.577 (0.083)

Autocross Pictures ~ Oct. 25, 2025

Photos by Amanda Jones



Autocross Pictures ~ Sept. 25, 2025

Photos by Amanda Jones



Can't save on tire wear by running on only 3 tires!



Results of the Sept. 25 were printed in the Sept-Oct issue of the Roundup.



Autocross Results ~ Nov. 15, 2025

Pos	Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn, Div	Course 1	Score
Main Category							
PCA			Drivers: 24		Trophies: 7		Run Heat: 1
T 1	111	Rob Redanz [99]	2012 Porsche Cayman R	AS 0.826		64.990 63.014 64.158	63.781 62.273 74.249
T 2	37	Chris Daraban [137]	2014 Porsche Cayman S	AS 0.826		67.334 65.113	64.129 63.749 64.639
T 3	6	Ben Payano	2017 Porsche 911	SS 0.836		72.932 67.686	67.485 66.215 64.463
T 4	33	Stephen Wright	2016 Porsche GT4	SS 0.836		66.228 64.713	65.627 65.048 64.987
T 5	25	David Valdivieso	2010 Porsche 911 Carrera S	AS 0.826		70.592 65.542	71.535(1) 70.122(1) 68.970
T 6	78	Don Coronel	2013 Porsche Boxster S	AS 0.826		68.950 67.755(1)	66.444 65.651 71.896(2)
T 7	96	Stephen Grigory	2021 Porsche Cayman S	AS 0.826		66.403 67.070	67.456 66.274 68.093
8	7	Chuck Bush	2018 Porsche GT3	SS 0.836		67.403	65.918 65.791 (0.514)
9	38	Hung-Jen Hung	2023 Porsche GT4 RS	SSP 0.857		64.499(1) 66.485(2)	64.561(1) 69.362(3) 67.159(1)
10	117	Lester Ogawa	2006 Porsche Cayman S	SSM 0.878		65.802 63.069	65.174 64.096 66.014
11	44	Robert Fly	2015 Porsche 911 Targa 4S	BS 0.819		69.294 69.406 68.815	RRN 68.435 67.842
12	99	Jon Daubert [199]	2024 Porsche 718 Cayman G	SS 0.836		72.131 69.409	67.479 67.707 66.822
13	9	Dylan Garza	2020 Porsche Cayman S	SS 0.836		74.089 68.068	71.886 67.289 68.861
14	21	Dan Cernoch III	2019 Porsche 718 Boxster G	SS 0.836		75.869 69.717	72.364 68.522 67.526
15	88	Chris Royter	2025 Porsche 718 Cayman G	SS 0.836		70.768 67.567	72.483(1) 68.786 70.359
16	31	Gary Perser	2008 Porsche Cayman S	BS 0.819		70.680 71.718	82.381 72.964(1) 69.455
17	36	Byron Smith	2006 Porsche Carrera 4 Cab	AS 0.826		72.026 70.036	70.195 72.269(1) 69.402
18	11	John Paulson	2015 Porsche Cayman	AS 0.826		89.871 75.822	80.127 71.983 75.900
19	19	Sam Noble	2024 Porsche Boxster GTS 4	SS 0.836		75.893 72.071	72.920 71.423 71.283
20	161	Rebecca Yard [61]	2004 Porsche Boxster	CS 0.813		84.300 81.289	79.280 78.547 77.393
21	61	Bob Yard [161]	2004 Porsche Boxster	CS 0.813		81.570	82.635 82.045 (3.782)
22	91	Dylan Jr Garza	2020 Porsche Cayman	SS 0.836		124.921 95.598	95.263 86.134 98.609
T 1	17	Federico del Toro [37]	2021 toyota subra	BS 0.819		62.732 64.799(2)	62.164 62.906(1) 60.069
T 2	23	Zbigniew Szymanski	2023 Subaru BRZ	DS 0.811		62.448 61.945	64.385(1) 62.022 60.930
T 3	32	Salvador Acosta	2019 Subaru BRZ	DST 0.818		64.778 63.678	67.757(1) 62.938 66.346(1)
4	13	Rachael Acosta	2005 Acura RSX Type S	DST 0.818		67.776 63.102	63.936 63.439 63.725
5	87	William Dorsey	2023 Porsche GT4 RS	SS 0.836		64.066 65.687(1)	64.363 64.072 63.352
6	8	James Bricken	2002 Porsche Boxster S	CS 0.813		67.763 66.010	67.198 67.341(1) 65.687
7	15	Sumit Kumar	2006 Mazda Miata	AS 0.826		81.542 93.930	76.896 76.247 75.456 75.072

Congratulations on a great autocross season!

See you next year!!!

Brewer Tour

Article by Mike Vriesenga

Photos by Mike Vriesenga, Rebecca Yard and Brian Strang



On Saturday, October 4, 2025, Longhorn PCA members gathered in Bergheim for a "Brewer Tour" to Fitzhugh Brewing north of Dripping Springs. Blessed with "Chamber of Commerce" weather, the first group of 10 cars (hares) headed north to Kendalia and then northeast on Old Blanco/Kendalia Road, followed by two slower groups of 10 cars. Old Blanco/Kendalia Road is a hidden gem of sorts, recently paved, relatively close to San Antonio, lightly traveled, with plenty of twists and elevation changes to keep things interesting.

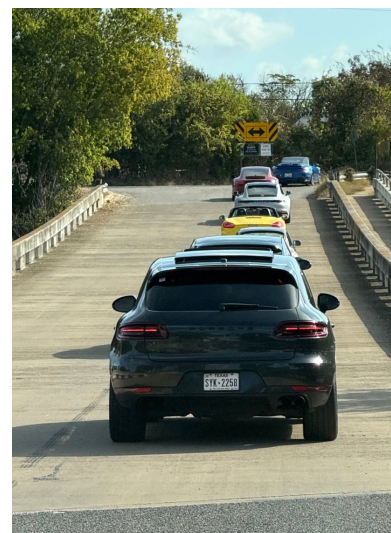


Following a break in Blanco, our Porsches headed northeast again, following Ranch Road 165 to 2325 past the Hill Country Lavender Farm. After about half an hour on those swift and winding two-lane roads, we veered onto Ledgerock Road to pick our way through minor roads to Highway 290 and Fitzhugh Road. The slower speeds rewarded folks with lowered windows and opened tops with sunshine, smells, sightseeing, and even an opportunity to dip their tires in the creek at a low water crossing.



Fitzhugh Brewing made a nice destination. In addition to a variety of beers (English Purl is my favorite), they serve good burgers, two-handed pretzels, and other lunch options. There are few things more pleasant than sipping a beer and talking Porsches with old and new friends on a warm Fall afternoon under the live oak trees.

If this sounds good to you, be sure to join us in 2026 for the next Brewer Tour!





Longhorn Photo Ops



We have fun at Bunco. Charla sprays ketchup on Klaus, then poses for a picture with Patricia. People even win prizes! Come join the fun!!



If you ever need your Cayenne towed from StoneWerks, make sure they don't park under a tree that can scratch your car! Right Patricia?

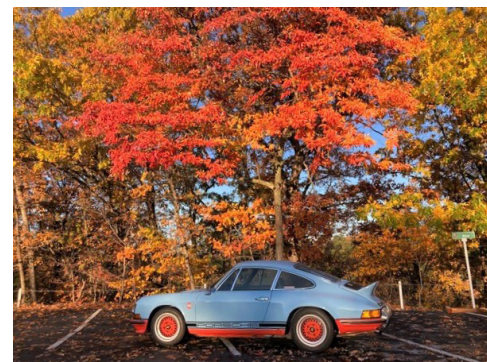


Rob N. puts his photography skills to work at a concours.

Wednesday lunches at StoneWerks are very popular! Come out and join us!



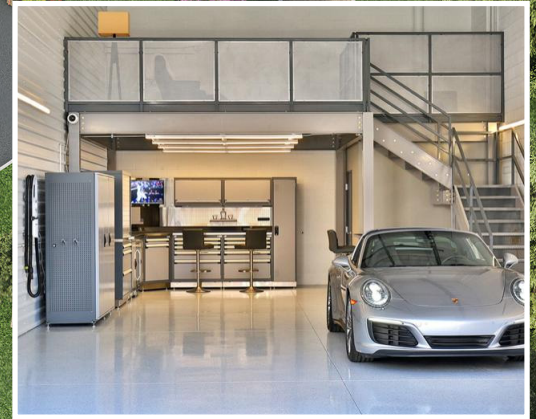
Andy W's 2014 Cayman S



Chuck B. found some changing of the seasons at Porsche Palooza.

RJ and Linda's Blue Carrera 4.

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Shocking!!

Article by James Bricken

One of the most common questions I get when servicing vehicles is: “how long do shocks last”? That is never an easy question to answer because it’s complicated.

In the old days we used to just jump on the bumper and see how many bounces we got. Any more than two bounces and the shocks were considered worn out. But modern cars have much stiffer spring rates and gas pressurized shocks making that impossible.

While manufacturers sometimes offer recommendations based on age or miles, that is seldom an accurate or reliable measure. Things like weather, road conditions, driving habits, and time all impact the life expectancy of shocks. Add to that the quality of the shocks and typical manufacturing outliers (defects) that effect the service life of any and all parts.

So how can you tell if your shocks need replacing?

Sometimes it’s obvious like when you can see oil leaking from the shaft. You might also have someone observe excessive bouncing of the wheel as you drive down the road or experience a vibration under braking. For those more acute drivers you can usually detect instability in corners.

More accurately, if you have the gumption and skills, you can remove the shocks and check them to see if they have lost their oil or gas pressure. The only way to be absolutely certain as to the condition of the shock is to send them to a service dealer and have them tested on shock dynamometer. But who is going to do that? It’s expensive, time consuming, and they are just going to tell you the shocks are not performing at their best. At that point you might as well just buy new shocks and be done with it.

The reality is: just like oil, the performance of the shocks

starts deteriorating from the first drive. The reason is because shocks are filled with oil and have metallic parts that are continually wearing against each other, contaminating, and breaking down the oil. This is in addition to wear and breakdown of the spring-disc valves.

So, what happens if you choose to ignore replacing your shocks?

Let’s start with some engineering and terminology. Shocks are in fact not shocks. I don’t know how we got to this misnomer, but here we are. What we call shocks are more accurately described as “dampeners”. They actually dampen the shock (movement) of the wheel/chassis. The springs are actually the real shock absorbers. Are you confused yet (so am I)?

So, aside from reduced handling performance (which hopefully is the reason you own a Porsche in the first place), failure of the dampening allows for excessive movement of the rest of the suspension components. The rubber bushings on your control arms are only designed to typically move within a limited range. Without the dampening the range of movement exceeds the design capabilities of the rubber bushings causing accelerated wear of those suspension components. So, in addition to needing new shocks, now you will also need new control arms. Tires may also exhibit accelerated and unusual wear due to poor performing shocks. In extreme cases I have seen where the body of the shock was hitting the upper shock mount (also because the bump stop had deteriorated itself out of existence), transferring that impact to the chassis and bending the chassis.

I know you’re still expecting a definitive answer as to when to replace the shocks, and it’s still complicated. For example: amateur racing teams might replace or rebuild their shocks every season, while pro teams are

doing it every race because they need that kind of exacting and predictive performance. For your average joe under normal conditions, I would suggest every 5 years or 50k miles, but you should start inspecting at about the 3 year mark. If you are competing at any level, you may want to consider an accelerated regimen. Shocks are one of the great, often overlooked, aspects of performance in racing.

Will you notice a difference if you run out and have new shocks installed?

Sadly, not likely, except for the few that have a special interconnectedness with their driving machine. However, if you are doing track days or autocross you may notice reduced lap times.

Coilovers?

This is another social misnomer. People sometimes talk about installing coilovers to improve performance. The reality is that most modern cars (at least Porsche) already have coilovers from the factory. Coilover just means coil (spring) over the shock absorber. What they are really saying, and should clarify, is “adjustable coilover”, or better, just “adjustable shocks (dampeners)” (the spring is of no consequence in the discussion or description).

But what do they even mean when saying adjustable shocks? That could mean a lot of things. Adjustable shocks can have 1, 2, 3, or even more different adjustments, and if you have coilovers that usually means adjustable ride height as well (or maybe it only has adjustable ride height). Very confusing!

Many people taut adjustable shocks as being some kind of magic wand to lower lap times. But that isn't reality. The beauty of adjustable shocks is also their downfall and can (just as easily) lead to increased lap times. Get the adjustments right

and you'll go faster. But get it wrong (more likely) and you'll go slower. Often, you'll hear stories that someone dropped 2 seconds a lap when they installed adjustable shocks. What they often don't consider is their old shocks were worn or dead and they would have realized the same benefit from standard replacement shocks.

The good part is the adjustments allow you to adjust for the breakdown of the oil, track conditions, and weather. The bad part is these elements are in constant flux, which means in order to maintain the best performance you should be making constant adjustments (ain't nobody got time for that). The hard part is knowing (usually by feel alone) which aspect to adjust and why. Pro teams can get away with this because they have dedicated engineers who study the telemetry (and input from the driver) to arrive at their best educated guess.

Most important is to have shocks that that are properly valved for your spring rates and car (weight); and that also means regular replacement or rebuilding to account for the breakdown of the oil.

Garage Queens and low mileage purchases.

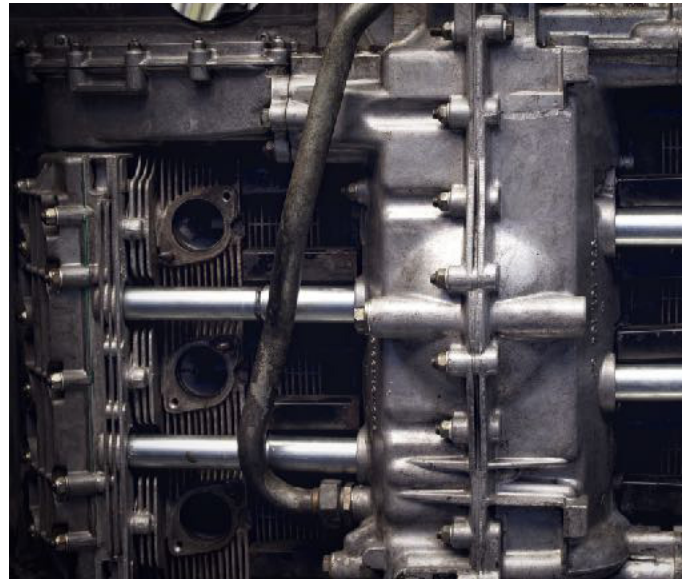
Some people resist driving their Porsches to keep the mileage low and escape repair costs. Generally, this is a false economy, and that goes for the shocks as well. What happens in the case of shocks is that the film of oil on the shaft evaporates and the shafts rusts. The rust then cuts the seal and the shock leaks out the pressure and oil. Yep, you just can't win. If you are looking at buying an older low mileage car you should be concerned about issues like this. What may seem like a great car is potentially just a mummified maintenance nightmare.

Vasek's Werkstatt ~ Where the road meets the wrench

Article and Photos by David Vasek

Jumping Right In Repairs on an air-cooled 911

You can't expect to own a 40 year old car (aka "Heidi") and not have some work to do. Of course, not everyone can do the work themselves, and not everyone wants to. I'm not one of those people though; for me the experience of working on a classic air-cooled Porsche is part of the charm. Growing up with a mechanic dad I'm no stranger to turning wrenches, but that doesn't mean I'm anywhere close to being a guru on the 911 and its superb little engine- in my car's case the resilient 3.2L. I did some basic maintenance, really oil and filter changes being most of it, when the car first arrived at our house, about a year ago. The purchase of a second-hand, drive-on lift equipped my shop to better operate on Heidi without having to figure things out from the "ground floor."



The leak from the oil return tubes was definitely an issue that needed to be resolved, but driving Heidi up on the lift and spending some time with a flashlight peering into the nooks and crannies revealed a few more areas to address as well. At this point it made sense to me that if I were to spend time fixing leaks, I should include checking the valves as part of the project, so new gaskets, washers, and nuts were added to the parts list. This was highly encouraged by a few fellow members of the Longhorn PCA region as well, and I gladly took their advice. A leak at the oil thermostat oil ring and the oil pressure switch for the warning light were replaced as well. Some oil seeping out on the oil crossover line that connects to the thermostat in front of the passenger rear wheel made me

When we first acquired Heidi, the previous owner was clear that there was at least one oil return tube leaking. In fact, he offered to have it repaired by his shop or discount the sale price a bit. I chose the discount because my research up until the point of buying a 911 left me feeling confident that I could tackle the job when the time came. After about a year, the time came...



to seat properly. I gained confidence on doing this project after discussing with a Porsche-trained mechanic at the Porsche Colorado Springs dealership (Alfred is a great guy and very helpful). My primary resources were the Pelican Parts forum and the equally excellent Bentley service manual. Between these two resources it was a breeze. It's great that there is such a large and friendly community of people who know quite a bit about the engines, and I appreciate having specifications in front of me in the book. Of course I can YouTube with the best of them, and there certainly are great videos out there, but there isn't always exactly what you need. The Longhorn members were very helpful (via the Facebook group) in offering great suggestions as well, and it is much appreciated having a network of folks so readily available.

Now that the leaks are gone it's back to driving and enjoying Heidi and thinking about what's next. I did order some new fuel lines so that will probably happen soon, and the AC could use some work...

Happy driving!



Where the road meets the wrench.

question the integrity of the line and given how critical that line seems to be, I replaced it too. One of the more difficult tasks was figuring out how to remove the external oil cooler, but once I got it removed it was pretty simple and I went ahead and replaced both seals and also performed my very first technical bullet, number 8911. I felt like a real Porsche mechanic at this point! Given how difficult it was to remove the exhaust bolts, I went ahead and replaced them all, using new nuts and applying anti-seize compound. Of course I used new gaskets as well.

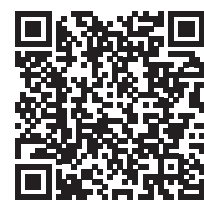
At this point you are either thinking "what in the world is wrong with this guy" or you are itching to tear into your own air-cooled project! It was a very enjoyable process and for the times when it did get frustrating I walked away for a bit and let my mind chew on things before I reattempted. This was especially true for the oil return tubes as it took some finagling to get them



Porsche Design Unveils the Chronograph 1 – PCA Member Edition

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

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



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



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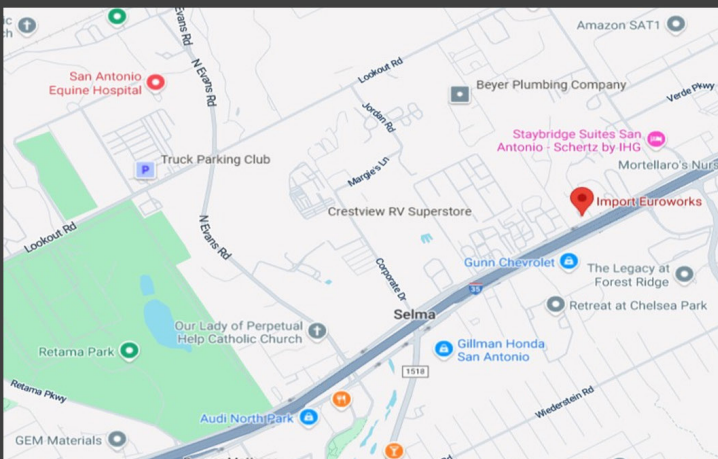
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Memories from 2025



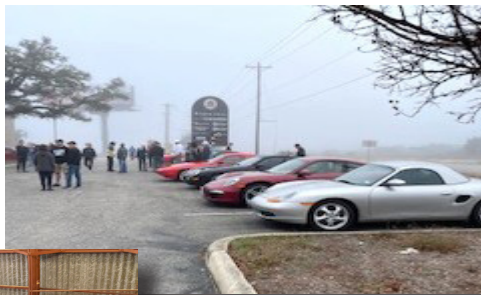
Fun at Bunco -
what a great way
to start the year!



January - February 2025



Learning how
to handle your
car.



Johnson City tour -
great lunch!



Mini COTA
tour to
Austin.



March - April 2025



Tea
Time!



Bluebonnet
tour.

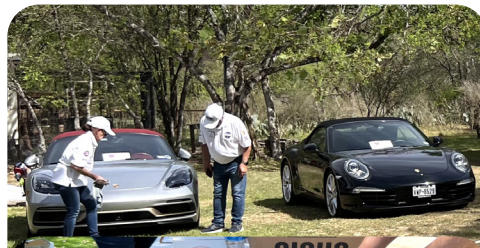


Fiesta Challenge

Gimmick Rally

Concours

Autocross
winners





Apple Orchard tour.



May-June 2025



Hill Country tour



Laurel Tree tour

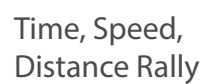


New Member Social & Tech Session



Targa, CA tour





July-August 2025



Bandera here we come!



German Passport at Central Market



September-October 2025



Fall Picnic - celebrating 70th Anniversary of PCA.



Boxtoberfest in Fredericksburg.



November - December 2025

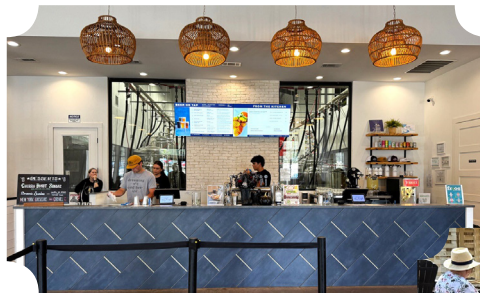
New Member Social



Autocross



Goodwood Revival



Brewery tour





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