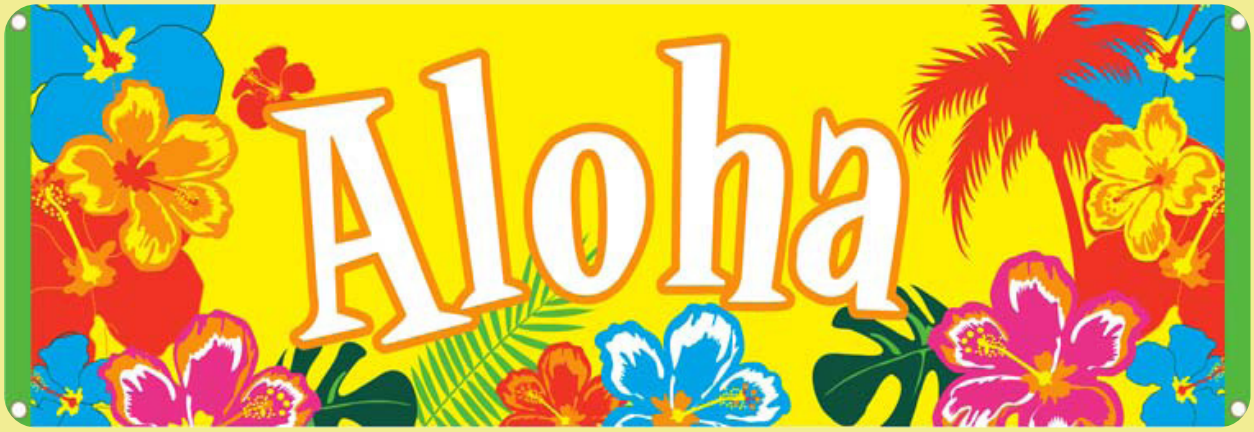
The Roundup

Longhorn Region
Sept-Oct. 2026





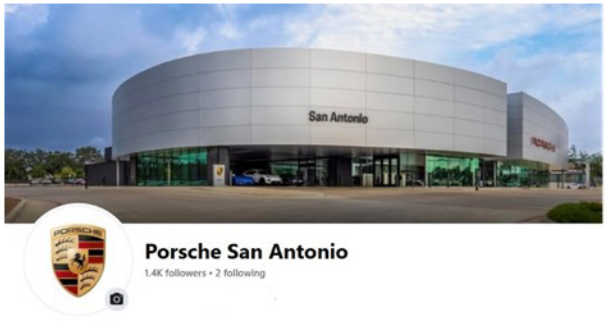
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Sept-Oct 2026

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ON THE COVER

The annual fall picnic group picture.

2026 LONGHORN REGION LEADERSHIP



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President



Michael Sorbera
Vice-President



Ignacio Fortuno
Treasurer



Dan Alwood
Secretary

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For information on activities or to volunteer, contact a committee chair by visting - 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 at shelley.l.matthews@gmail.com

2026 Calendar
Longhorn Region Events
PCA/Other Region Events

October:
1 - Monthly Dinner Meeting - Sea Island Shrimp House
3 - Tour - Fredericksburg
10 - Fall Picnic
14 - Sippin' Social - TBD
16 - Bunco - Big'Z Burger Joint
17 - Autocross - Tree of Life Church
22 - Porsche Country Cars n Coffee - Helotes
24 - Event Planning Meeting

November:
5 - Monthly Dinner Meeting - Chester's
7 - Tour - Brewery
11 - Sippin' Social - TBD
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)
Lies and Fries - Every Wednesday of the month
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
Sippin' Social - 2nd Wednesday of the month



Chris Royter and Robert Bleich invite everyone out to Porsche Country Cars n Coffee in Old Town Helotes ~ 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.

Region Report

Longhorn members have been out enjoying a variety of driving activities this September. The multi region Boxstoberfest event celebrated its 30th year of Porsches, friendships and drives. With the new hotel location in Kerrville, tour groups had quick access to the fun twisty Hill Country roads we enjoy so much. Many miles and smiles were shared. Autocross made its return to Tree of Life Church for the 3 events this fall. These Autocross Saturdays will determine who steps on the winner's podium this year. I'm not worried, I know it's not me!

We have many monthly social events going on, and they're all very different. We kick off each month with our Dinner Social on the 1st Thursday. Restaurant locations vary. Our Sippin' Social events continue on the 2nd Wednesday of the month. September's location was in Spring Branch at Devine Wine Bar. We look to have these at a variety of locations in our region. If you have a nice wine bar suggestion in your area, let us know.

Bunco n Burgers at BigZ is something to look forward to on the 3rd Friday of the month. This is a popular social gathering for couples and lone rollers. Give this fast paced dice game a try. It's a great time and opportunity to meet new friends. Porsche Country Cars n Coffee in Old Town Helotes has become a popular event for new members to attend. If you're a new member, join the line up on the 4th Saturday of the month. You'll get to know your fellow members, see cool Porsches and be welcomed to the club. All Porsches welcome!

Don't forget our Weekly Lunch Bunch. In 2004 a group of vintage racers (not all PCA peeps) started a weekly luncheon called "Lies n Fries". 22 years later it is going strong. Lunch is every Wednesday at Stone Werks in the Vineyard 11am to 1pm. This is a casual get-together with no particular topic or agenda. If you have the time on a Wednesday, join the group, enjoy the food and meet our great Porsche people.

October 3rd, Dan Alwood is leading a drive through the rolling hills around Fredericksburg. Highlights include stopping at LBJ State Park for a break, driving Willow City Loop and by Enchanted Rock. We're trying a new lunch spot in Fredericksburg. Backwoods BBQ has good reviews and a nice size room for us.

This year's Fall Picnic will return to Garden Ridge at Klaus and Charla's house. This year is a Luau themed event. Hawaiian shirt contest, lawn games and Lone Star DJ with the tunes. We'll have a nice food spread and cold drinks for all. Grab a special edition LHR T-Shirt while you're there.

It's time again to start planning. Michael & Sherry Sorbera are hosting our 2027 LHR Event Planning meeting on October 24th. They have hosted this for the last several years and it sets the calendar for our upcoming activities. You are welcome to join the meeting and if you wish to get more involved with coordinating LHR events. Sign up for the meeting on Club Reg.

There are several other (non LHR) events of note

in the area you might be interested in. Formula 1 World Circus returns to COTA Oct. 23-25. The German Motor Gathering and Concours in Boerne Oct. 31. SVRA Speed Tour is at COTA Nov. 5-8. Porsche Palooza in Eureka Springs AR is Nov. 11-15. Schnell-Fest HPDE at COTA and a PCA Club Race is Nov. 21-22 (registration opens Oct. 5). Sad to say…this is the LAST RODEO at COTA for both of these events.

Fall is a great time to be in the Longhorn Region, well…when it finally cools down. Get out and have some fun at any of these events. LHR has a lot going on compared to many other PCA regions. Our website events calendar on Longhornpca.org is the place to go for information and registration links for upcoming events. We all hope to see you there.

Happy Drives, Chris Royter



Editor's Notes

by Shelley Matthews, Editor

Summer is slowly coming to an end (someone forgot to tell the weather), school's starting again, Friday night football, and LHR events ramping up again. We've had one new event added to our calendar - Sippin' Social on the second Tuesday of the month at different locations around SA, This is in addition to our regular monthly events - a tour on the 1st Saturday, Lies and Fries every Wednesday, Bunco on the 3rd Friday, Autocross on the 3rd Saturday, Porsche Country Cars Coffee and Friends on the 4th Saturday. And additional social events scattered throughout the year. (Check the calendar on the LHR website for more information.) Hopefully, we have enough events to hit everyone's interests. But if you have an idea of an event or social you would like to recommend please let one of our officers or committee chairs know. We put on these events for you - our members - so let us know your ideas!

Come join us for Bunco on the 3rd Friday of the month! No skill needed. Easy dice game and if you haven't played before it's a quick learn. No registration required but you can register on clubregistration so we have an idea of how many to expect. It's a lot of fun, we're usually done by 12:30-1:00. Everyone is welcome!

Boxstoberfest was once again a standout event thanks to Chuck and Susie Bush and their volunteers. Held for the first time in Kerrville the event hosted 140 Porsches. (see pages 16-20) It's scheduled every September. If you missed it this year watch for the "time to register" email next summer and sign up quickly. This event always sells out every year and you don't want to be left out.

Coming soon! Get signed up for the Toys 4 Tots Holiday Party on Thursday December 3 at the Canyon Golf Course. Great venue, great people, and a great cause. Help spread the cheer and brighten up the holidays for kids that might not otherwise have a Merry Christmas. Bring an unwrapped toy to put under the tree. This event fills up quickly so check out clubregistration to get registered.

I am changing the schedule of when I put the Roundup out. In the past, ie: the Jan-Feb issue would come out the beginning of Feb. (Which, when it finally hit me, doesn't make sense) So - the issues will now be ready for the meeting at the beginning of the following month - ie: the next issue - Nov-Dec - will be ready for the meeting in January. That way it'll have all the events for Nov. AND Dec. Makes sense - right? Not sure what took me so long to figure that one out. Duh!!

PCA-Longhorn Region
Board Meeting Minutes

Date: 8/17/2026
Location: Zoom Mtg
Called to Order: 6:04 PM by Chris Royter
Attendees:

Chris Royter President
Michael Sorbera, Vice President, Drive Tour/web Chair
Ignacio Fortuno, Treasurer
Dan Alwood, Secretary

Quorum Present, Yes

Old Business

- None.

New Business

- Nominating and Election Committee for 2027 Board elections:
    - The committee is Mike Vrisenga (chair), Rick Elizondo, and Becky Yard.
    - Our current Bylaws specify roles for the President and Secretary in this process, which the Board views as a conflict of interest.
    - There was a motion that this year's Nominating and Election Committee perform the entire process, from nominations, elections, to notifying the current board and entire membership of the results. Motion approved.
- There was a motion that requests election committee send emails every Friday starting August 21, through Sept 11, updating members on the nomination status. Motion approved.
- Fall Picnic: Budget of $2500 was proposed, based on net $2100 expense for 2025. Approved.
- Christmas Party: Budget of $5500 was proposed, based on net $4720 expense for 2025. Approved.

Informational

- Planned spending for September, October, and November dinner meeting door prizes is $200/meeting.
- Planned spending for the printing of 2 remaining issues of The Roundup is a total of $450.

Time of adjournment: 7:11 PM

Membership Report

Primary members:	647
Affiliate/Family members:	337
Total:	**984**

New Members as of Oct. 1, 2026

Ian Beardsley	2013	911 Carrera S
Joshua Cates	2014	9111 Targa 4S
Andy Doss	2022	911 Carrera
David & Victoria Espinola	2018	718 Cayman
William Means	2014	Panamera Turbo
Matthew Miles	2026	911 Carrera
Michael & Shawna Misiong	2014	911 Carrera
Neil Penberthy	2001	911 Carrera Cabriolet
Ralph Roughton	2022	911 Carrera
Bryce Seitel	1995	911 Carrera
James Wilson	2001	911 Carrera Cabriolet
Reed Zimmer	2015	911 Turbo



Transfers In:

			From:
Douglas Carl	NA		Oregon
Neal & Cheryl Patton	1965	356	Magnolia
Neil Penberthy	2001	911 Carrera Cabriolet	Hill Country

Transfers Out:

			To:
John Antanaitis	2010	911 Carrera S	Hill Country
Antonio Domit	2009	Boxster S	Hill Country
Donald Elliott	1997	911 Carrera	Yellowstone
Justin Hickman	2006	Boxster	Hill Country
John Kasbaum	2023	918 Cayman GTS 4.0	Hill Country
Alberto Rosende	2013	Boxster S	Gold Coast
Roger Stover	1974	914 1.8	Kansas City
Jesse Touchette	2022	911 Carrera GTS	Maverick

Anniversaries

Sept. 2026:

15 years

John Binion
David & Sonna Berchelmann

10 years

Noel & Noel II Camacho
Tim & Vicki Howard
Melissa & Stephen Stack

5 years

Raul Garcia
James Hayes & Maria Gallo
Fred Saunders
Jeffery & Maria Spencer
Chun Tham
Sam & Sharon Noble

1 year

Dave Anderson
Lamont Beckett
David Collum
Dennis & Cynthia Dumale
Jessica Funiestas
Evan & Brian Gilmartin
Kenny Glorioso
Martin & Sharon Levett
Jacek Materna
Inayatali Momin
Whitney OBannon
Moe Rahman
Selin & Albert Scott
Alan SivermanJohn Talleur
Eric Vasquez
Richelle & Chris Daraban
Brian & Evan Gilmartin
Bill Rafferty

Oct. 2026:

10 years

Michael Battista & Pamela Ray
Allen & Jan Broyles

5 years

Rudy Quinones & Joseph Winkler

1 year

Bill Rafferty
Fernando Davila
Jim Freeman
Austin Malone
Sean Mcnelis
Benjamin & Ekaterine Payano
Burton Smith
Tracy Cheun & Milad Mohammadi
Dylan & Dylan Garza
Margarita & Elva Marquez
Patte & Nathan Titus
Troy & Jeanine Todd
Trichia Ramirez
John Kobert
Matthew West



Autocross Results ~ Sept. 19, 2026

Results supplied by Bill Dorsey

First	Last	Car	Runs, Cones, DNF, RRN													SCORE
Name		#														
P CLASS																
Chris	D	37	81.139	2	80.392	1	80.284	0	79.647	0	81.555	0	79.793	0		66.107
Nicholas	C	178	87.747	0	86.601	0	81.53	0	81.025	0	83.053	0	84.694	1		67.251
Ben	P	6	94.691	0	82.96	0	82.011	0	81.331	0						68.318
Ignacio	F	112	83.985	0, DNF	86.336	0	84.757	0	83.381	0	83.587	0	82.915	0		68.819
Erik	P	140	87.78	0, DNF	84.214	0	83.496	0	84.063	0	82.238	0	82.6	0		69.08
Stephen	W	33	84.812	0	83.668	0	83.936	0	83.182	0	83.412	0	82.354	0		69.177
Jon	D	99	89.286	0	84.669	0	84.298	0	82.912	0	82.484	0	82.508	0		69.287
Don	C	78	85.816	0, DNF	85.572	0	84.952	0	86.756	0	85.137	0	84.798	1		70.51
Neil	P	106	86.018	0	85.237	0, DNF	87.282	1	86.246	0	86.731	0	85.966	0		70.75
Michael	S	135	87.529	0	85.824	0	86.083	0	87.683	0	84.959	0	84.93	0		74.569
Stephen	G	96	91.342	2	88.32	1	90.051	0, DNF	90.85	0	90.322	1	90.51	0		74.974
John	P	12	95.896	0	86.682	0, DNF	87.237	0, DNF	92.313	0	91.897	0, DNF	92.846	0		75.974
X CLASS																
William	D	87	79.284	0	78.561	0	79.291	0	79.527	0	79.193	0	78.43	0		65.881
Rachael	A	13	91.802	2	82.666	0	82.458	0	85.238	0	82.477	1	39.313	0, RRN	81.61	66.675
Lester	O	117	79.135	0	78.413	0	78.814	1	78.188	0	79.045	0	79.148	0		67.32
James	B	8	87.754	0	85.695	0	85.308	0	84.751	0	85.895	0	83.378	0		67.87

Autocross Results ~ Oct. 17, 2026

Results supplied by Bill Dorsey

First	Last	Class	Car #	Runs, Cones, DNF																										Reruns	
Name	Name																														
John	K	P	91	77.497	0		67.321	0		65.485	0		**65.231**	0		65.747	1		65.634	1		66.531	0		66.041	0		66.499	0
Chris	D	P	37	67.684	0	DNF	67.743	0		66.722	0		66.578	0		66.959	0		66.654	0		66.27	0		**66.145**	0			
Nicholas	C	P	178	72.213	0	DNF	71.67	1		68.638	0		69.159	3		68.718	1		**67.23**	0		68.137	1		68.472	0			
Ben	P	P	6	136.306	0		69.428	0		69.983	0		69.332	0		69.914	0		70.232	0		69.937	0		**67.893**	0			
Stephen	W	P	33	69.804	0		69.879	0		68.344	0		68.117	0		68.751	0		**67.954**	0		68.731	0		68.264	0			
Stephen	M	P	30	73.504	0		75.188	0		70.762	0		**69.24**	0		180.908	0		70.269	1		69.394	0		69.416	0		70.261	0
Mikel	M	P	170	109.897	0		69.222	1		69.028	1		69.562	0		**68.282**	1		69.822	0		68.818	1		69.017	1		69.763	1
Jon	D	P	99	74.932	0		**69.992**	0		71.94	0		70.855	0		71.203	0		70.596	0		71.321	0		72.145	0			
Ignacio	F	P	112	76.276	0		73.136	0		71.716	0		**70.634**	0		76.456	0		71.116	1		71.272	0		70.908	0			
Neil	P	P	106	73.426	1		73.789	0		72.609	0		**70.858**	0		72.573	2		70.866	0		71.264	1		71.22	0			
Don	C	P	78	73.972	0		72.402	0		71.193	1		71.791	0		**70.886**	0		72.859	0		72.313	0		71.264	1			
Klaus	W	P	14	74.269	0		74.165	0		72.82	0		72.795	0		72.274	0		74.369	1		71.955	0		**71.05**	0			
Stephen	G	P	96	74.788	0		73.655	0		73.726	0		72.722	0		72.49	0		**72.07**	0		72.477	0						
Chris	R	P	88	74.788	0		77.497	0		74.734	0		**73.094**	0		74.164	0		74.06	0		74.647	0		74.193	0		73.89	0
Michael	J	P	119	74.932	0		85.099	0		80.762	0		79.507	0		78.682	0		77.202	0		74.184	0		75.334	0		**73.341**	0
William	D	X	87	67.586	0		66.238	1		65.271	0		65.989	0		65.56	0		**65.232**	1		65.285	0		65.977	0			
James	B	X	8	85.099	0		69.259	0		68.4	0		68.368	1		**67.963**	1		67.994	0		68.272	0		68.023	0		68.009	0

Fall Picnic

Article by Shelley Matthews Photos by Mike Matthews and Shelley Matthews

Longhorn's social committee - chaired by Irene Comacho - hosted the annual fall picnic held on October 10 at the home of Klaus and Charla Weiswurm. Over 100 members joined together on a perfect fall Texas day to enjoy food, games, music, and food. A BIG shout out to Irene's committee - Cathy Mitchell, Rebecca Yard, Cindy Elizondo, Charla Weiswurm, Donna Clement, and Tracy Wright - for a beautiful event. Coming up next - the Toys for Tots Christmas Party on Thurday December 3.







Register and Play Games for Pineapples







... and EAT BBQ!! One thing our club does best!

It takes an entire committee plus other volunteers - including Chris Royter, Sherry and Michael Sorbera, Rick Elizondo, Steve Wright, and everyone who helped set up and tear down - to put on these socials. Want to help? Contact any officer or committee member.









It's the people....









... and the cars that make up a great group!



And the DRAGON guards the Longhorns!





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Boxstoberfest - 30th Anniversary

Photos by Betty Campbell

Boxstoberfest celebrated its 30th Anniversary in September 2026 in a new location - Kerrville. Moving from the previous location of Fredericksburg Airport, the new location allowed for more cars (140 this year) and more people for the Saturday night dinner (200- with a waiting list). Chuck and Susie Bush and their volunteers have done an amazing job of keeping this very popular event fun and exciting. If you haven't been to a Boxstoberfest or are a seasoned participant you'll want to watch for next year's event and sign up early as it sells out quickly!







Can't go anywhere with a dirty car!!



Forget something? This car's not going anywhere.



Don't follow the GPS - just follow OUR directions and you'll be fine.



Happy people! Happy pets!







Head 'um up - move 'um out!

Boxstoberfest ~ From the Front!

Article by Jim Guidry

Boxstoberfest 2026 was just as advertised, a blast! We had over 140 beautiful Porsches and their excellent pilots! In my group of 13 cars, everyone kept a perfect pace, never dropping too far behind. Boxstoberfest's move to Kerrville brought new routes, which everyone seemed to love. The short drive down Gaddis Bluff road, with the overhanging "tunnel" of trees, was breath-taking. And the preceding curvy Cypress Creek Road out of Kerrville was a great tune-up for our later antics on FM337. Our route crossed the Guadalupe River several times, and we got to witness the devastation of the floods earlier this year. Our hearts all went out to the local residents dealing with two floods in as many years.

I have been lucky enough to be chosen as Drive Leader for the last few years, and it has been quite the adventure! Many of the folks in my small group have been with me before, and we also had some skilled new participants. When we got to FM337 in Vanderpool, the fun really began! We were on the famous Texas Twisted Sisters (FM335, FM336)! The views are gorgeous and the curves are tight and technical. In many spots, you can see your next two turns across the deep valleys. Some of my drivers who have experienced Europe have described it as Alpine!

We descended down the hills into the beautiful little town of Leakey. Lunch was served at the Bent Rim, the most popular destination of the Texas Twisted Sisters run. On to FM336, and more super twisty roads. Lots of elevation changes, fast sweepers complete with high-speed cattle guards and 75mph speed limits. Then, it is a slowdown onto beautiful HWY 39 through Hunt and Ingram along the Guadalupe River with beautiful river crossings. We completed our run by returning to Inn of the Hills in Kerrville. Another successful Boxstoberfest!

I would like to extend a huge shoutout to Chuck and Susie Bush for putting on a fantastic event! And to my wonderful sweep team, Tim & Mary Madden for keeping us all together. Congrats to my co-driver Timmy Franz for completing his second Boxstoberfest, and to all of my drive members! Fast and smooth!

Boxstoberfest ~ Gimmick Rally

Article by Chuck Bush and Photos by Susie Bush

Boxstoberfest is a two day Porsche rally that has been held in the Texas Hill Country for the last 30 years. It started with 6 Boxsters and has grown to over 140 Porsches.

While the main focus of the event continues to be driving on the Twisted Sisters, Boxstoberfest has traditionally included a Gimmick Rally which continues today.

As a smaller part of Boxstoberfest, the Gimmick rally focuses on unique roads and sights around the hill country. It is often chosen by folks that want a more relaxed event that lets them enjoy the scenery and take their time exploring.

This year, the theme of the Gimmick rally was Camels. If you have ever been to the Camp Verde General store you will understand. If you haven't, then you need to go! The 160 mile route covered some of the best roads around with lots of opportunities to get out and enjoy the area, while looking for answers to the thirty questions on the answer sheet. It is also a great event to include your kids and make it a family event!

This year's winners were Longhorn region's Kris and Betty Campbell. Other awardees were Tracy, Carolina and Derek Sully, Scott and Ginny Powell, and Linda and Dean Conner.

Congratulations to all the winners, and we hope to see you on a future Gimmick rally either with Longhorn Region or as a part of Boxstoberfest.



Boxstoberfest ~ Winery Tour

Article and Photos by Betty Campbell

After a driver's meeting at The Inn of the Hills, the drive to wine tasting and lunch at Arch Ray Resort in Fredericksburg departed at 10:30. What a great group of people and beautiful line of cars! The Inn has the perfect place to line up in the side lot, with plenty of room to get everybody together in one place. And it enabled us to exit onto the side road and cross the Junction Highway at a light, making it much easier to regroup before hitting the hills.



It was a beautiful day cruising through the spectacular hills that make this place so special. Keeping to the speed limit, we arrived at Arch Ray an hour later with 18 cars. (Note - We left with 16 - guess the word got out that it was a great drive!)

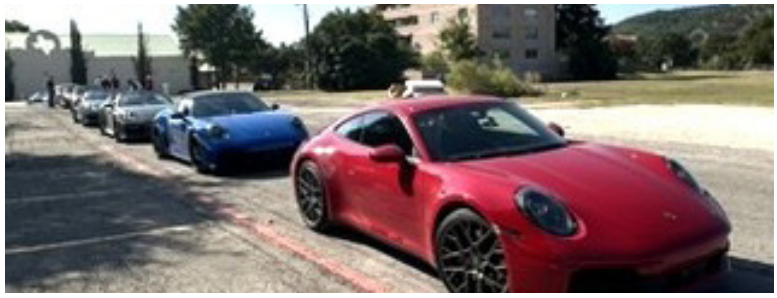
Arch Ray has a circular drive that is strictly for drop-offs but they made an exception for us. We filled up the entire circle! It was impossible to get a good picture so I asked inside if there was a high vantage point somewhere where I could get a better shot. The manager came back later with some great shots taken FROM THE ROOF! Talk about going over and above to serve your customers!



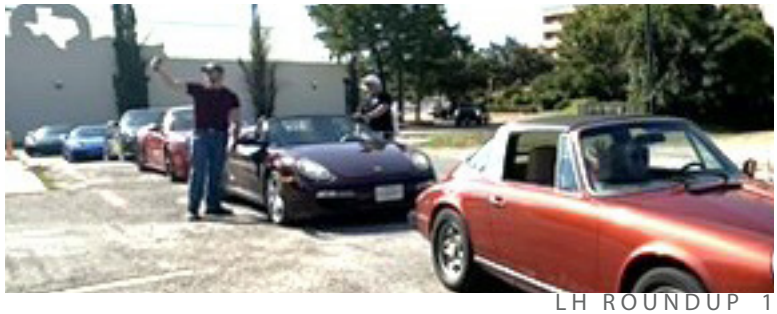
The drive ended here so everyone was on their own after lunch. Some went on to check out other wineries, others to shop. Some of us went to Foyt Winery and Museum. The museum is free and worth the stop, even if you aren't a racing fan. See page 20 for more pictures.



I learn something new every time we do these drives. New wineries, new museums, new cars, but most importantly - new people!











Gather around
for instructions.

Hey - nice shirt!















Cars, windy roads, wine, and meeting new people - doesn't get much better than that!

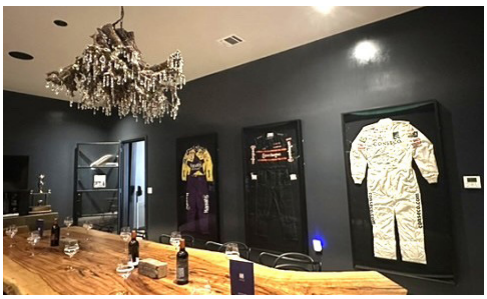
Boxstoberfest ~ Foyt Museum

Photos by Betty Campbell











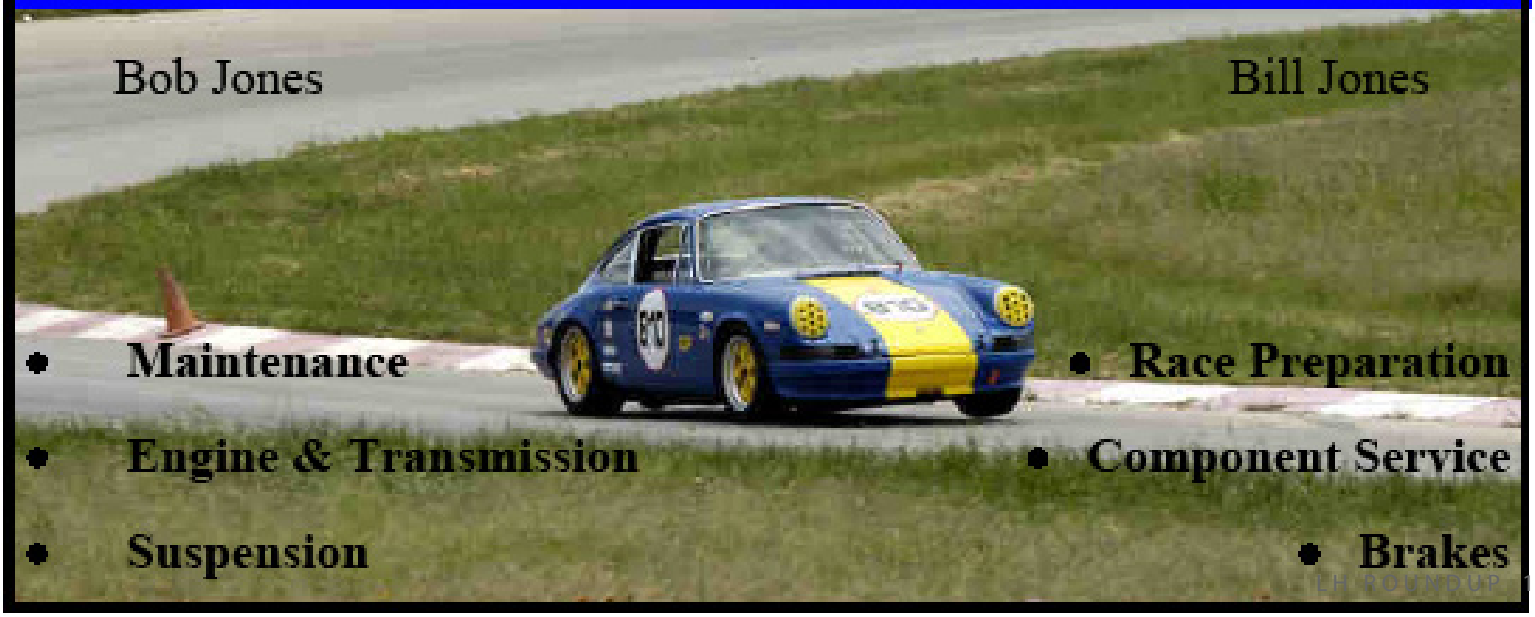


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Boxstoberfest ~ Time to say Goodbye...

Article and Photos by Betty Campbell













... Until next year










One Sister ~ Twice Drive

Article and Photos by Steve Wright

The original plan was to drive FM 337 and FM 336 (two of the three Texas Hill Country Twisted Sisters) combined with other scenic roads on our way to IL Posto in Kerrville for lunch. After carefully planning the “Twin Sister” route on Google maps, we did the usual pre-drive to make sure the roads were all open and the route would be enjoyable for everyone. The pre-drive was shortly after torrential rains so we weren’t sure what we would encounter along the route. The first excitement came just before Leakey where the Frio crosses FM337 – in this case flowing over the road about 6 inches deep. It was safe enough to pass, but a little too much speed gave the car a bit of a wash, including inside. Uhh. Next, we drove up FM 336. No issues with water since the road is generally near the top of the hills, but the recent rains and road construction turned it into a gravel trap. Not exactly where most people want to take their well cared for Porsche’s. From there we took FM 39 along the river into Kerrville. We could see lots of damage from the recent flood, but in general the road was great. It’s all smooth from last year’s repaving and the debris had been cleared. There where a couple of spots where the pavement was washed away, but the road crews where already working on them. Our pre-drive consensus was to skip FM 336 and drive FM 337 from Vanderpool to Leakey and back to Vanderpool. This section happens to be the twistiest of all the Twisted Sisters and one of my favorites, so we changed from the “Twin Sisters Drive” to the “One Sister Twice Drive”.



The drive included 32 cars in two groups with about 45 people enjoying lunch at IL Posto. We started at the QT in Helotes, made our way to Bandera for the first stop, then on to Leakey to the Bear’s Den. From Leakey, we made our way back to Vanderpool, and took 87 North to 39, and followed 39 along the Guadalupe River into Kerrville.



Having recently driven the Tail of the Dragon (YouTube it if you’re not familiar) on the way back from Porsche Parade in Lake Placid, we thought it might be fun to come up with a name for the section of FM 337 between Vanderpool to Leakey. The Tail of the Dragon is 318 turns in 11 miles on racetrack smooth pavement. Vanderpool to Leakey is 15 miles on not racetrack smooth pavement, but still very fun. To give the passengers something to do besides hold-on, we asked them at the driver’s meeting to count the number of curves and come up with some possible names for that section of road. Although the count varied, most were in the 93 to 98 range. A few potential names were Texas Twister, The Rollercoaster, and Texas Sidewinder. 98 curves in 15 miles is not that impressive by Tail of the Dragon standards. Maybe if we only count the curves in the tightest section (about 7.5 miles)?

Meet the Longhorn ~ Lester & Angie Ogawa

Tell us a bit about yourself/family/background?
Lester and Angela Ogawa look forward to celebrating 33 years of marriage in April. Lester grew up in western Washington State with the Olympic Peninsula and British Columbia as his stomping grounds. Angie is a Speedway, Indiana girl—home of the Indy 500 (one of the triple crowns of motorsports). Lester and Angie met as Air Force Lieutenants while working at Security Hill (on Kelly AFB) and Wilford Hall on Lackland AFB, respectively. Both served 23 years in the Air Force with deployments during the Desert Storm and 9/11/01 conflicts as well as a variety of special assignments including the National Reconnaissance Office, Air Staff, Joint Chiefs of Staff, and Office of the Secretary of Defense. Bryce and Jasmine, joined the family in 2005 & 2007 and are both currently in college. They also have a very protective Japanese Akita named Inu. Since retiring from the military, Lester took his dream job as a fly fishing guide at a remote lodge in Northwest Alaska, and continues to enjoy fly fishing, outdoor activities, as well as firearms instructing and coaching. Angie worked on human performance research to speed up the Undergraduate Pilot Training pipeline and is a Rodan & Fields skincare consultant. Angie volunteered for 13 years in a variety of roles with North East ISD. Now she spends free time playing Pickleball & Mah Jong and hopes to visit all the National Parks.

What year did you join PCA?
2011

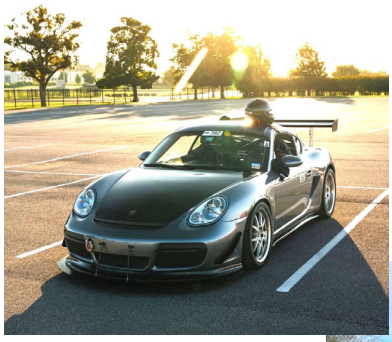
What other regions have you belonged to?
Potomac Region

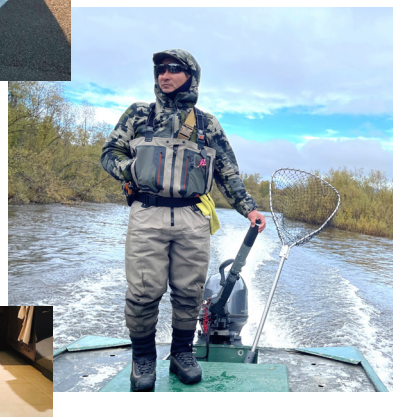
What Porsche(s) do you/have you owned?
A continually upgraded 2006 Cayman S—now pretty much a track/race set up

What LHR events do you enjoy most?
Autocross and Track Days

What's your favorite Porsche?
Carrera GT

What non-Porsche activities do you enjoy/ participate in?
Outdoor activities in general, but specifically fly fishing and shooting sports for Lester. Angie plays Pickleball and Mahjong.









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REGISTRATION DEADLINE IS NOVEMBER 22, 2026

Bunco

Article and Photos by Patricia Broyles

Fun was had by all at this August's back to school themed bunco held at Bigz Burgers on August 21st. Winners received back to school themed gift bags created by member Denise Browning which included decorated brownies, iced sugar cookies, apple shaped Oreo cookie balls and a notebook (Rice Krispie treat) and pencil (pretzel) treat. This month's winners were Shelley, Stephen, Becky and Ricki.

PCA Longhorn region members gather monthly at Bigz Burgers on Loop 1604 near Roger's Ranch for lunch and a lively game of Bunco. No











Sippin' Social

Article and Photos by Shelley Matthews

Twelve enthusiasts were present at the September Sippin' Social at Devine Wine Bar at the Shops of Faithville Park off 46. We had some first-timers - and we hope to see them at future events. Food was good, drinks were good, and conversation was plentiful.









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Facing My Fears

Article and Photos by Mike Vriesenga

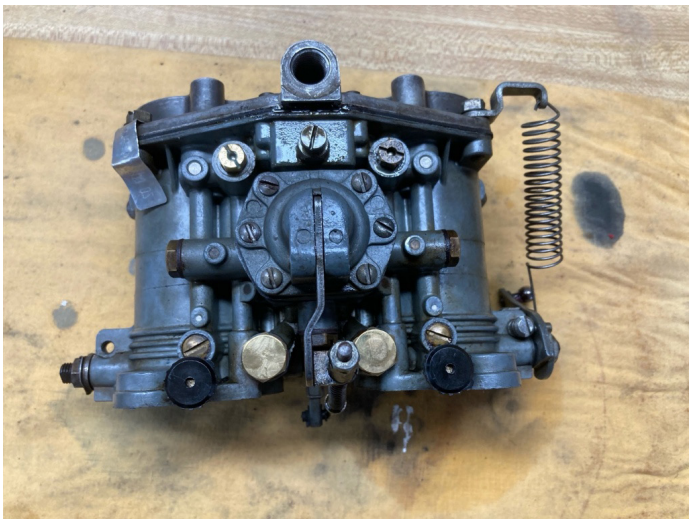
In the manner of Alcoholics Anonymous, it's time to speak the truth. My name is Michael, and I'm a carburo-phobe. That is, I have an irrational fear of carburetors. I don't have nightmares of being chased by carburetors spitting fire out of their throats. Rather, after years of being told that most carburetor problems are electrical problems, I'm more like a kid in a china shop whose mother warns, "If you break it, you bought it." Lately, however, the engine in my Porsche 912 has been idling poorly; it was time to face my fears.

Before doing anything with the twin Solex P40 II-4 carburetors, I had to ensure the rest of the engine was properly tuned. That meant adjusting the valve clearances, replacing the spark plugs, and adjusting the timing. Check!

The carburetors sit atop each cylinder bank, behind and below the air cleaners. The orange hose is for the rear window defroster, the red bolt is for the rear shock absorber, the shift linkage runs down from 1 o'clock, and the fuel pipe runs up from 5 o'clock. Four nuts hold the carburetor on the manifold.



Putting the carburetor on the bench makes it easy to see the working parts. The fuel inlet is on top, the idle jets and float adjustment are below at the 11, 12 and 1 o'clock positions. The accelerator pump is in the center surrounded by six screws, and the main jets are at the 5 and 7 o'clock positions. The black knobs on the bottom are the idle adjustment screws.

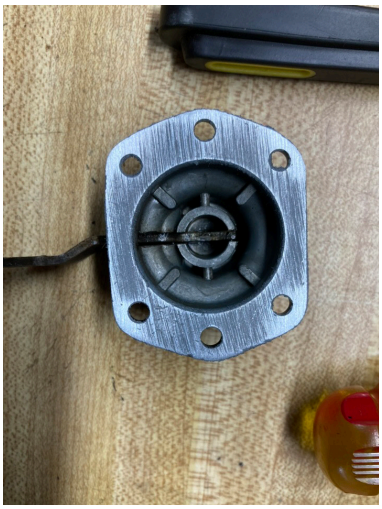


The bases of the carburetors tend to warp over time at the tabs where the bolts go through. Unless they are flat, they can leak air. A few minutes of sanding shows high points on the edges. More sanding flattens the base completely.

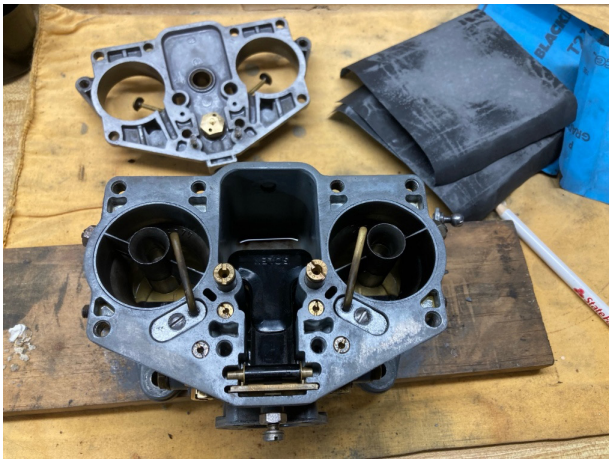




The accelerator pump also tends to warp over time. A little sanding shows the high spots.



The carburetor cover comes off with 8 square-headed screws. This article is now rated R since it shows a topless carburetor.



The brass hexagon in the top is the float valve. The rectangular black plastic float and brass float level adjustment are in the center of the carburetor body. The pipes going into the throats dump fuel from the accelerator pump.

Now that the carburetor is in pieces, the refurbishment consists mostly of cleaning. There was brown sludge in the float bowl, and more sludge came out as I sprayed carburetor cleaner through the various passages cast into the body. A rebuild kit from Stoddard provided all the needed gaskets and washers to reseal. I bought new accelerator pump diaphragms that looked sturdier than the ones in the kits.

While the jets were out, I sprayed each out carefully with carburetor cleaner. The top one is the accelerator pump check valve, the big vertical ones are the main jets, the horizontal ones are the accelerator pump jets, and the little vertical ones are the idle jets.



Some of you may sympathize when I say Elton John pounding out “Bennie and the Jets” kept going through my head. For those of you born after 1970, enjoy it on Spotify.

I rebuilt the left carburetor, reinstalled it, then drove the car to be sure I didn’t mess something up. The second carburetor was easier since most of my carburo-phobia was gone. After a morning spent tuning, the car ran smoothly and idled consistently. This is proof that old Porsches are good for your mental health and cheaper than a psychiatrist.



Vasek's Werkstatt ~ Where the Road Meets the Wrench

Article and Photos by David Vasek

Driving A GT3 RS
How Much Fun Can You Have In Vegas?

"Look where you want to go, not where you are." Surprisingly sage advice, and not just for the racetrack! Recently I was presented with an opportunity to fly to Las Vegas, a city that, for a variety of reasons, sits nowhere near the top of my travel list. This particular trip came with one very persuasive exception: the chance to race a few select colleagues in exotic machinery, on a real racetrack, entirely on the corporate card. Turns out Vegas gets a lot more interesting when someone else is buying.

My coworker, Keith, asked me to help pick the cars. My answer arrived before he finished the question: "I get the GT3 RS." None of the other three drivers consider themselves fanatical [my word] "car guys," so they defaulted to the seemingly more exotic options: McLaren 570 GT4, Lamborghini Huracan, and Ferrari 488 GTB. On paper, the GT3 RS was the runt of the litter, topping out around 184 mph against the low 200s the others could claim. Needless to say, I didn't care; I wanted to see what a car engineered to carve corners rather than chase a number



down a straightaway actually felt like, and I couldn't imagine choosing anything else.

After a quick safety brief, I was very pleasantly surprised to see we would be taking two "discovery" laps in the comfort of a base Porsche Cayenne. These were slightly newer than the 2017 Cayenne I purchased earlier this year, but very similarly spec'd, being base models as well - I confirmed this after the second lap. For the first lap, we took things slow, went through the track, discussed technique, identified landmarks for braking and turning, and got basic familiarity. The second lap was significantly quicker, even with four of us in the Cayenne. The driver hammered the corners and pushed us back in our seats. It was a LOT of fun, way more



than I expected out of the heavy SUV. The Porsche badge definitely means something!

After the initial laps, it was time to meet my driving instructor and the 911. I was starting to feel my heart rate increasing; I'm not sure if it was because of the quick lap in the Cayenne or the reality that I was going to be driving a track machine for the first time. This was definitely going to be a much different experience than driving my '85 Targa around the hills of New Braunfels! Walking up to the car, I started getting REAL excited. My driving instructor introduced himself to me, and we spent a few minutes chatting. He asked me what I was looking for out of the

experience, and I said I wanted to learn a little bit, as it was my first time on a track and in a modern 911. I couldn't help but mention "I have an '85…" which he acknowledged was an awesome car but definitely different than what I was about to experience. After firing up the car, we spent some time going over seating position, foot placement, even finger placement on the steering wheel. With that out of the way, I put the car in drive, and we headed around the covered parking filled with Ferraris, Lamborghinis, McLarens, and Aston Martins, toward the track…

We took the first lap slow, getting acquainted with both car and circuit. The long gearing and the high-revving nature of the 4.0-liter flat six were the first things I noticed; that engine wants to sing all the way to its 9,000-rpm redline, and it is genuinely glorious. I'll admit I barely glanced at the tachometer. My instructor was calling the upshifts on the paddles, so I wasn't exactly driving in the purest sense, but it meant I got to hear the engine run through more of its range than I probably would have found on my own.

My instructor quickly diagnosed my initial state. Right away, he noted that my shoulders were locked tight, leading to classic tunnel vision. I was staring right at the hood instead of lifting my eyes up to scan down the track. This is where the sage advice to «look where you want to go, not where you are,» came into the scene, helping me fix my early turn-ins and avoid missing those critical apex cones.

As I relaxed and the physical tension melted away, the car and the circuit started to click. My lines improved dramatically, and lap times dropped. There was a distinct moment of satisfaction when the car tracked out of a tight corner, the instructor shouting praise for a «killer» progressive application of the throttle, followed later by a late-turn maneuver he called textbook. That confidence even translated to the straights, where I managed to successfully reel in and cleanly pass my colleague in the McLaren 570 GT4-a small victory I would definitely be reminding him about later!

By the time we pulled back into the pit lane on lap eight, the engine was ticking quietly as the titanium exhaust cooled in the desert heat. Slipping off the helmet, my hands were vibrating slightly from the steering wheel feedback, and my face hurt from smiling. Driving a machine like the 992 GT3 RS on a proper circuit is an absolute sensory overload, a pure "fast car, fast"



experience that stands in stark contrast to the easy drives in the air-cooled car when winding through a Hill Country backroad. I highly recommend it!



Where the road meets the wrench.

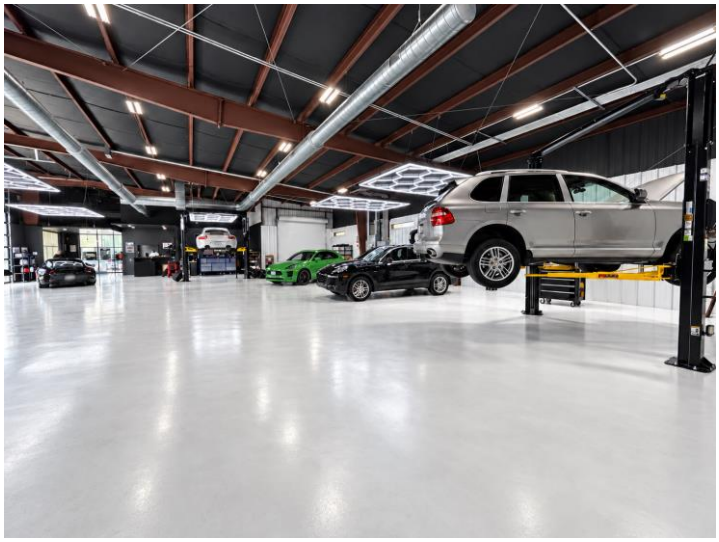
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Warm regards,

Travis Todd
Technical Director, Rev'd MotorWerks
Email: Travis@RevdMotorWerks.com

Kushan Edussuriya
Founder - Premier1 Auto Care & Rev'd MotorWerks

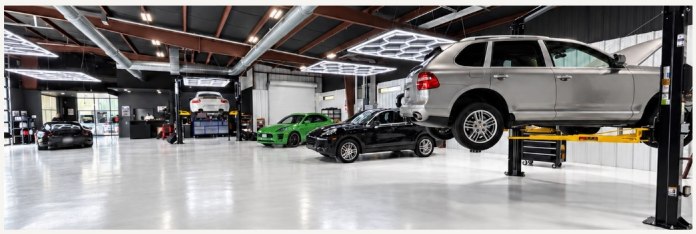


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Treffen at Sea

Article and Photos by Klaus Weiswurm

Charla and Klaus joined 340 other Porche enthusiasts in Vancouver for a Princess cruise down the west coast of the U.S. We arrived a couple of days early so that we and some friends of ours from Ohio could spend a little time together enjoying some of the food and sights of Vancouver. Our friends Mike and Allyson joined us for sight-seeing and working our way through several unique restaurants. Vancouver has a lot to offer and the weather was beautiful, certainly a lot cooler than what we left behind in San Antonio.



The Porsche Treffen at Sea Committee put in countless hours planning lots of opportunities; everything from door decorating to a Die Cast Model Concourse Judging at sea. The Crew and Staff of the Grand Princess were most gracious and accommodating in judging the various events and always remained impartial.



Each day at sea provided a morning full of lectures or panel discussions. Afternoons were spent in a variety of engaged activities. The speakers were all well-known experts in their respective fields and freely took questions. They also arranged a private visit to the Petterson Automotive Museum when everyone got to L.A. This included a tour of the coveted “Vault” that the public does not get to visit.

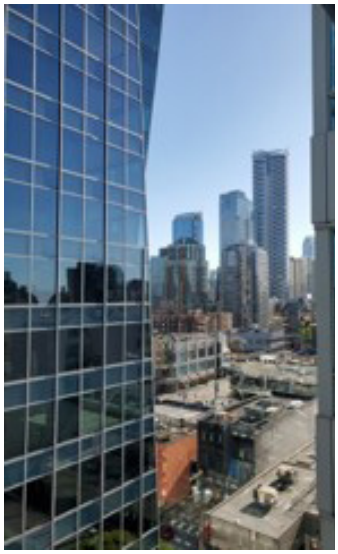


The ship left at midnight on Saturday and spent the next two days at sea. We crossed under the Golden Gate Bridge at 6 AM and docked for the day. The Porsche Club had arranged private wine tasting tours. The Tour busses left for Sonoma and two discrete wineries for custom arranged tastings. As a large group they handled it well and of course the weather in Sonoma was clear blue skies and perfect temperatures.

After another day at sea, we landed in Santa Barbara, here again the Treffen Group had a special wine tour arranged for a group of 50. The other guests all did their own thing or booked other tours. After a day in Santa Barbara, we found a cute little pub and just enjoyed the ambiance of the town.

That evening was a Denim & Diamonds dinner and social in the private lounge. The competition was fierce with a tribute Dolly Parton look-a-like winning top honors. The next morning, we arrived in L.A. and in our case it was time to make a hasty retreat for the airport and back to San Antonio.



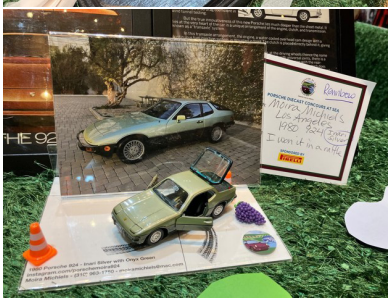




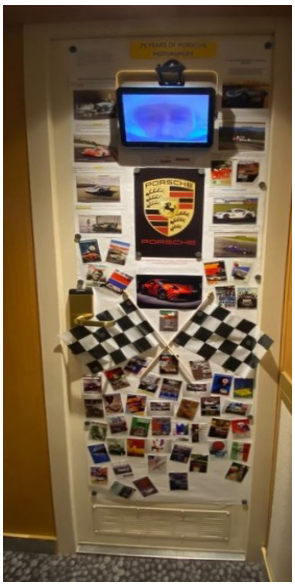












DOORS



More concours entries

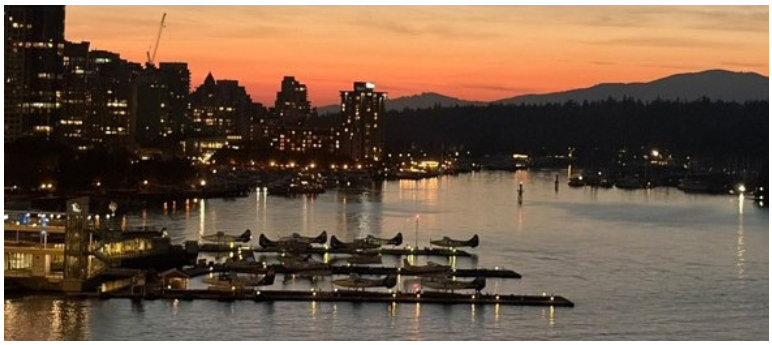








What's a cruise without food and dessert??



Here we go Again ..... Part 2

Article and Photos by Andy Wright

Part 2 – The transformation of my 1966 Porsche 912 has been in the works for some time; 5 months since my previous writing. Figured that a good point to provide the next Longhorn write-up was after painting and I am finally at that point.



The picture below is a reminder of what the car looked like at the start of the restoration project. I have spent so many hours of body work and sanding over several months. I became so tired of orange dust all over everything in my garage and had to do several total garage cleanings to minimize the layers of dust and what is being tracked into the house. I surely didn't want any trouble with my wife. The garage is my domain but the house is hers.

As I stated in my first writing, taking things apart was so simple and the "progress" was quite visible. Smaller items were bagged, tagged, and put away up in my garage attic to deal with at some later point. What was left in the garage was the body, fenders, doors, frunk & trunk covers, bumpers etc. All of these took a long time to get ready for paint primer. I had to re-learn how to do bodywork as it was many years since my last restoration project. Luckily, the car was in pretty good shape but had been in a few fender benders over the years. Most areas were acceptably fixed but some of the them needed to be addressed and reworked. Almost all this fun was done by hand also as my garage is small with lots of other toys in it and I don't have the luxury of many faster processing tools.



I spent countless hours out on the driveway sitting, sanding, doing bodywork and then more sanding. My neighbor's must think I am nuts as I am outside working rain or shine and brutal heat, but they always stop by to see progress. Actually, folks pass by on the way to the mailbox cluster right by my house but most are quite interested in seeing the things I am doing. Many want to chat and they have a habit of asking when I was going to be done, ugh. They are really looking forward to seeing the car painted as that will



be a “marker” for them that the car is near completion. But I have repeatedly explained it is “process” as there are so many other things to do. It’s not a paint job but a total restoration.



As for the paint job, the car was originally polo red but somewhere down the line, it was changed to orange. Changing the car back to the original red is very involved. Every nook and cranny had orange paint on it so those painted parts of the car had to be removed and prepped for the red paint. Also, the previous painter didn’t really care what he painted orange either, so there was a lot of extra orange paint removal that needed to be done; so much fun. As a positive, I am lucky enough to have Porsche club buddies that enjoy playing with and restoring older cars like I do. These guys have helped immensely in doing the final paint preparations on the car and body parts. I did my best but have learned so much on how to get the car and body parts just right for the coats of primer and then the red paint. And wow, all that prep work really has paid off as the red paint is awesome, lucky me. There is still work to be done on the paint; wet sand with 3000 grit and then polish. There is still a long way to go to complete the project.

A few things that have to fall in order now is to repaint the dash and install the recovered dash pad. These have to be done prior to installing the windshield. And prior to installing the glass, front and back, the headliner has to be installed as it wraps underneath the glass rubber. Anyways, just details. Another plus is that a Longhorn club member has the exact year and color car as mine so I have a physical model to help with putting mine back together; what a plus! All of those small bagged & tagged items I mentioned above are on the work agenda now as the fun of putting the car back together is approaching. Lastly, once all those kinds of items are done, I’ll have to address the underneath of the car and service the engine & transmission and things I haven’t yet discovered. Stayed tuned to Part 3.







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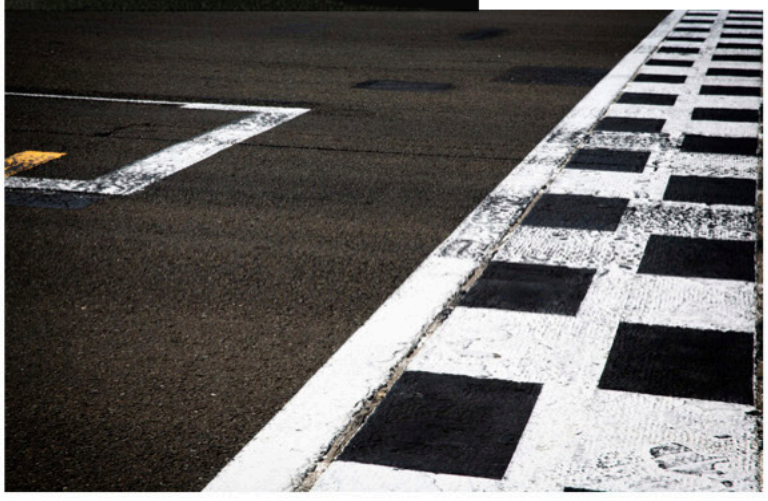
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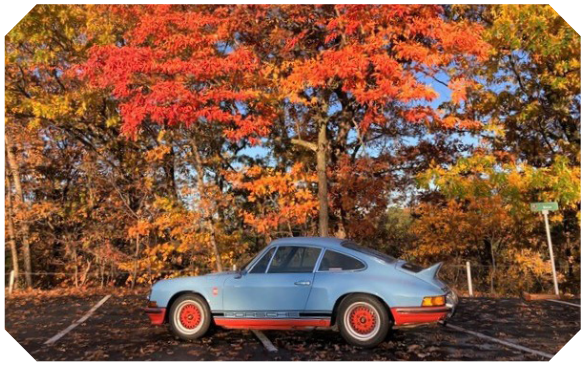
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Chuck's car looks good in fall colors (obviously NOT a picture from Texas).



Becky sailed away in Croatia.



Rick can't decide to fly or to "fly".

Aaron, Dave, Chris, and Kris - LHR's unofficial golf team gets ready to hit the course.





How's this for Iron-EE Texas??

Historically Speaking..... Transaxle

Written by Thomas Amman first published in Christophorus Magazine

newsroom

PORSCHE



New “Raceborn Moments” Episode: Uncovering the story of the 1952 Porsche 356 SL

30/09/2026 The Porsche 356 SL marks the beginning of Porsche's history in factory-supported motorsport. In 1951, the sports car secured the brand's first class victory at Le Mans, laying the foundation for an extraordinary racing heritage. Yet even after 75 years, not every chapter of this early era has been fully written. Reason enough to take a closer look once again at the 356 SL and its history.

For a new episode of *Raceborn Moments* , Porsche Heritage and Museum has explored the story of a 356 SL from the company collection. Files, photographs and historical records reveal a fresh perspective on the vehicle and its role in the early years of Porsche motorsport.

The 1952 Porsche 356 SL never left the company's ownership. Nevertheless, relatively little is known about its history. The new *Raceborn Moments* episode investigates the identity of this car. To do so, the corporate archive worked together with specialists to analyse numerous sources and historic photographs. “If we want to understand the story of this particular 356 SL, we need not only to examine

1983 944 - Brian Strang

its documented technical characteristics and specific racing appearances, but also to understand the history of the other cars," explains Frank Jung, Head of Corporate Archive and Collections.

Project "514": The Early 356 SL

The story begins in 1950. At the time, Racing Director Paul von Guilleaume approached Ferry Porsche with the idea of entering an international race. However, such a programme was not yet feasible. Production had only just begun in Stuttgart, and the first vehicles had already been allocated to dealers. For the later 356 SL models, Porsche drew upon aluminium bodies remaining from the Gmuend era. Some of these had been manufactured by Tatra in Vienna. The body numbers assigned there are of particular importance to today's research. The remaining examples were subsequently converted and modified in Stuttgart for motorsport use.

Internal documents refer to the undertaking as Project "514". Although the designation originally referred to the engine type, it also appears throughout the records in connection with the overall project.

In 1951, a total of five 356 SL cars were built. A further four examples were created in 1952 from four additional aluminium bodies, bringing total production to nine vehicles. One of the 1952 cars remained with Porsche and continued to be used for racing activities and testing for several years. Today, it forms part of the company collection.

Reconstructing the Vehicle's History

Continuous company ownership alone does not automatically clarify the car's historical identity. The records contain several numbering systems. Alongside chassis numbers, body numbers from production at Tatra in Vienna also appear in the archives. These body numbers make it possible to trace individual bodies across multiple documents and reconstruct the history of specific cars. For this reason, the investigation into the 1952 vehicle also included research into the other 356 SL models.

Evidence was found across various holdings within the corporate archive. Notebooks kept by racing engineer Wilhelm Hild document both vehicles and their racing activities. Financial records reveal how many aluminium bodies remained available at specific points in time. Motorsport registration documents help establish when particular chassis numbers were used. In addition, notes from Karl Rabe, one of Porsche's early engineers who played a key role in developing the 356, provide further valuable information.

The corporate archive then compared its files, photographs and the findings of external experts with existing literature and privately held sources. Sometimes a photograph confirms a vehicle's identity; at other times a document answers a question raised by an image. By cross-referencing all available evidence, it becomes possible to determine which vehicle is being referred to at a particular point in

time.

"With this episode of *Raceborn Moments* , we offer an insight into the historical work carried out by Porsche Heritage and Museum. We are not only presenting the vehicle and its story, but also demonstrating how we arrive at our findings," says Achim Stejskal, Head of Porsche Heritage and Museum. "The corporate archive provides the essential foundation for this work. Its documents, photographs and records enable us to understand historical contexts and to reconstruct the history of our vehicles with confidence and accuracy."

Six Vehicles Known Today

Six 356 SL vehicles are known to exist today. Three are located in the United States, one in Mexico, one in Belgium and the 1952 vehicle remains in Porsche's company collection. It is the only one of the nine cars to have remained continuously in company ownership.

MEDIA ENQUIRIES



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Link Collection

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