

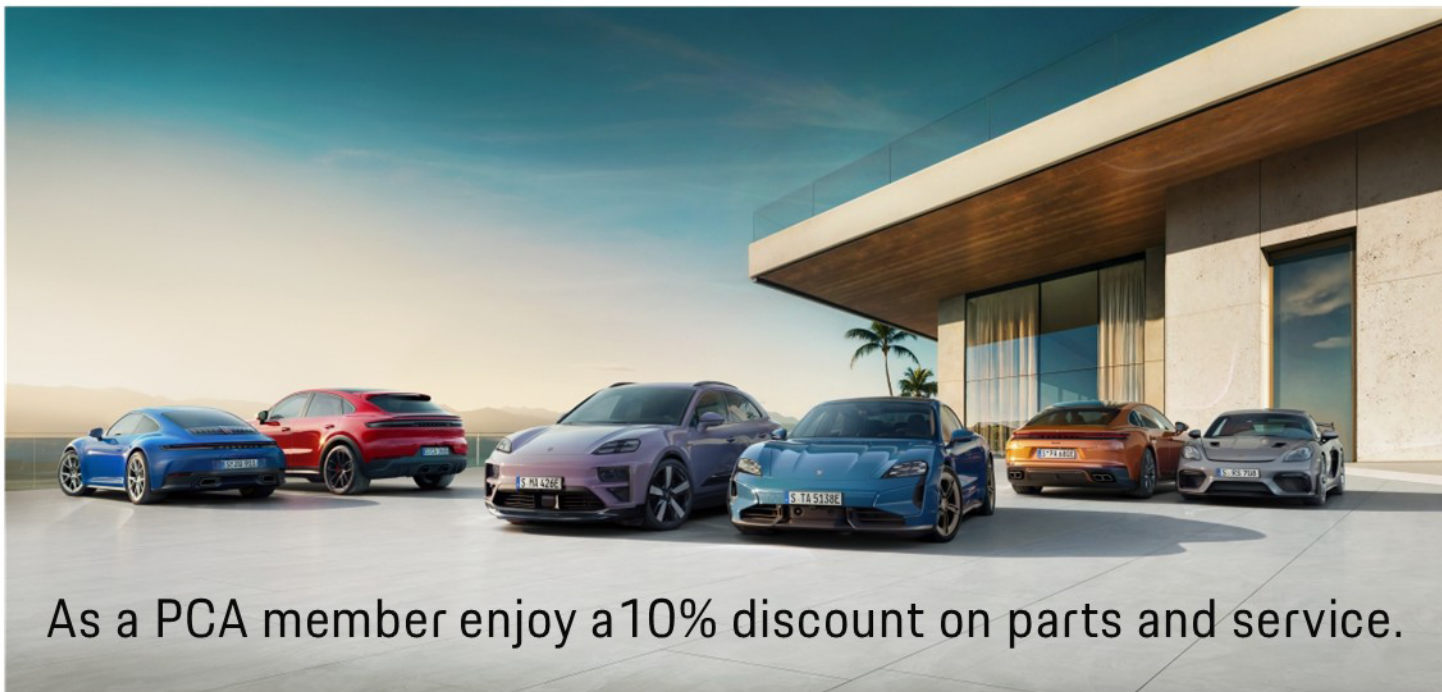
The Roundup

Longhorn Region
July-August 2026



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



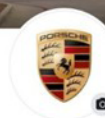
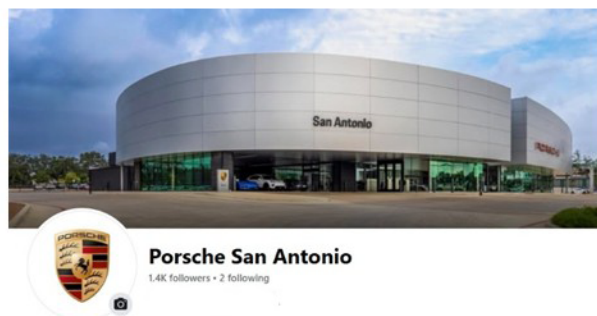


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The Roundup

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July-August 2026



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ON THE COVER

Becky Yard captured the popularity of Concours at Parade. Even in the rain it commands an audience.

2026 LONGHORN REGION LEADERSHIP



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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 at shelley.l.matthews@gmail.com

2026 Calendar

Longhorn Region Events

PCA/Other Region Events

July:

NO MONTHLY DINNER MEETING

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

August:

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

September:

3 - Monthly Dinner Meeting - Pompeii Italian Grill
9 - Sippin' Social - TBD
11-12 - Boxstoberfest - Kerrville
18 - Bunco - Big'Z Burger Joint
19 - Autocross - Tree of Life Church
26 - Porsche Country Cars n Coffee - Helotes

October:

1 - Monthly Dinner Meeting - TBD
3 - Tour - Fredericksburg
8 - New Member Social
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

November:

5 - Monthly Dinner Meeting - TBD
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)

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.



Hope everyone enjoyed their July 4th Holiday weekend. Even though we skipped the July Monthly Dinner we have several fun social events and driving tours scheduled to finish out the summer. July 8th was our second Sippin' Social event, this time at Wine 101 in Helotes. We thank Pamela Smith for creating this new get together event. Sippin' Social provides a new opportunity for Longhorn members to share tall tales and conversations at a weekday happy hour event. While driving events remain very popular, our social events really make PCA about the people. Find the opportunity to meet up with fellow members at a Monthly Dinner, Lies n Fries lunch, Sippin' Social, Bunco n Burgers, or the Cars n Coffee event in Helotes.

Thanks to our great Driving Tour leaders, member participation continues to increase. We have seen several of our recent drives with over 40 cars and 60 members' participating. With two group leaders this makes it a challenge. 15 cars per tour group is the preferred standard. Lunch locations are another issue. Finding an establishment that can handle 50-60ppl for a group lunch with separate checks is increasing difficult. Recently we began limiting registration. We need more group leaders and sweeps to handle the demand. Having 3 group leaders for each tour is ideal. It provides extra support if needed. If you love driving tours and are interested in becoming a group leader, reach out to Michael Sorbera for more information. As a courtesy, if you have registered for a Drive Tour and cannot attend, please cancel in a timely manner so others may participate.

Speaking about Driving Tours, Longhorn Region has been chosen as the location for Treffen San Antonio in March 2027. PCA members will be staying at Hotel Emma from March 21-25. PCA's Treffen North America team handles the registration, accommodations, meals and social activities for this event. LHR is responsible for conducting 4 driving tours for 120 Porsches on the 22nd and the 23rd. Our challenge is to handle 30 cars per tour with a quality lunch location for 60ppl each day. We recently had our first LHR Treffen Team meeting to review TNA event requirements and some preliminary tour routes. This group included our Tour Leaders and several our experienced Treffen participants. There was very helpful input on staging areas, route adjustments and "Treffen Quality" lunch locations to contact. Several in this group are developing a Treffen Insider's Guide to San Antonio to highlight the sites and experiences to see while everyone is visiting in March.

As we work our way through August, plans are already in to the works for upcoming fall events. In September, Boxstoberfest celebrates it's 30th year at it's new headquarters in Kerrville. Driving tours in October and November. Autocross is back on track starting in with three dates at Tree of Life Church. LHR annual Fall Picnic will be hosted by Klaus and Charla Weisrumn at their Garden Ridge home in October. Bunco, Sippin' Social and Porsche Country social events will continue. Our End of Year party supporting Toys for Tots will be back at Canyon Springs Golf Cub in December.

Happy Drives,
Chris Royter



Monterey Pines Golf Course, 1250 Garden Road, Monterey, CA 93940 | August 14, 2026



Join us at Werks Reunion Monterey 2026!

Immerse yourself in both the Porsche cars and the people that make this marque so special

The popular Porsche show, Werks Reunion, is headed back to Monterey, CA on August 14, 2026, showcasing a breathtaking array of Porsches that are sure to excite Porsche enthusiasts! Porsche Club of America welcomes all Porsche clubs, owners, and enthusiasts, to join us for our 12th Werks Reunion Monterey. Expect to view spectacular Porsches, from rare classics to current models and everything in between. This year, we are celebrating the 50th Anniversary of the introduction of the 924 in 1976, as well as the series of transaxle Porsches, which will be the feature cars for Werks Reunion 2026.



More information: <https://www.werksreunion.com/monterey.cfm>



PORSCHE CLUB OF AMERICA

Membership Report

Primary members:	664
Affiliate/Family members:	356
Total:	1009

New Members as of Aug. 1, 2026

Ed Blanco & Dina Norman	2020	911 Carrera S
Josh & Norma Boggs	2019	911 Carrera GTS
Nancy Bryant	2006	911 Carrera 4S
Jeffrey Burroughs	2026	911 Targa 4 GTTS
Robert Elder	2024	911 Carrera GTS
Rori Fiocchi & Petra Wagner	2012	Boxster Spyder
Lloyd & Thomas Glade	2025	918 Cayman GT4 RS
Steven Han	2017	911 Carrera 4S Cabriolet
Sergio & Ignacio Jauregui	2018	911 Carrera 4S
Philip Healey	2002	911 Turbo
Raymond Ince	2023	Cayenne GTS
Anthony Leckie	2022	Cayenne
Benjamin & Ekaterine Payano	2017	911 Turbo S
Jeremy Roberts	2014	Cayenne S
Adrian Romero	1987	944 Turbo
Richard & Corey Tisch	2024	911 Carrera S
Rosendo Villastrigo & Sabryn Crain	2014	Cayman
Jacob Villemain	2005	911 Carrera S
Thomas Williamson	2025	911 Carrera 4 GTS
Michael & Bess Yeary	2026	911 Carrera S Cabriolet
Matthew Younger	2018	911 Turbo



Transfers In:

Tyler & Shanell Hatcher	2025	718 Cayman GT4 RS
William & Kim McAleb	2009	911 Carrera
Romeo McClarry	2002	911 Carrera
Christopher & Tracy Sully	2012	911 Carrera

From:

Hill Country
Arizona
Potomac
Rio Grande Valley

Transfers Out:

Carlo Bravo	2018	Panamera 4
Gordon Elkins	1985	911 Carrera
Kolt Harris	2014	911 Carrera S

To:

Palmetto
Peachstate
Big Sky

Anniversaries

June 2026:

20 years

Artur LaMott & Teresa Dillon

15 years

Adrian & Darlene Gonzalez

Phillip & Mary Caldwell

Daniel & Yaeko Coburn

William & Betty-Lynn Pollard

5 years

Benjamin Westney

Jorge Duan Garcia

1 year

Kristi Anthony

Augustin Cardenas

Rodney Franklin

Dylan & Dylan Garza

Ryan King

Jeff Kleck

Ray Kutner

Brendan & Jeff Logsdon

Kevin Ratliff

Pete Rivera

Alex Solis

Willard Teel

Diana & Emanuel Hajel

William & Liz Shumpes

Adriana Alvarex- Tostado &

Authur Perez

James Cloyd

Timothy Tong

July 2026:

15 years

David & Miechal Cox

Tom Guajardo

James Jenkins

10 years

Scott Adams & Zaida

Diaz

Bill Dorsey & Irene

Camacho

5 years

Juanito Guardiola & Erica

Torrez

Jeff & Sharie Miller

William & Mary Parker

Cherie Sisneros

Pablo & Daniel Molina

1 year

Hector Arce Ulloa &

Hector

Jason Barron

Joseph Cole

Chris & Richelle Daraban

Steve Darrah

Joseph Dubbets

Eduardo Esquivel

William Hunter

John Nau

Ryan Reed

1 year con't.

David Reyes

Bruce & Janeice Williams

BethAnn & Cleo Garza

Sharie & Jeff Miller

Michael Jellison

Beau Blevins

Jeffrey Oldham



Join your PCA Friends at our weekly "Lies n Fries" Lunch Bunch.

For Fun & Casual Conversations No RSVP needed

Wednesday's 11a-1p

Stone Werks at the Vineyard

1201 N Loop 1604 W SA TX





PCA is for YOU!

I have questions for each of you to consider. Obviously, I won't get an answer, but it's more to provoke thought. What brought you to PCA? Why did you want to join in the first place? Was it for the technical knowledge about your car? Maybe it was to expand your social circle to include more like-minded friends? Was it just for the national Panorama magazine to get great articles and information? Or was it to participate in all the cool events in your amazing cars?

Both PCA national and local regions host so many different events throughout the year that it's sure to tickle at least one of your fancies. Are you getting what you want out of the club? If you're not, reach out to your region leadership and ASK for what you want. Everyone is unique and we all want something catered to our own desired experiences. Club leaders do their best to pick and choose what they think will be most popular, but sometimes we miss. If you want something new and don't say anything to anyone, leaders can't do what needs to be done to make it happen. Help US help YOU!

Leadership wants you to be involved. They want you to participate and then, if you're having a ton of fun, pitch in and make it even MORE fun. The worst thing that can happen to a new club member is for them to sit at home, grumbling about what they're not getting to do. Engage. Meet people. Come to events. Enjoy your car! You paid enough for it!

I will ask one thing, though, that I can't even believe I need to ask. If you do come to an event and aren't happy about it, don't be ugly or mean to people leading the charge. No one here is trying to make anyone miserable. Event chairs and their volunteer staff give their time and energy freely to put on something that will please the masses. Anything negative is unintentional. We're all just human beings, surely flawed, but doing our best. In your personal lives, you may be a titan of your industry, CEO of a Fortune 500 company, but here in the PCA world, we are all equal. We all deserve respect and kindness.

Have fun, get involved, make this club into something even more amazing than it already is!

Wendy Shoffit
Zone 5 Rep



Bunco ~ June 19, 2026

Article and Photos by Patricia Broyles

We had a fun travel themed bunco with passports and passport stamps to keep score. Prizes were travel accessories packaged in shoe bags with luggage id tags! We had 9 in attendance including 5 members who hadn't played before but said they would plan to play

again! Everybody else seemed to be at Parade! Sherrie Sorbera helped me set up. But winners were Cindy Elizondo, Sherrie Sorbera and Mike Sorbera (they were very competitive with each other- it was fun to watch) and Patricia Broyles won most Bunco's



Bunco ~ July 17, 2026

Photos by Patricia Broyles

Another great Bunco turnout! We eat first - then Bunco!! Everyone is welcome! The third Friday of the month at BigZ Burger Joint!



Targa California

Article and Photos by Mike Vriesenga

From June 3-6, 2026 Chuck and Ashley Bush, John Milne and I joined the 17th annual [Targa California](#). After trailering to Chuckwalla race-track in Desert Center, CA, we drove up through the desert into the Angeles National Forest to an ice cream break in Big Bear City. While the desert was hot and bleak, climbing into the mountains dropped the temperatures to 85 degrees and surrounded us with pine trees and alpine lakes. Driving Highway 18, the “Rim of the World Scenic Drive,” is a beautiful, twisting, turning, diving, climbing treat, especially if you dare look over the rim into San Bernardino.

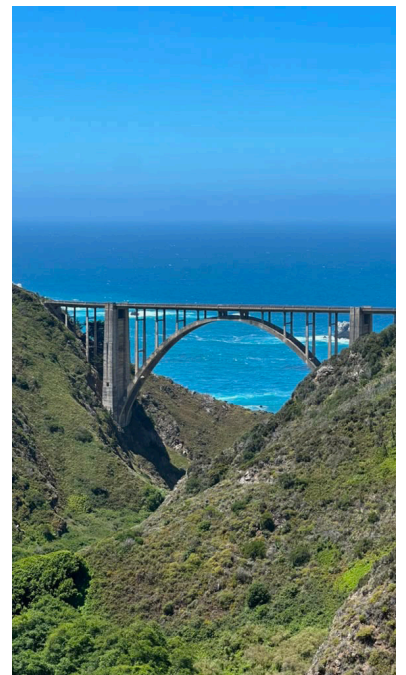
Targa California began in Palmdale. Although Porsches predominated, there was an eclectic collection of cars, including a NASCAR Monte Carlo, a red Pantera, a turbo-charged Corvair, a police special Mercedes, and an Alpha Romeo Gulio SS that looked like a mint-green cigar with a moustache, although with Italian panache.

Each drive featured different terrain. Thursdays drive hit its stride when we entered the San Emigdio mountains toward the Pine Mountain Club. Once again, we were in high alpine scenery, but driving up valleys rather than along the crest. Leaving the mountains, we entered the Bitter Creek National Wildlife Refuge, where the road twisted between rolling hills, but the only threatened wildlife were chipmunks dashing out onto the road. Entering the Tremblor Range, we Texans felt at home in California oil country from Taft to McKittrick, with hundreds of bobbing pumpjacks. Skipping Buttonwillow racetrack, we headed west along Highway 58 through the Tremblor and La Panza Ranges. The driving was brilliant, with a smooth road winding back and forth between hundreds of hills coated tan with grass as high as our windows. Following a late lunch in Creston we called it a day in Paso Robles.

Friday morning’s drive began in the Paso Robles wine country. The first roads were overshadowed with trees, with vine covered hillsides and wineries around every bend. Later roads were straighter, meandering through untold miles of vineyards stretching as far as the eye could see. After a picnic lunch in Parkfield, located along the San Andres fault, we wound back through the Kolame Hills, ironically past Lake San Antonio, to Paso Robles. Friday evening Ashley arranged for supper at the Hatch restaurant in downtown Paso Robles. The evening was idyllic, including local wine, ice cream for dessert, and a stroll around the grassy central plaza in 60-degree temperatures, serenaded by a busker.

Saturday, we focused on scenery rather than driving, since our route took us up the Pacific Coast Highway from Cambria to Monterey. Not to say the driving wasn’t legendary. The PCH lived up to its reputation for unbeatable scenery and dramatic curves between the Santa Lucia Range and the Pacific Ocean. We enjoyed coffee and hot chocolate at Ragged Point, lunch at the Nepenthe Restaurant, perched 800 feet above the ocean with breathtaking views. After lunch the traffic became heavy, so we left the coast for the Laguna Seca racetrack. Motorcycles were rocketing on the track, but frankly the kids on minibikes on a small “autocross” track in the parking lot were the thing to watch.

Targa California ended with a buffet supper and a long drive home. If you have an older car, even if it’s not a Porsche, Targa California is worth considering.





Sippin' Social ~ June 10, 2026

Article and Photos by Pamela Smith

On June 10, Longhorn PCA members gathered for our first-ever Sippin' Social at Vino Grotta Wine Bar, and what a fantastic afternoon it turned out to be. A special thank you goes to owner Kim and her outstanding team for welcoming us with open arms and creating such a warm, inviting atmosphere. From the excellent wine selections and special tasting offers to the delicious food, Vino Grotta provided the perfect setting for an afternoon of conversation, laughter, and new friendships.

The event brought together both longtime members and first-time attendees. We were especially pleased to welcome Justin and Denise, who recently relocated from Georgia just one month ago and chose the Sippin' Social as their very first Longhorn PCA event. We were also delighted to see Edwin and Elisadel attend their first chapter event after being members for the past year. Judging by the smiles and conversations around the table, everyone had a wonderful time. As the afternoon came to a close, many of us continued the fun in true Porsche fashion by gathering in the parking

lot to admire each other's cars, exchange contact information, and make plans to stay connected. If the enthusiasm from this inaugural gathering is any indication, this was the first of many successful Sippin' Socials to come. We look forward to seeing even more members at future events!

In the picture, front row, left to right: husband/wife Justin and Denise, Pamela, Cindy and Patricia. Back row from left to right: Edwin and Elisadel, Rick, Ben, Robert. Byron not pictured.



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Sippin' Social ~ July 8, 2026

Article by Pamela Smith

Photos by Pamela Smith

Our July 8th Sippin' Social took us to the charming Wine 101 in the heart of Old Town Helotes, and what a fantastic evening it was! Known for its inviting atmosphere, excellent wine selection, delicious food, and beautiful indoor and outdoor gathering spaces, Wine 101 proved to be the perfect setting for another memorable Longhorn PCA Chapter get-together.

Eighteen members joined us for an evening filled with great conversation, laughter, and, of course, exceptional wine. It was especially exciting to see a wonderful mix of longtime members, newer members, and a couple of first-time attendees. Watching new friendships form while familiar faces

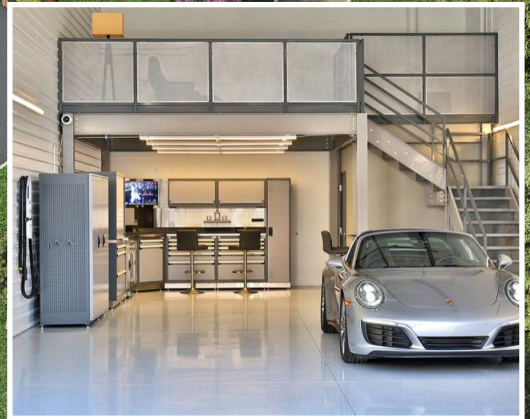
reconnect is exactly what these socials are all about.

Our Sippin' Socials continue to grow with each event, and it's clear that our chapter is building more than just a calendar of activities—we're building a community. Whether you're a Porsche enthusiast who's been with the club for years or you're attending your very first event, there's always a seat waiting for you.

A heartfelt thank you to everyone who came out and helped make another evening such a success. We can't wait to raise another glass with all of you at our next Sippin' Social. Cheers!



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La Calabria Tour

Article by Byron Smith and Photos by Byron Smith, Sherry Sorbera, and Steve Wright

Saturday morning, June 6, we gathered at a familiar starting point at the Pit Stop Coffee Shop in Bergheim, preparing for a 9 am departure. We had 33 vehicles consisting of all manner of 911's, including a 1976 911 Targa, a 928, Caymans and Mike Sorbera's Cayenne.

Although we had 60 people anxiously awaiting our tour start, the weather forecast for the week likely scared off a few folks. At one point during the week, we had 70 people and a waiting list, as some weather guesses stated that there was a possibility of hail. Saturday morning, however, my weather app predicted good weather, as such, I put the top down on the cabriolet before I pulled out of the garage, preparing to head to Bergheim. OK, I may have felt compelled to put it back up after feeling some brief light sprinkles, but the drive started and continued throughout the day with the top down. The day's weather was fabulous.

Leaving on time at 9, I led the first group, followed by Richard Longoria leading the second, and headed east to Boerne to catch the 474 north to 473 through Sisterdale, continuing on 27 through Comfort to our first rest stop at the Shell station in Centerpoint. Weather? Very nice, almost no rain other than a couple brief light spurts.

From there we continued north on 27 through Kerrville. This stretch was regrettably a bit busy, with some road construction and a lot of traffic lights. While the groups did get separated, we were able to reassemble after getting up through Ingram.

Continuing on the 39 through Hunt, we drove along the Guadalupe River. This was probably the most beautiful stretch of the day, with the

landscape lush in greenery from all the rain we have been having. This area was also sobering, as you couldn't avoid remembering the events from a year ago as we passed Camp Mystic and observed what was left of the trees that once populated the river corridor.

Continuing on 39 through Hunt, we caught 187 down to Vanderpool. Approaching Vanderpool, some pinhead in a motorhome decided he wanted to live vicariously through the Porsche drivers by pulling out in the middle of the pack. Even out in the middle of nowhere stupidity is abundant. But being resilient, we persevered and were shortly able to regroup and continue on 337 to Medina, where we stopped at the Loves Creek Apple Orchard.

Our stop at Love's Creek was unfortunately close to 30 minutes. Admittedly, it wasn't the best location in terms of restroom accommodations, and in spite of having a motorcycle club stopping there at about the same time, we ended up managing it just fine and were able to depart before the second group arrived.

Leaving Medina we headed south on 16 for our last leg and caught 2828, continued on 173 to 480, back to Centerpoint. From there we took Highway 27 to Herrman and Sons Road, to our final stop and lunch at La Calabria.

Again, it was a beautiful day. The venue sits atop a hill and the club enjoyed a leisurely lunch on the patio overlooking the expanse of greenery to the Guadalupe.

Throughout the day we were fortunate in that we encountered very little impeding traffic (other than motorhome person) and the weather was

fantastic. Not that it made any difference to our clubs adherence to traffic laws and safety, the absence of law enforcement was also unexpected.

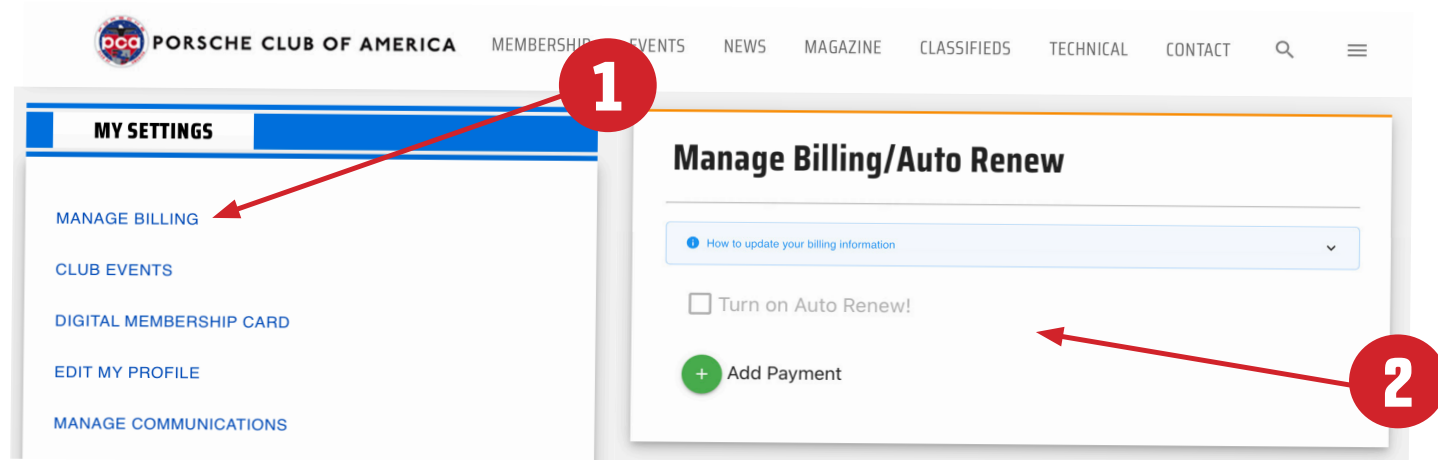
In summary, the day's drive covered about 165 miles and took about 3 ½ hours. The lights through Kerrville added a bit of time, but we were rewarded on the other side with some of the best stretches of road for the day. Those of us who dismissed the doom and gloom prognostications of one of the few professions that can get away with being wrong on a regular basis were rewarded with a great spirited drive, followed by a casual, relaxing lunch in a beautiful setting.

The day reminded me of why I bought my Porsche; to drive it and enjoy it in the spirit in which it was conceived.



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Stormchasers ~ July 11, 2026

Article by Michael Sorbera

Photos by Sherry Sorbera

Storm-chasers? Yes, we were the Storm-chasers! We didn't plan it that way, but it seemed like everywhere we went it was pouring rain! Add to that a LOT of water on road meant for some sloooooowwww going.

But even with all the rain you can't dampen the spirits of Porsche owners! We still had a great time and there were a few folks that had never driven their cars in the rain! Well now they know how sure footed a Porsche is even in the rain!

After the drivers meeting 30 cars and 38 people (we were divided into two groups, 15 min apart) headed out for a leisurely stroll down Scenic Loop Road to get to Hwy 16.



This leg was fairly dry, just a few sprinkles. Once we got to Hwy 16 and headed up to Bandera we started hitting some downpours with a lot of standing water on the road. We arrived at the Shell station in Bandera and it was coming down hard during the break.



After the tour lead (Michael Sorbera) did a lot of checking of the weather radar and conferring with other drivers the consensus was to press on, it should be clearing up, haha!

So, on we went through Tarpley, then to Vanderpool and then over 337 to Leakey. Even with the rain the views were spectacular! The mist over the mountains was something we never witnessed before on a drive.

We arrived at our break at Bear's Den in Leakey. The second group caught up with us there due to the first group getting the heaviest rain on Hwy 16 to Bandera.



We then went back over 337 towards Vanderpool, rain had let up some. Then we headed to Medina on 337, then up Hwy 16 to Kerrville and lunch at Dickie's BBQ.

It was clearing up as we came near Kerrville and lunch was spectacular! The staff at Dickie's were super helpful, the food was delicious also! It was obvious that they had brought in extra help for the day. We'll definitely be having tours end at this Dickie's in the future!



Cars...
Cars...
Cars.



Lunch...
Lunch...
Lunch.



Vasek's Werkstatt ~ Where the Road Meets the Wrench

Article and Photos by David Vasek

A Gradual Descent

Diving Down the enthusiast rabbit hole

I've always been a "car person." It never struck me as odd to have four or five vehicles of various types. Actually, it's never struck me as odd to have two or three very similar vehicles. It took my wife, Amanda, a little while to get used to this, but now it's pretty much normal for us to have a few cars floating around. This goes back to before we even had kids, not to mention kids with driver's licenses. I'm not saying my cars have been highly valuable or very expensive, but I've enjoyed combining utilitarian cars (i.e. the "daily driver") with ones that fill the need for a more "tactile experience." In other words- I like to tinker! My 2005 Jeep fits that latter category; I did an engine swap on it when it was still covered under the factory warranty. Amanda did think that was a little crazy, even for me; but it turned out awesome and still drives great today!

So, when I started thinking that the fleet was getting a little thin and brought up the idea to Amanda that we needed a very fun vehicle intended for pure enjoyment, it's probably not unusual that Porsche would make my short list. The fact that this was post-COVID and prices were pretty high didn't help, but since it was hard to find any auto that wasn't priced in the atmosphere, it didn't seem so crazy to think a Porsche might be "worth it." This was before I really knew much beyond the vague VW relationship and the old magazines and posters we all speak of with nostalgia. My early research started to build awareness that old Porsches should be on my short-list; they combined hard-core German engineering with decades of incremental improvement, without fundamentally changing the look and feel. Perhaps inevitably, this led me to a fascination with the 911.

What followed was a textbook 'hyperfixation', the kind that PCA members everywhere recognize immediately. I moved from casual browsing to a full-scale deep dive: studying generational codes, transmission nuances, and the history of the brand. This may be referred to as the "rabbit hole phase"; inevitably leading to resources like PCA, Nathan Merz, and the beginning of an apparently never-ending collection of books. It's when I realized that Porsche is a brand built on a philosophy, a philosophy built on history. And the history is pretty fascinating. This scratches all sorts of itches for me! It also helps that there is a phenomenal amount of material available across all aspects of Porsche; this lends itself perfectly to deep diving right down the rabbit hole.

The transition from curiosity to obsession wasn't exactly subtle. My closest friend, Brian, recently asked me a question that I wasn't really prepared for: 'Given your family background with Mopar, not to mention all the other interesting American cars, why did you decide to go so deep into Porsche?' I didn't have a great answer then, because the truth is, I didn't decide at all. It happened by degrees; the hours of research, the growing library of books, and the eventual realization that I was no longer just browsing but actively building a space in my life for these machines. It wasn't a sudden conversion; it was a slow, deliberate creep that led me straight to the PCA Mart and, eventually, to the keys of a 1985 3.2 Carrera.

I've already mentioned my process of acquiring my 1985 911, "Heidi" on PCA so I won't bore anyone further with that. Same for some of the fun I've had (and yes, I mean that sincerely) working on Heidi. It has truly been everything I was hoping it would be (and continues to be). I can honestly say the romanticized part of owning an air-cooled 911 has aligned with my reality. First off, there are tons of folks out there who are just as passionate as I am,

which means there's a lot of demand for parts, creating a thriving market. It's amazing to have such a wide variety of parts available. Plus, the wealth of information online, along with some really fascinating books, keeps everyone's interest alive.

But eventually, one starts to realize that 911's aren't the only thing Porsche makes. This opens the door to all sorts of interesting cars and leaving race-specific models aside (for now), it's truly enjoyable learning about what else is out there. Once you start expanding to these other models, you realize just how much history and engineering has gone into each one, which only furthers your desire to learn more. Not all have been successful, perhaps not all have been truly phenomenal, but they are all pretty interesting, particularly when evaluating them independently and not trying to equate a 914 with a 911.

I've kind of hinted that I recently branched out a bit and acquired a Cayenne. This was sort of on a whim, although I had been looking at them for a few years. It just worked out and a 2017 was for sale in Austin as a Certified Pre-Owned (CPO), priced right. While the exterior is definitely not perfect, it's perfect for my use-case which is driving up and down IH35 between Austin and San Antonio; hardly a road you want to spend any more time on than necessary. I consider the Cayenne a logical next step in the obsession. It's a base model but handles well and is a lot of fun to drive. Comparing the technology with other brands I owned from the same time when it was new, everything works exceptionally well. Being CPO, it has some Porsche warranty left in it and a history of maintenance. This is new territory for me as I haven't owned a Porsche this new yet, but so far, I'm really enjoying it. The family decided Heidi needed a sister, so they wanted to call the Cayenne "Gretta". There's probably a term for people who name their cars...

There can be no doubt that the addition of the Cayenne is not the final chapter, but simply another step along this winding road. While Heidi remains

my analog companion for those perfect Texas mornings, Gretta has proven that the 'engineering-first' spirit is woven into the brand's modern fleet just as deeply as it is in the air-cooled classics.

As for what comes next, it's hard to say. I didn't set out to become a 'Porsche person,' but as I look at my garage and my bookshelf, I realize that this slow descent into obsession has taken me exactly where I want to be. I am not finished learning, and I certainly am not finished driving, and who knows- those racing-specific cars might find their way into my reading and YouTube playlists...



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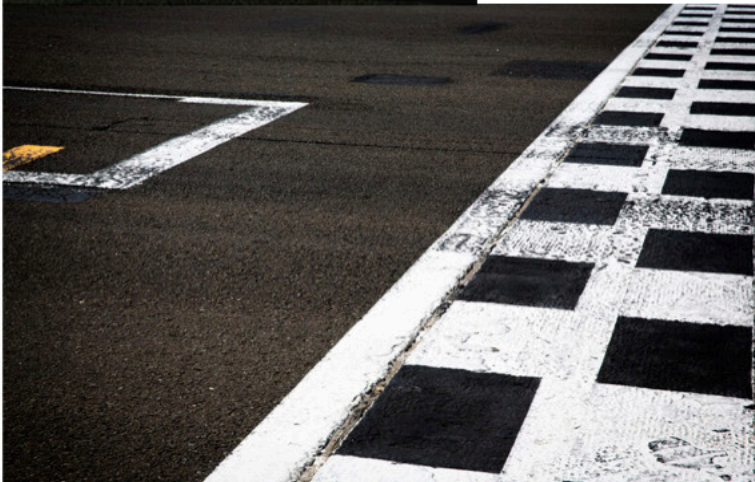
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Porsche Parade ~ Lake Placid, NY

Article by Becky Yard

Photos by Becky Yard and Stephen Grigory

Porsche Parade - June 13 to 21, 2026 It's Not Just the Car ... It's the Route You Choose

Longhorn Region PCA was well represented at the 2026 Porsche Parade held in Lake Placid, New York. Each of us had a different method of reaching Parade.

Three of us drove from San Antonio to Lake Placid. We each took different routes stopping along the way to see the sites and visit friends or family.

One couple flew to visit their daughter, borrowed a Porsche and drove to Lake Placid.

Four couples had their cars shipped to the northeast, toured the area, drove to Lake Placid and drove home taking in their favorite driving challenges along the way.

Our round trip to Lake Placid and back home would be just over 4000 miles. Bob's travels to the northeastern part of our nation have been limited so this would be a trip of discovery for him. For me it was a trip of intense planning. We wanted to visit with good friends along the way and enjoy our time in the car. This required making the daily mileage as close to 350 miles as possible while still achieving our objective; arrive in Lake Placid by the 13th of June! Our primary goals were to take in the scenery, enjoy time with our friends, and have a memorable adventure.

I pulled out the Road Atlas, MapQuest and Waze and laid out a route to Lake Placid that took us through Knoxville, TN. This section of the trip went very smoothly despite the number of trucks on the road. Speed limits were reasonable, roads were

okay, and the weather cooperated most of the time. The final drive into Lake Placid was gorgeous with little hint of what was to come.

After checking into the hotel, we scouted the area including the high school in Saranac Lake where we would be checking in for Parade in the morning. Lake views were plentiful, countryside was fabulous, and we had many varied restaurant choices.

Weather began to change on Sunday with much colder temperatures and hints of rain. We took the opportunity to drive around Saranac Lake, Lake Placid, and Mirror Lake. We also visited Whiteface Mountain to see where the Olympic skiing events were held.

Monday, concours day, began cold and rainy. We dressed warmly and headed out to the Olympic speed skating oval to view a wonderful collection of cars and their drivers. We saw many umbrellas, intrepid smiles, and wet sneakers by the time we had completed our walk.

Tuesday was tours day and the weather cooperated beautifully. Our drive took us to The Wild Center. <https://www.wildcenter.org/>

The Wild Center is a wonderful facility dedicated to providing examples of animals, geography and plants found in this region of New York. After lunch we headed back to the hotel to pack as we were heading home via St. Louis, MO to visit with more friends.

The trip home was a bit more exciting but that's a story for another time.

The 2027 Porsche Parade will be held in Boise, Idaho about 1400 miles from San Antonio. Attending Parade can be an adventure for people and vehicles of all ages. Ultimately, it's what you bring to the trip. For us it was about the driving,

scenery, friends, and concours. For others it's about meeting people from across the United States who love Porsche, SIM racing, tech talks, autocross, and rally. What will the trip to Boise be for you?



Welcome to our LHR - Zone 5 group. The long trip was worth it!



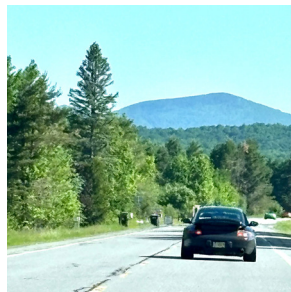
Chuck & Susie Bush
Concours Judges.



Judging continues with the rain.



The Concours



Driving the colorful Lake Placid countryside - from the Connecticut Valley Road to the Wild Center and to the beautiful falls.



Niagra
Falls



There be Trolls here!
From smashing cars
(not a Porsche!) to
hanging bird cages for
lunch to capturing the
flag to escorting Bob
Yard in or out - not sure
which.

Mirror
Lake



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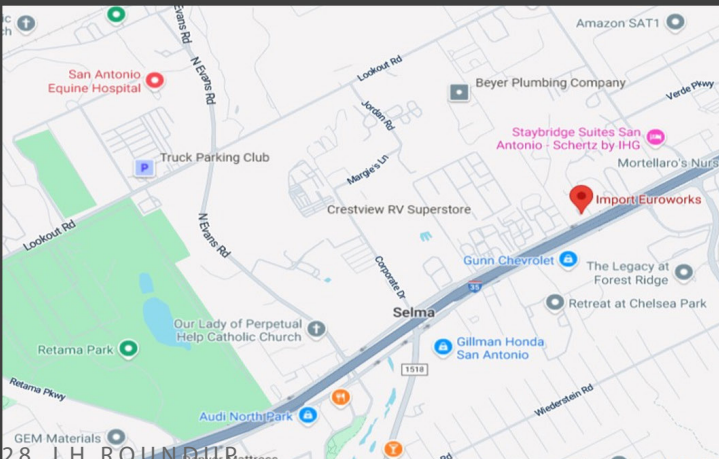
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Longhorn Photo Ops

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

Blue Porsches

Photos by Becky Yard, Rob Nickell and Mike Matthews



356 at Fiesta
Challenge Concours



356 at Concours
Parade

ok - not a car...



...but Blue Bonnets!



Blue Car Reflections



Blue #5 at Harris Hill Raceway



German Car at
German Car Show



Scholar Blue at
Parade

Historically Speaking..... Transaxle

Written by Thomas Amman first published in Christophorus Magazine

newsroom

PORSCHE



Transaxle: The sports car world supporting the company through a period of transition

27/03/2026 The transaxle concept positions the engine up front and the transmission at the back, with a rigid shaft connecting them. With the 924, Porsche made the bold decision 50 years ago to strike out in a new direction – technically, economically, and culturally. The design introduced a new sports car world alongside that of the 911, supporting the company through a period of transition.

In the 1970s, the Porsche facility in Weissach began working on a vehicle that, at least at first glance, didn't quite reflect the brand image established the world over. Featuring an unfamiliar silhouette and the lack of a rear engine paired with crisp angular lines, an elongated front, and a large glass rear hatch, this sports car was a genuine 2+2 seater that redefined suitability for everyday use. An advertising slogan would eventually dub it a "family sports wagon" – a revolution.

Then in his mid-20s, Harm Lagaij worked as a young designer in Weissach and would eventually go on to manage the entire department. Looking back, his description of the radical new creation smacks of

understatement: “The design of the 924 developed entirely intuitively and, of course, was something of a surprise,” he recalls today.

The new development was surprising because it required a new definition. What makes a Porsche a Porsche? Is it the position of the engine? Or is it the way a vehicle feels? The clarity of its concept? The coherence of its details? Or simply its performance?

These questions are all the more relevant considering the 924 was originally a development contract (EA 425) for Volkswagen. A dream job for the designers. “When submitting the design proposal, the most interesting question was where to start,” explains Lagaaij. “Because there wasn’t anything to draw from.” There was no precedent in Volkswagen’s history for this concept of a sports car that could be built on. “We literally had a white sheet of paper in front of us,” says Lagaaij. But that’s not to say they had unlimited freedom, as the package – the technical layout with engine, cooler, transmission, axles, and most importantly seat positions – had already been defined, production parts needed to fit, and the manufacturing had already been planned.

The template for collaboration between Volkswagen and Porsche was the 914 from the 1960s. The basic concept fulfilled a traditional Porsche strategy, which was to use tried-and-tested series production technology to exploit synergies and increase reliability without compromising the art of Porsche engineering. However, while the 914 was designed as a collaboration from the outset, the 924 was originally intended to be launched as a VW.

Despite solid sales numbers, the market struggled to accept the 914 with its longitudinally mounted mid-engine as a “real Porsche.” Around 115,600 cars with VW four-cylinder engine and approximately 3,300 914/6 models with Porsche six-cylinder engine were built. However, the sales numbers were not high enough economically for Volkswagen as a high-volume manufacturer. Volkswagen made some strategic decisions at that time, moving away from the old rear-engine concept and toward water-cooled platforms with the engine up front.

The Porsche moment

In 1975, Toni Schmücker took over as Chairman of the Executive Board at Volkswagen; Rudolf Leiding’s successor scrapped the EA 425 project. The first energy crisis of the 1970s and the associated reluctance of customers to buy, as well as political reasons regarding the model, all played a role in this decision. With the Scirocco, VW had already developed a sports coupe based on the Golf. Porsche took on the development costs, effectively buying the project back, and created a real Porsche. “For us, the design and proportions were so cohesive that we were able to continue working without making any changes to the concept,” explains Lagaaij. “That would’ve been impossible at such a late stage of development anyways.”

Porsche’s design DNA, he adds, was not as “clearly codified” in the 1970s as it is today. Because the 911 with its traditional design language was essentially the only visible reference, the design was not

viewed as “a deviation.”

The 924, as it would later be called, was not a stopgap solution for the designers under Chief Designer Anatole Lapine and the engineers. On the contrary: “We thought it was the future,” says Lagaaij. As a result, the 924 was more than just a new model. Although not initially intended as a Porsche, it embodied the moment when Porsche opened up to new concepts out of conviction and strayed away from design tradition. The sporty DNA remained uncompromised in the 924. If the 911 represented the heart of the brand, the 924 embodied the courage to break new ground.

It was another defining moment in Porsche history. The automotive world was evolving in those years, with new markets, new customer demands, and, not least of all, new legal requirements in terms of noise and exhaust emissions and crash safety. Porsche, too, had to change – technically, economically, and strategically.

The larger and more prestigious 928, a 2+2-seater gran turismo with high-performance V8 engine, was developed almost at the same time as the 924. The main designers were Anatole Lapine, Wolfgang Möbius, and Hans-Georg Kasten. Later, Harm Lagaaij also contributed to the design of the 928 GTS. The two new models were “similar in terms of the package, the basic architecture,” Harm Lagaaij is quick to point out, but “completely different” in their design language. According to the designer, that was additional proof that “the Porsche design language permitted a great deal of freedom at that time.”

The models were developed to be new foundations alongside the 911 with its tried-and-tested rear engine, which at that time was air-cooled, as well as win over new customers, without diluting Porsche’s character. “The timeless design is still innovative and modern today and both vehicles rightly have a growing fan community,” explains Frank Jung, head of the company archive at Porsche. In addition to design, engineering solutions that would stand the test of time were also being sought.

The Porsche way

The transaxle design is one such solution – in a sense, the Porsche way of introducing the front-engine architecture. For the first time in the history of the brand, the engine would no longer be positioned behind the passengers. Rather than a conventional solution with engine and transmission as a single, heavy unit at the front axle, Porsche engineers turned to the transaxle concept, with the engine up front and the transmission at the rear axle, which at that time was exotic.

Porsche believed that the transaxle design was the future – in other words, a new conceptual focus. “The decision wasn’t reached at some arbitrary point, but at the beginning of development,” says Roland Kussmaul, former road testing engineer at Porsche, who also spent a lot of time on racecourses and rally tracks for the factory in the 1970s and 1980s. Kussmaul was someone who determined key parameters, driving behavior, and limits, based on his criteria of lap times, steering angles, slalom runs, and sustained drift angles. Accordingly, he viewed the balanced distribution of weight between the front and rear axle to be the primary benefit of the transaxle design. He has fond memories of the 924

as an “easy-to-handle, forgiving, fast car,” Kussmaul says warmly. “It’s easy to maintain control even at high speeds, in crosswinds, and when changing lanes.”

Porsche engineers also opted for the transaxle architecture for the 928, which was developed almost at the same time. “A rear-engine layout was never even considered for the relatively heavy, large V8 engine,” explains Kussmaul. “Structural body advantages” in the form of the rigid binding shaft between the engine and transmission and “the balanced weight distribution” proved to be key benefits for the gran turismo, too.

While the 924 represented a family-friendly “entry Porsche” intended to win over new customer groups for the brand, the 928 served as a fast touring car on the upper end of the scale. The design of the interior is regarded as particularly advanced. The luxurious 2+2 seater therefore competed in a different market segment from the 911.

The Porsche management at that time, headed by Ernst Fuhrmann, Chairman of the Executive Board, was confident that the 928 would fulfill customers’ growing demand for comfort and safety worldwide. Fuhrmann, an experienced engineer and the first Porsche executive from outside the family, believed the 911 was on its way out.

Customers saw that differently. The classic car with rear engine, back then already in its second decade of production as the G-Series, continued to enjoy uninterrupted popularity among Porsche fans around the world, which is why Fuhrmann’s successor, Peter W. Schutz (Chairman of the Executive Board from 1981 to 1987), rescinded the decision to discontinue the 911 in his third week as Head of Porsche. The resulting success has proven him right to this day. For more than six decades, the 911 has been viewed as a quintessential automotive icon and sports car.

The future of Porsche

As a result, brand development was based on two very different sports car worlds in the 1980s. Production numbers revealed that the 924 was a key component of the economic success. Between 1976 and 1988, more than 150,000 vehicles in its different derivatives were produced – almost as many as the 911 in the same period of time.

Thus the groundwork was laid for the subsequent transaxle range, which also included over the years, in addition to the 928, the 944 and 968 four-cylinder model series. Despite their engineering quality and a clear design line, the company was unable to sufficiently exploit synergies between the different model series. Every vehicle was developed almost like an independent project, with its own engine, body components, and production processes, which drove up the costs. The transaxle models thus found themselves in those difficult years for the brand when vision and reality temporarily drifted apart.

These experiences resulted in one of the most valuable lessons for today: When expanding the range of models, Porsche works with a modular platform strategy and thus pursues an entirely different

approach than it did at the time of the transaxle. In other words, several models share central vehicle architectures, including chassis components, electronic systems, and parts of the powertrain. These shared platforms enable economies of scale, reduce development costs, and accelerate model cycles, without the individual series losing their independence.

And yet, "from today's point of view," says Harm Lagaaij not without pride, the transaxle models have "aged very gracefully." The designer names a few concrete strengths: the package with a large sense of space and 2+2 concept, the spacious luggage compartment, the large rear windshield as a unique feature and engineering challenge, a level of dynamism that speaks for itself to this day, and efficiency and comfort. Engineer and race car driver Roland Kussmaul still praises its performance on circuits and rally tracks. Especially when he thinks about the high-performance derivatives like the 924 Turbo, "which were easy to handle even when pushed to the limit." After the sensational 10th place in the overall ranking of the 1982 Rallye Monte-Carlo in a 924 Carrera GTS at the latest, with him as codriver and Jürgen Barth at the wheel, he came to realize that this was undoubtedly "a real Porsche."

Company historian Frank Jung has more to add: "The 911 is the core of the Porsche brand. But when a brand is too dependent on a single icon, every change is viewed with suspicion." That's precisely why the company had to reinvent itself in this critical phase. While the 911 still remained, Porsche also looked to engineering concepts intended to stand the test of time and ultimately, from the 2000s, pave the way for the brand's four-door, front-engine sports cars of today. "Now, you could describe that as strategic courage. Back then, it was a huge risk."

Fifty years after their launch, the transaxle models are experiencing a renaissance. They look and feel modern and feature everyday qualities that may have been underrated in the past. And they demonstrate a Porsche quality that is not bound to any one engine position – the pursuit of the best possible solution.

Info

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Text: Thomas Ammann

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