

**LONE STAR REGION
PORSCHE CLUB OF AMERICA**

ISSUE 19



LONE STAR

OFFICIAL PUBLICATION OF LONE STAR REGION : PORSCHE CLUB OF AMERICA



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LETTER FROM THE PRESIDENT OF LSRPCA:



Dear Members,

I hope your summer has been full of rewarding and fun activities. The kids are back in school, which for us has always marked the beginning of the end of summer.

Aside from our active and successful GTG program, run by Danny Green, our other activities slowed until later in the summer.

Starting in September, our activities are ramping up—beginning with a special celebration of the 70th birthday of PCA. Back in the days when the 365 and various race cars were the sole offerings of Porsche, a man in the Washington, D.C., area held the first meeting of a group of Porsche enthusiasts known as the Porsche Club of America. Seventy years later, there are more than 160,000 members across the U.S. and Canada.

On September 13, LSRPCA will join the other 148 regions in celebrating this milestone. We will have a morning event at Porsche Sugar Land and an evening event at The Podium at Porsche River Oaks. Both events are open to all members, but the evening event will require registration, as capacity is limited to 150 people. Keep an eye out for more details on both events.

September is also the month that we sponsor the Drive for Kids, our capstone charity event benefiting Child Advocates and Arms Wide. Both of these organizations serve and care for children who have been removed from their homes by child protection agencies. This is a wonderful cause, and the sponsorship event is a fun way to support these organizations that do so much for children who have nowhere else to turn. There is an advertisement in the magazine with links that make it easy to join others in supporting this cause. I hope you find it in your heart to help support them.

Keep an eye on the LSRPCA calendar for upcoming events.

We have several new sponsors, as well as many who have supported LSRPCA for years, so please take a look at their ads and support them just as they support our region.

As a friend once told me—drive yourself fun!

Stan Tripp
LSRPCA President



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LONE STAR REGION PCA MEMBER
NICOLAS TIJMES



As the Porsche Club of America celebrates its 70th anniversary this September, LSRPCA is proud to see steady membership growth in Southeast Texas. A key to this success is attracting younger enthusiasts—those who may perceive the entry barrier to Porsche ownership as too high. However, as we see in this Member Spotlight, young Porsche fans like Nicolas Tijmes are proving that passion and determination can make owning a classic Porsche a reality.

Nicolas Tijmes, now 18, developed a love for cars early on, beginning with his Ford Mustang EcoBoost in high school. Working part-time jobs to fund his hobby, Nicolas was encouraged by his father—also an LSRPCA member and 911 owner—to consider purchasing an affordable Porsche classic as a more stable investment. After some searching, Nicolas found a two-owner 1983 944 in Dallas. As the launch year for the model, the 1983 944 came with its original Sapphire Metallic

paint and a 2.5-liter inline four-cylinder engine. A successor to the 924, the 944 was well-loved for its wider fenders and more powerful engine, quickly earning a reputation as a great all-around Porsche. With just 48,000 miles on the odometer, Nicolas's 944 remains in excellent cosmetic and mechanical condition.

This year, Nicolas has enjoyed exploring the handling and capabilities of his Porsche, joining tour drives with his family and fellow LSRPCA members. As he embarks on his first year at Texas A&M's Mays Business School this fall, he plans to continue enjoying the roads around Kingwood and College Station in his 944. LSRPCA is proud to welcome him into the fold and looks forward to seeing how his passion for Porsche ownership will help shape the club's future for years to come. 🌟

(If you are an LSRPCA member and would be interested in telling your Porsche story, reach out to Jake McConnell at membership@lsrpca.com)



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LONE STAR REGION PCA MEMBER A. CHARLES THOMAS

PHOTOS BY A. CHARLES THOMAS



As auto enthusiasts, many of us can trace our appreciation for cars back to formative experiences in our youth—moments when the shape, sound, performance, or design of a particular vehicle left a lasting impression. For new LSRPCA member A. Charles Thomas, that passion was sparked in the 1980s when his father purchased a new Porsche 944. Around the same time, Charles began restoring his first car—a 1973 VW Super Beetle—with the help of his father and uncle at their home in the Houston area. These early experiences not only deepened his mechanical understanding but also created cherished family memories that further cemented his love for cars.

Years later, as Charles began considering the purchase of a classic Porsche, he found himself drawn to the iconic 356—a model closely tied to the ancestry of the original Volkswagen Beetle. After an extensive search, Charles found the perfect car in Santa Monica, California: a 1962 356B Roadster, built by D'leteren Frères of Belgium.

This particular model is one of just 473 units produced with the distinctive single-grille configuration. D'leteren, contracted by Porsche to build the final run of roadsters, constructed these rare cars on a dedicated production line,

making them especially collectible today.

The car had originally been imported through New York and, after changing hands a few times, ended up on the West Coast. It underwent a restoration in 1975, and while the numbers-matching car remained in good condition when Charles acquired it as the fourth owner in 2021, he decided to embark on a comprehensive restoration to return the vehicle to factory-original condition. He entrusted the project to Porsche North Houston—home to one of the few Porsche Classic dealership shops in the United States.

The meticulous 24-month restoration process included rebuilding the engine and transmission, redoing the interior, replacing the soft top, and re-chroming the exterior trim. When it came time to repaint the car, Charles chose to keep the original factory color: Slate Gray. The new tan leather interior and matching tan cloth top complement the bodywork beautifully, resulting in a striking and elegant presentation.

Now that the restoration is complete, Charles is enjoying his 356 Roadster and has begun participating in LSRPCA events and get-togethers. If you see him at an upcoming gathering, be sure to say hello and take a moment to admire this timeless Porsche classic. 🌟



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HOUSTON TO MEXICO CITY

MY FIRST PORSCHE ADVENTURE

WRITTEN BY JORGE MACHNIZH

My first Porsche 911 was a 1987 Targa G50, white with a linen interior, which I purchased with just under 8,000 miles from Don McGill Porsche in Houston. It was love at first drive—the combination of power, precision, and that unmistakable Porsche character had me hooked instantly.

I enjoyed the car in Houston for some time, but my career soon took me on a new adventure. A project assignment required me to relocate to Mexico City in the mid-1990s. Before making the move, my wife and I took an exploratory trip in our Nissan Pathfinder to see what driving conditions were like there. We discovered something remarkable—Mexico's toll roads. At the time, they were new and expensive, meaning they were often wide open, with little traffic except for the occasional high-end car. The surfaces were excellent, the scenery spectacular, and you could truly stretch a Porsche's legs.

With that in mind, we decided to bring the Targa. After preparing it in Houston for the trip, I set off south. Day one took me across the border into Monterrey, where I stayed the night. On day two, I made the drive from Monterrey to Mexico City, arriving mid-afternoon. The journey was smooth, exhilarating, and memorable—exactly what a Porsche road trip should be.

Shortly before we left Houston, we learned my wife was expecting our first child, so the drive down came with extra care and attention. Everything worked out beautifully, and our son was born in Mexico. As it turned out, he loved the Porsche as much as I did—or at least, he loved falling asleep to the sound of the engine. A short ride around the block in the 911 was all it took to lull him into a peaceful nap. That was all the excuse I needed to drive the car nearly every day.

During our year and a half in Mexico, we explored the country extensively in the Targa, visiting destinations like Acapulco, Oaxaca, Querétaro, and San Miguel de Allende—always with Texas plates and always without a problem. The car was serviced by Porsche mechanics in Mexico City, and it never missed a beat.

In the late '90s, as our time in Mexico came to an end, we brought the car back to Houston. I eventually decided to sell it and move on to my next Porsche. Over the years, I've owned about 13 different models, each with its own personality and special moments.

People often ask me about my most memorable Porsche drive. My answer is simple: it's always the first five minutes—whether it was my first drive in that '87 Targa or the first spin in any of my later cars. And when asked for buying advice, I say the same thing every time: buy the best Porsche you can, and then drive it. After all, Porsches are meant to be enjoyed. 🌟



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Modern/Vintage Porsche (991/935 Martini Racing) 2023,
acrylic on canvas, 60 x 48 inches (in a private collection)

Porsche 917K - 1970 Daytona 24 Hour winner, 2023,
acrylic on canvas, 60 x 48 inches (in a private collection)



A PASSION FOR PAINTING PORSCHEs

ARTIST : ANDREAS SOMOGYI

Andreas Somogyi's passion for cars began at the age of six, riding shotgun in a triple black 930. His very first sketch as a child was a simple outline of a car and thus began a lifetime love for sports and racing cars.

Somogyi's dedication to the automotive industry was evident from the age of 16 as he apprenticed in a variety of car shops. Here he developed hands-on experience in the automotive industry evolving to becoming a certified welder. After studying fine art at Centennial Academy in Montreal, he left his Canadian roots and ventured to Southern California, the mecca of the automotive world.

While in Orange County California, Andreas began a television career with automotive-related television shows, including over a decade in the television series "Overhaulin'" on The Discovery Channel. Anchored by and guided by automotive design legend, Chip Foose, Andreas became lead fabricator on the show. While exposed to the creativity of Foose on "Overhaulin'", Andreas rediscovered his passion to translate velocity and speed onto canvas which has fueled his career as a full-time artist.

Andreas' unique expressionist style, inspired by legendary automotive artists Tim Layzell and Camilio Pardo (who designed the 2nd generation FordGT), shows the subject car in motion capturing the essence of speed. His large-scale paintings portray raw emotion and power of vehicles as he sees them, with an element of energy and confluent lines combining bright colors so the viewer feels as if they are in the driver's seat.

SPECIAL OPPORTUNITY FOR LONE STAR REGION PCA MEMBERS:

Andreas is represented by Nicole Longnecker Gallery of Houston and Aspen. Gallery owner, Nicole Longnecker, will give a percentage of all commissions or art sales by Andreas to Lone Star Region PCA to support the club. Nicole Longnecker Gallery Marketing Director, Brad Barber, is a past member of Lone Star Region and now an active member of Rocky Mountain Region PCA. Contact brad@NLFineArt.com to discuss an Andreas Somogyi painting of YOUR Porsche. You can see Andreas Porsche paintings in person in the lounge area of ALARA Garage which is home to Longnecker Gallery's viewing room.

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A ladder lands in the center lane on I-10 in the middle of traffic. A young lady—the daughter of an LSRPCA member—calmly checks her mirrors, shifts to the left lane without hitting the brakes or causing an accident behind her, then smoothly moves back into her lane, avoiding the ladder, other vehicles, and safely managing the crisis. The car remained in control.

Car Control School is not about racing; it's about learning the limits of your car and your driving in crisis moments. Open to all licensed drivers and all vehicles, it is hosted twice a year (spring and fall) at the Houston Police Academy. With four exercises in the morning and four in the afternoon, we organize up to 40 drivers into teams of up to 10, with experienced instructors who join them in the vehicle and guide them through the exercises. Everything from seat position, smooth steering, brake/acceleration balance, and vision is coached and emphasized.

The students' progress during the day is remarkable. Whether a new driver in a used Honda or an experienced driver in a new Porsche, participants build confidence in both their vehicle and their driving skills as they work the skid pad, practice obstacle avoidance, and perform power braking. While they may start the morning timid, by the end of the day they're brimming with confidence, basking in the smell of burnt tires.

Please visit www.clubregistration.net to register, or reach out to Pat Schiele, our Car Control School chair. 🚗



A TOURING CLASS DEBUT

GREAT CARS, AND EVEN BETTER PEOPLE



WRITTEN BY: DEREK ROBINS PHOTOS BY: DEREK ROBINS

My second PCA Parade marked a step up into the unfamiliar Touring Class of the Concours competition—but it began with familiar company from my LSRPCA friends. I joined the Schneiders' Turbo, Trips' GTS, and the Van Delfts' Carrera S for a scenic drive north. Our route took us from The Woodlands to Café Homestead outside Waco—a great lunch spot and a potential destination for a future GTG drive.

From there, we continued through Fort Worth, crossing into Oklahoma on back roads across the plains via Duncan, and ultimately arriving in Oklahoma City. A few light showers hit us on the way—just enough to make the dust stick to the car, but not enough to slow us down.

After a quick check-in at the Omni, we headed to the Oklahoma City Fairgrounds for a much-needed car wash. Robert and I made it to the Parade wash rack just before it closed. Sponsored by Griot's Garage, we used their buckets and car wash soap to get the job done. The Griot's Bug Barricade I used proved its worth; the bugs and grime rinsed off effortlessly.

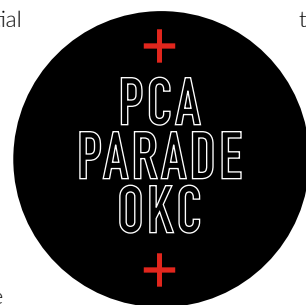
We drove into the air-conditioned hall at the fairgrounds and parked at our assigned prep spots—conveniently, the same location where the Concours would be held. That meant competitors were prepping side-by-side, which made for a fun and collaborative atmosphere.

SATURDAY: PREP, COACHING, AND COMMUNITY

Saturday was packed—meticulously working through my prep checklist, reconnecting with familiar faces, and meeting new Porsche enthusiasts. I was parked behind Charles Moore and his beautiful 1965 911, next to a stunning 1967 912 belonging to Jeff and Lisa Beckel from Durango, and in front of Don Greenman's classic Pre-A 1955 356. Bob Lundell, my prep buddy from last year (and a Goodyear tire tester), was back with his red 1987 911 Carrera. Nathan Merz, known for his Porsche Valuation Talks, brought his 2001 911 Turbo all the way from Seattle.

I took some time to walk around, talk with other entrants, and even answer a few questions while learning a lot myself. I'd signed up for a one-on-one coaching session—something the Parade Concours team offers annually—and was lucky to be paired with Pat Yanahan. He gave my car a thorough inspection and offered great tips on refining my prep, especially since this was my first time competing in the Touring Class, which includes judging of the engine and storage compartments.

Lynn arrived that afternoon, so I wrapped up around 7 p.m. and we went out for dinner in the Bricktown area, not far from the hotel—a fun Oklahoma City district that even has a river walk.



SUNDAY: FINAL TOUCHES AND BIG REVEALS

Sunday started early. I attended the Concours briefing with Head Judge Michael Grove, who gave us the rundown on what to expect on Judging Day. After that, it was back to the fairgrounds for final prep as more competitors and display cars rolled in: a 1973 911 with Turbo flares and a 4.4-liter flat-six, an awesome 2024 911 ST, a 1966 Carrera 6 "906," the first USA 930 Turbo, and even The Racers Group's 2003 GT Class 24 Hours of Daytona winner. (See a great video with Chris Jacobs of Overhaulin' and Manny Alban walking through some of the standout Concours Porsches on the PCA YouTube channel.)

That evening, we attended the 70th Anniversary Club Coupe reveal, with appearances by members of the Porsche family and Grant Larson. The Pirelli Welcome Dinner followed—a festive night featuring a special 70th Anniversary video presentation. It was a great way to connect with more Porsche people and enjoy a bit of PCA nostalgia.

MONDAY: JUDGING DAY

The alarm rang at 4 a.m. for the shuttle ride over to the fairgrounds. My car was already staged, so I focused on final touch-ups while waiting for the judges. Jeff and Lori went all out, dressing in period-correct outfits to match their 1967 912.

Inspired by the coaching I'd received, I prepared a brief story to share with the judges: an astronaut helped me find this 40th Anniversary car, and I've spent years sourcing the correct parts to restore it properly—a pretty good story.

Judging began, and all was going smoothly until the engine judge reached deep into the engine bay and pulled out a finger with a bit of grime on it. Clearly, I wasn't ready for that level of scrutiny. As usual, the judges kept their expressions neutral, offered the obligatory "Nice car," and moved on. In five minutes, it was over.

With judging complete, we had time to relax and explore the event. I caught up with fellow Concours competitors Team Schneider and their Speed Yellow 2019 Turbo, Team Pestell with their 2022 25th Anniversary 718, Tai Chan and his sharp 2019 Cayenne Turbo, and Steve Naeve and his pristine 2018 GT3. We roamed around with the LSRPCA crew, checking out the incredible historic display Porsches (including LSRPCA member cars), the Moonstone collection, and, of course, the parking lot "corral" packed with even more fantastic Porsches of every model.

Then came the results: a score of 233.3 out of 235—tied with another entry! But my exterior score edged out the competition by 0.1 points, securing the win. It was that close. Tai Chan and Steve Naeve also took 1st in their divisions, and Team Pestell took 2nd. A great showing for LSRPCA! For my first Parade in the Touring Division, I simply wanted to learn and experience it—winning was a bonus. The high standards set by LSRPCA judges clearly prepared all of us for the national-level Concours.

MORE THAN JUST A CONCOURS

Of course, Parade week wasn't all about the Concours. We attended the 70th Club Coupe ceremony, caught up with Porsche legends like Hans-Peter Porsche and Grant Larson, and enjoyed the Pirelli dinner.

At the hospitality area, we saw familiar sponsors like Expel, Griot's Garage, Mecum Auctions, and Seatbelt Planet. Meagan from Pirelli was



there too—she had sponsored the Kemah Concours and provided the now-infamous Pirelli cooler, which Michelle and Maurice proudly brought to Parade. We made sure Meagan saw it being put to good use.

A special historical display marked PCA's 70th Anniversary, complete with a beautifully curated timeline. We received a commemorative book at the end—a nice touch.

On Tuesday, we volunteered to fill coolers with water and ice before attending a panel discussion about PCA's history and favorite Panorama features, hosted by Lori Schutz and featuring authors, photographers, and longtime contributors Rob Sass, Bruce Sweetman, Dave Mathews, Randy Wells, and Jay Gillotti. We even picked up an autographed copy of Jay Gillotti's new book Porsche Decades.

Wednesday took us on a Parade Drive to the stunning Maynard Mansion—once home to a man who controlled 10% of U.S. oil reserves. That evening, we rushed back for the premiere of the Moonstone documentary—surprisingly fascinating and well-produced, especially for a film about a paint color.

The Concours Dinner capped off the event. Everyone received Porsche caps and 70th Club Coupe pins, and Lynn and I were honored with the Stuttgart Award for scoring over 230 points. I had my cap signed by Hans-Peter Porsche and our program by the whole Porsche family.

WRAPPING IT UP

Thursday brought the Gimmick Rally—more challenging than expected. We missed three photo checkpoints and got off course a couple of times but had fun at the Seaba Station motorcycle museum and other stops—and more importantly, we made it through the rally still married.

Friday morning was the 5K, which was thankfully cool and relaxed—a perfect way to end the week.

FINAL THOUGHTS

My biggest takeaways from this second PCA Parade? It was a blast. I was much better prepared this time around, having learned how to register early for the events we really wanted. Everything—from the Concours to the drives, the clinics, the rallies, and the dinners—was top-notch. The people were even better.

Looking ahead, the 2026 Parade in Lake Placid promises another unforgettable experience. It may be a bit harder to get to, but with its history and likely great weather, it's one you should put on your calendar now. Lesson learned: sign up early. ★

PARADE COMPETITION RESULTS

WRITTEN BY: DAVE BAXTER | PHOTO BY: DAVE BAXTER



Thirty nine Lone Star members and their families made their way to Oklahoma City for the 69th Porsche Parade on July 6 – 13, 2025. There were many activities during the week and many competitions. Lone Star members represented the Region very well

NATIONAL AWARDS

Your Lone Star Region placed first in actual growth among all regions and received a silver bowl.

CONCOURS

Derek Robins place first in the 996 Preparation class. Nigel Pestell placed second in the Boxster Preparation class. Stephen Naeve placed first in the 991/992 Preparation class. Jason Chan placed first in the Cayenne Preparation class. [Jason had his engine cover signed by Hanes Peter Porsche his sons (Edward and Alex) had their PCA hats signed by Hans Peter Porsche. (Not a competition – but maybe better than a blue ribbon.)

RADIO CONTROLLED CAR COMPETITION

Edward Chan placed first in the Seven and under Off-Road group. Alex Chan placed third in the 8-9 Off-Road group.

TSR RALLY

Dianne and Jim Hedderick placed seventh in their class.

PARADE ART SHOW

Trish Redman placed first in the Studio Art, Painting class.

PORSCHE PARADE 5K

Derek Robins placed fourth in the Male 60 – 69 group. Vanessa Sola placed third in the Female 60 – 69 group. Lynn Friedman placed first in the Female 70+ group. Two unnamed members finished next to last and third to last but had a good time.

AUTOCROSS

James Hedderick placed second in Class 57 Males – Showroom Stock. Golf Juan Sola placed third in the team play.

TECHNICAL & HISTORICAL QUIZ

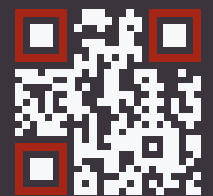
Robert Schneider placed fourth in the 356 Male group. Nigel Pestell place seventh in the Male Boxster / Cayman group. ★

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Any other year, July 18 simply means mid-summer vacation travel—or, if you stay in Houston, heat and humidity. This year, however, July 18 had a much different meaning for lovers of all things Porsche.

The current 718 is the mid-engine Porsche introduced in 2016 as a 2017 model year. The 718 Boxster and Cayman evolved from earlier model designations with the same layout and similar looks. Over the years, there have been many variants of the 718 Cayman and Boxster, all staying true to the mid-engine, two-seat layout that debuted in the mid-1990s.

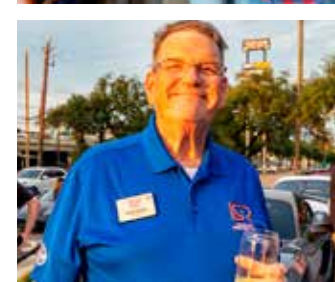
The 718's mid-engine configuration gives it a handling advantage over the 911, which led to a cult-like following—especially among those who intended to track their cars. The 718 lineup ranged from the flat-four models to the formidable GT3-engined RS versions, produced as a swan song for this platform.

All good things must come to an end, and so it is with the production of the 718 model cars.

This summer, Porsche confirmed that production of the internal combustion 718 will end in October. As a tribute to the end of this era, LSRPCA, Porsche River Oaks, and The Podium teamed up to celebrate the car so beloved by its owners.

Fittingly, the celebration was held on 7/18 (July 18), with the party planned to begin at 7:18 p.m. Cars began to roll in before 6:00, and by 6:30 all the parking areas around The Podium were filled with 718s of every variety—from base models to the latest GT cars. Additional cars were parked all around Porsche River Oaks.

In total, an estimated 150–200 people attended. This was especially impressive given that the event was imagined, planned, organized, and promoted in less than two weeks—an embodiment



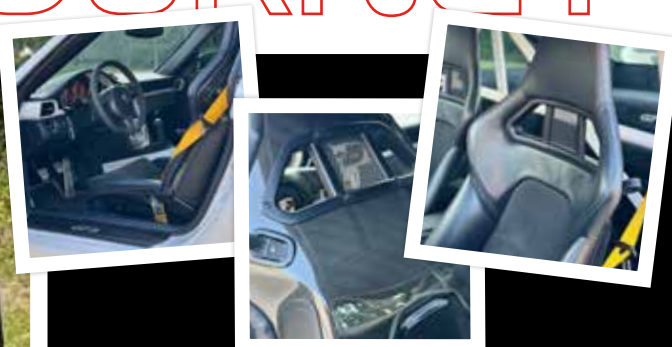
of the love Porsche enthusiasts have for the 718. Of course, LSRPCA members love to celebrate all things Porsche, and this was a truly fitting occasion.

At 7:18, Errol Hughes, on behalf of our host Porsche River Oaks, greeted and welcomed the crowd. Maneesh Kumar then spoke on behalf of LSRPCA, sharing his love of the 718 and the inspiration behind making this celebration a reality. Errol followed with a toast to the car we had all gathered to honor.

By around 8:30, most attendees had moved on with their evening plans, but no one who came will forget the fellowship and fun we shared.

Special thanks go to Maneesh Kumar for his vision and drive to make this happen, to Len Amato of Porsche River Oaks for his support, and to Veronica Morales of The Podium for organizing the countless details that made this celebration a roaring success. 🌟

←-PCAR JOURNEY-→



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HALF CAGE

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PLANS: Enjoy the hell out of it by adding miles on both the street and track, with zero worries about the value.

WRITTEN BY: SHARIQ QUAMAR | PHOTOS: SHARIQ QUAMAR

I'm sure some of y'all know Tim Strehl. In March 2016, I had the opportunity to ride in Tim's 997.2 GT3 RS at Texas World Speedway. This experience was unlike any other car I've been in, including exotics and supercars, both on the street and on track. This GT3 was extremely visceral and violent, and I loved every second of it—going 165 MPH down the NASCAR banking, bottoming out as the car transitioned from the banking to the flat road course, and running inches off a Viper SRT's rear bumper as he tried to avoid letting us pass for a couple of corners. I still vividly remember that day and the incredible noises that machine made—nine years later. Ever since then, I've been set on buying a 997 GT3.

Fast forward to November of last year: I was at the Porsche North Houston Cars & Coffee, lusting over a pumpkin-colored

997.1 GT3 RS. I eventually struck up a conversation with the owner and his son, and they let me experience their insane GT3. Game over after that. As cool as my 981 Cayman GTS was, that 997 ruined the 981 for me.

So, here we are today. The stars aligned, and I was finally able to acquire the car I'd been obsessed with for the past nine years. I think I've been blessed with a very nice example of a 997.1 GT3, and I'm extremely grateful to the previous owner for giving me the opportunity to be the next caretaker of this incredible machine. He's fairly local too, so he's welcome to visit the car anytime and has first dibs if I ever have to sell it. Ideally, this will be my forever car—alongside the E46 M3 I've owned for 12 years now—but life can take unexpected turns, so you never know. ★



CHARITY CAR SHOW & TRACK EVENT

Saturday, September 27, 2025

MSR Houston Racetrack

Fueled by motorsports enthusiasm and a charitable engine, Lupe Tortilla, Gulf Coast Auto Shield, Porsche Sugar Land and LSRPCA together are raising funds and awareness to address child abuse in the Houston area. The 4th Annual "Drive For Kids" event will benefit two local children's charities, Child Advocates and Arms Wide.

Ready to join us, click here >



to learn more, attend or donate.





LONE STAR REGION PCA

PHOTOS BY ZERIN DUBÉ

I'm thrilled to share some exciting news about our community's growing enthusiasm—particularly for our GTGs, which have seen steadily increasing attendance over the past few months. It's hard to believe that what started as a casual gathering of Porsche lovers has blossomed into one of the most vibrant aspects of our region's activities. Each GTG has brought together more members, more laughs, and more unforgettable moments.

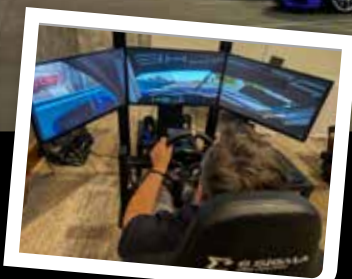
In fact, attendance has more than doubled since the beginning of the year. New and longtime friends are connecting over their shared passions, strengthening the camaraderie that makes the LSR so special. This momentum would not be possible without your enthusiasm and support. Your participation fuels the success of our events and sets the tone for even bigger plans ahead.

So, thank you for making the GTGs such a resounding success! Let's keep this energy high and our community even stronger.

– Danny Green, GTG Chair



< **PCA SIM RACING** had over 150 drivers trying out and competing in the Fast Lap Competition. Wyatt Gooden, Maverick Region brought two of his custom rigs from SimShop.



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LSRPCA

EVENT CALENDAR 2025

Our club hosts a number of fun and engaging events.
If you've never been to one of our events, come out and say howdy and more importantly—DRIVE!
You can always see what is happening in real time by checking out [LSRPCA.COM](https://www.lsrpca.com)

PCA TREFFEN AT SEA

LEAVES FROM NEW YORK, NY

August 30 – September 6, 2025

BOXSTOBERFEST

FREDERICKSBURG, TEXAS

September 5 – 7, 2025

PCA 70TH ANNIVERSARY CARS AND COFFEE

PCA 70TH BIRTHDAY PARTY

PORSCHE SUGAR LAND

8:30 a.m. - 10:30 a.m. | September 13, 2025

PCA 70TH ANNIVERSARY RECEPTION

THE PODIUM AT PORSCHE RIVER OAKS

TICKETED EVENT

7:00 p.m. – 10:00 p.m. | September 13, 2025

TOUR TO COLLEGE STATION

DETAILS TO BE ANNOUNCED

September 21, 2025

DRIVE FOR KIDS AT MSR HOUSTON

1 PERFORMANCE DRIVE, ANGLETON, TX

September 27, 2025

HPDE AT MSR HOUSTON

1 PERFORMANCE DRIVE, ANGLETON, TX

8:00 a.m. - 5:00 p.m. | October 4 – 5, 2025

BRUNCH AT SENATE AVE BREWERY

16000 DILLARD DR SUITE F, JERSEY VILLAGE, TX

11:00 a.m. - 1:30 p.m. | October 25, 2025

HPDE AT MSR HOUSTON

1 PERFORMANCE DRIVE, ANGLETON, TX

8:00 a.m. - 5:00 p.m. | December 6, 2025

WEEKLY GET TOGETHERS (GTG'S)

There is a Get Together every Saturday morning.

Check [LSRPCA.com](https://www.lsrpca.com) for one near you!



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