



HORIZONS

HILL COUNTRY REGION • PORSCHE CLUB OF AMERICA

01703

AUTO RESTORATION ENHANCEMENT PROTECTION



- Custom Interiors
- Leather Refinishing
- Complete Interior Repair
- Restoration-Level Detailing & Paint Correction
- Complete Exterior/Interior Protection Coatings



We are your problem solver

Introducing the most advanced coating system

CERAMIC^{PRO} Complete Automotive Protection

- Self-Cleaning Effect
- Permanent Protection
- Extreme Gloss
- Less Maintenance

*Ask about our
PCA Member's only
discount!*

Ceramic Pro is a clear, liquid nanoceramic coating. When cured, this technology will transform itself on the surface to a permanent, rigid, flexible glass shield. It can be described as an additional clear coat, with 3 times the hardness.

AUSTIN INTERIORS

512-246-2886

www.austin-interiors.com



EDITOR

VIPUL DARJI

EDITOR@HCRPCA.ORG

ASSISTANT EDITOR

JEFF MOORE

ASSISTANTEDITOR@HCRPCA.ORG

ASSOCIATE EDITOR

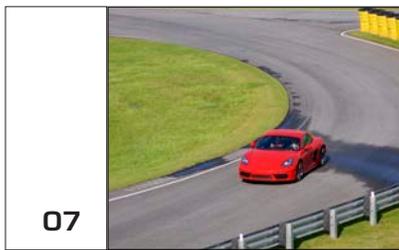
JONATHAN HAGGAR

ASSOCIATEEDITOR@HCRPCA.ORG

ADVERTISING & MARKETING

JOHN BOUTSIKARIS

ADTEAM1@HCRPCA.ORG



07



16



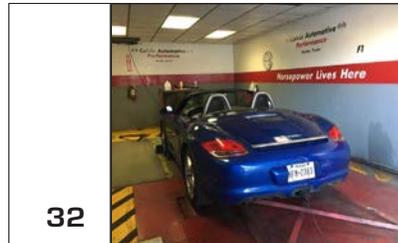
18



26



30



32

NEWS

THE DRIVER'S SEAT	04
MEMBERSHIP REPORT	05
PCA TEST DRIVE PROGRAM	13
THE NEW PANAMERA	26
SPONSOR INDEX	25
THE EDITOR'S DESK	37
EVENTS CALENDAR	38

STORIES

EDIE MUSGROVE MEMORIAL	05
PORSCHE EXPERIENCE CENTER	07
HCR TECH SESSION	10
UPGRADING MY CAYMAN	11
FRANKLIN BBQ DINNER	14
STREET SURVIVAL	16
MEMBER PROFILE	18
HILL COUNTRY RALLYE	22
FIESTA NEW MEXICO	24
YOUR FIRST DRIVING EVENT	28
CARS AND COFFEE	30
HCR SUMMER DRIVE	31
BOXSTER TUNING PROJECT	32

"HORIZONS" IS PUBLISHED BY THE HILL COUNTRY REGION (HCR) OF THE PORSCHE CLUB OF AMERICA (PCA). ALL OPINIONS EXPRESSED HEREIN ARE STRICTLY THOSE OF THE AUTHORS AND ARE NOT ENDORSED BY THE HILL COUNTRY REGION OR PORSCHE CLUB OF AMERICA.

OTHER PCA REGIONS MAY REPRODUCE ARTICLES FROM "HORIZONS" WITH PROPER CREDIT. HCR BOARD MEMBER APPROVAL IS REQUIRED FOR ANY OTHER USE OF MATERIALS.

PORSCHE®, THE PORSCHE CREST®, CARRERA®, AND TARGA® ARE REGISTERED TRADEMARKS OF PORSCHE AG.

PLEASE BROWSE OUR WEBSITE FOR
ALL OF THE LATEST REGION NEWS & EVENT INFORMATION



WWW.HCRPCA.ORG

THE DRIVER'S SEAT

BY TRACEY GROSS, PRESIDENT

Spring and Fall are always our busiest times and this Fall will not disappoint! As mentioned in my weekly emails, we have a packed schedule lined up for the next several months.

In addition to our monthly Happy Hours (2) and Lunch Bunch, we will be offering wonderful Driving Tours each month from September - December. We hope that you will plan to meet up with your fellow HCR members and enjoy the views in our beautiful Texas Hill Country.

Upcoming events are:

September 2:

Driving Tour

September 9:

Tech Session at
Porsche Austin

September 15-16:

Lone Star Le Mans at Circuit
of the Americas (COTA)

October 7:

New Member Picnic at
Lakeway City Park

October 14:

Driving Tour

October 20-22:

Formula 1 United States
Grand Prix at COTA

November 11:

Street Survival for Teens at
COTA

November 17-19:

SchnellFest Driver's
Education at COTA

November 25:

Driving Tour

December 2:

HCR Holiday Party at
Lakeway Resort and Spa

December 16:

Driving Tour

Part of the joy of being involved with the Hill Country Region and the Porsche Club of America is volunteering and helping at the various events.

We love meeting new members and helping them get acclimated. So if you see something on this list of events that you would enjoy helping us with, we'd love for you to volunteer! After all...PCA's motto is: *Fueled by Volunteers!*

HCR EXECUTIVE COUNCIL & BOARD MEMBERS

PRESIDENT

TRACEY GROSS

PRESIDENT@HCRPCA.ORG

VICE PRESIDENT

TUFFY VON BRIESEN

VP@HCRPCA.ORG

TREASURER

BRUCE HARRIS

TREASURER@HCRPCA.ORG

SECRETARY

JOHN BOUTSIKARIS

SECRETARY@HCRPCA.ORG

PAST PRESIDENT

ROB PRICE

ROB@HCRPCA.ORG

CHIEF DRIVING INSTRUCTOR

WEST DILLARD

CDI@HCRPCA.ORG

CLUB RACE CO-CHAIRS

JIM GARRETT &

ANDREW SEIFERT

CLUBRACE@HCRPCA.ORG

COMMUNITY RELATIONS CHAIR

JON HORNADAY

PR@HCRPCA.ORG

DEALER LIAISON

TUFFY VON BRIESEN

DEALERLIAISON@HCRPCA.ORG

DRIVER EDUCATION CHAIR

DAVID GROSS

DECHAIR@HCRPCA.ORG

SOCIAL MEDIA CHAIR

JENNIFER ANDERSON

SOCIALMEDIA@HCRPCA.ORG

HORIZONS EDITOR

VIPUL DARJI

EDITOR@HCRPCA.ORG

HORIZONS ASSISTANT EDITOR

JEFF MOORE

ASSISTANTEDITOR@HCRPCA.ORG

HORIZONS ASSOCIATE EDITOR

JONATHAN HAGGAR

ASSOCIATEEDITOR@HCRPCA.ORG

HORIZONS ADVERTISING

JOHN BOUTSIKARIS

ADTEAM1@HCRPCA.ORG

LUNCH BUNCH CHAIR

BOB HIERONYMUS

LUNCHBUNCH@HCRPCA.ORG

MEMBERSHIP CHAIR

STEVEN GUZMAN

MEMBERSHIP@HCRPCA.ORG

NORTH/CENTRAL HAPPY HOUR CHAIR

RIKA PREUSS

HAPPYHOUR@HCRPCA.ORG

SOUTH/WEST HAPPY HOUR CHAIR

STEVEN GUZMAN

HAPPYHOUR@HCRPCA.ORG

TECH SESSION CHAIR

WINSLOW MANKIN

TECH@HCRPCA.ORG

TEST DRIVE CHAIR

GORDIE ROBBINS

TESTDRIVE@HCRPCA.ORG

TOURMASTER CHAIR

RON TODD (RT)

TOURMEISTER@HCRPCA.ORG

WEB TEAM

MARY ANN COOPER

WEBEDITOR3@HCRPCA.ORG

SATYA MILLER

WEBEDITOR2@HCRPCA.ORG

ZONE 5 REPRESENTATIVE

JON JONES

ZONE5REP@PCA.ORG

MEMBERSHIP REPORT

STEVEN GUZMAN, MEMBERSHIP CHAIR

ANNIVERSARIES

10 YEARS

MICHAEL HSU

15 YEARS

MATT BLANKENSHIP

SURESH HARIHARAN

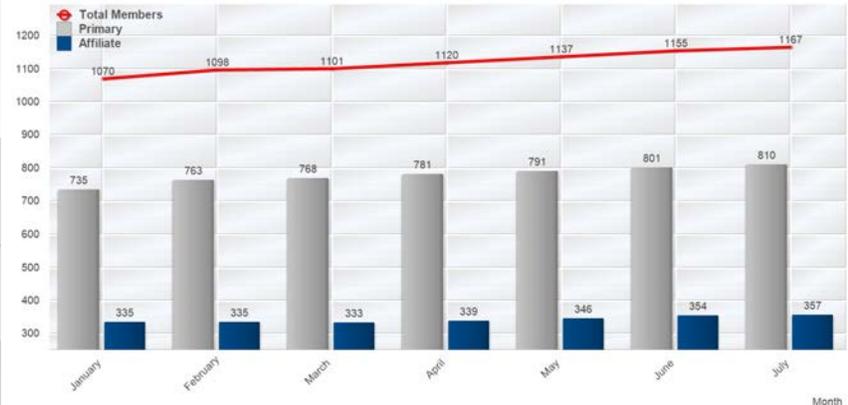
JAMES SHREWSBURY

20 YEARS

W. DAVID WILSON, JR

MEMBERSHIP DESCRIPTION MAY'17 JUN'17 JUL'17

PRIMARY MEMBERS	791	801	810
AFFILIATE MEMBERS	346	354	357
TOTAL MEMBERSHIP	1137	1155	1167



EDIE MUSGROVE MEMORIAL

As a lasting memorial to long-time HCR member Edie Musgrove, Hill Country Region made a \$200 contribution to the Zilker Botanical Garden Center, that will be used toward a memorial bench in her honor and memory.

As noted in the previous issue of Horizons, the Austin Area Garden Council was one of several organizations in which Edie was actively involved.

In addition to a thank you note from the Garden Center, the adjacent note was received from Edie's daughter on behalf of Edie and John's four children.

A memorial service was held on June 10, attended by a number of HCR members.

DEAR Hill Country FOLK FRIENDS,
 I AM WRITING THIS NOTE ON BEHALF OF MY BROTHERS AND MYSELF TO THANK YOU FOR YOUR KIND DONATION IN MEMORY OF OUR BEAUTIFUL LITTLE MOTHER EDIE MUSGROVE. I PERSONALLY CAN NOT REMEMBER A TIME WHEN HAVING AND TAKING CARE OF HER PORCH WAS NOT A DREAM COME TRUE. BE SURE TO MAKE REGULAR DRIVES PAST THE GARDENS SO HER HAPPY SPIRIT CAN TAKE A DREAM RIDE
 THANK YOU
 SINCERELY
 ANN LOUISE VINDROS

DON'T JUST HUG CURVES,
DOMINATE THEM.



THE ALL NEW 2017 718 CAYMAN



PORSCHE

PORSCHE AUSTIN

200 E Huntland | Austin, TX 78752
(512) 782-0717 | porscheaustin.com

PORSCHE EXPERIENCE CENTER - ATLANTA

BY JONATHAN HAGGAR



Porsche Experience Center in Atlanta (Photo Credit: Jonathan Hagggar)

The Porsche Experience Center (PEC) in Atlanta is one of three Porsche venues in the US offering track oriented driving experiences. The others are the Porsche Experience Center Los Angeles and the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Alabama. My wife Kathy planned a family trip to PEC Atlanta to celebrate Father's Day.

Registering for the driving experience is easy at porschedriving.com, where you select the date, time, and vehicle of choice. Most of the current models are available from 718 Boxster and Cayman to 911 GT3 RS - also Macan, Cayenne and Panamera models. My son Alex and I were both driving, so

we selected different cars - the Carrera S for him and Cayman S for me. We also opted to pay the extra \$50 for insurance which reduces the deductible from \$10,000 to \$2,000 in the unlikely event of an accident.

Once the registration was done, we booked a direct flight from Austin on Delta and chose to stay in Atlanta over the weekend. The Porsche Experience Center is located next to the airport, so we decided on a hotel in the vicinity. There are plenty of choices near the airport and downtown, and we reserved just over a month in advance to secure our desired date. Immediately after registering we received a 'welcome' email and one with more details

about the experience. Just prior to our date, we received a reminder email with helpful information.

We arrived at the center the recommended 30 minutes prior to our start time. The PEC is a stunning building, which also serves as Porsche Cars North America headquarters. We had an unexpected bonus that day - PEC was hosting a Le Mans Viewing Party with many PCA members in attendance - so we were treated to seeing many interesting Porsches as soon as we arrived. After a few stops for photos, we went inside and registered. The Center has a reception area, Porsche Classic Car Workshop, Heritage Center, restaurant and cafe, as well as

a balcony overlooking the track and the requisite retail store. We checked in and signed waivers. The staff was very welcoming and quickly processed our registration. We were given a beeper and waited for our Porsche Drive Coaches. We made use of the time by checking out the retail store and reception area. Start times were staggered to avoid congestion on the track, and after about 10 minutes we were on the deck ready to get into our respective cars.

Our drive coaches were engaging and interested in our reasons for selecting the driving experience. For me, it was the opportunity to improve my car control skills while exploring the limits of the Porsche most like mine. PEC offers just that opportunity with a 1.6 mile long driver development track which includes several distinct areas and driving surfaces, designed to showcase the abilities of the Porsche cars and provide training. After taking a moment to adjust driving

position, we headed out to the handling circuit.

We did a few medium speed laps to get acclimated to the 718 Cayman S and the circuit layout. According to Porsche, the handling circuit is designed to mimic a winding country road with several corners and undulations. In this, they were successful, but I also noted just how close the guardrails were to many of the turns. I would choose to use more caution than one might with generous run-off areas.

Our next stop was the kick-plate which tests your skills when encountering a skid like that on a snow or ice covered road. A plate in the road surface will randomly kick your rear tires left or right at varying magnitude while you drive on a slick wetted surface. I felt good at regaining control on my first several attempts, but it became more difficult as we increased entry speed on each subsequent run. This experience created

an interesting sense of anticipation knowing your vehicle would be thrown out of control, but not knowing in which direction. Eyes straight ahead were definitely helpful.

The low friction circle is a polished wet surface where you induce over-steer with a punch of the accelerator. The task is to correct the over-steer without going completely around. After demonstrating that skill, my drive coach Justin tried getting me to essentially steer around the entire circle with the throttle. This proved much more challenging and I eventually accepted his offer to demonstrate for me. We traded seats and I observed the timing and feel of his throttle inputs and the subtle input he gave to the steering wheel. Back in the driver's seat, I felt comfortable knowing what to do, but found it challenging to put it all together, so we chose to move on.

Acceleration and braking are the key components of the dynamics area and I was able to explore them both to the



The author getting some instruction. (Photo Credit: Kathy Haggar)



Simply having fun. (Photo Credit: Jonathan Haggar)

maximum. A full acceleration launch is initiated by firmly holding the brake pedal, pushing the accelerator to the floor, and then releasing the brake. The rear tires chirped as the Porsche Stability Management system (PSM) achieved maximum grip while I felt myself pushed into the driver's seat. At the prescribed point, I applied full braking and was impressed with the confidence-inspiring and non-drama stopping exhibited by the Cayman S. The dynamics area also features a slalom course. It took two runs to fully trust Justin's advice of looking straight ahead and seeing the cones only with peripheral vision. Once I did, there was a marked improvement in my smoothness and ability to get into the required side-to-side rhythm.

The final area to explore was the low-friction handling circuit. This circuit features a polished surface and tight turns with varying radius and camber. I made a few runs with over-steer and correction on individual turns, but again asked Justin to demonstrate how to connect successive turns. This

time I got it almost right away and was excited by the feeling of over-steer left followed by immediate over-steer right, all while keeping the car well placed on the tight circuit.

While I have occasionally frowned at auto review videos that feature drifting a car through turns, I had just gained a huge appreciation for the car control skills it teaches you.

As we headed back onto the handling circuit, I now felt far more confident in my ability to exploit the impressive capabilities of the Cayman S. With each subsequent lap, I was able to brake a bit later when approaching turns and carry more speed through the turns - while continuing to respect the imposing guardrails. An added benefit was that I became smoother and calmer in the process.

Realizing that this awesome experience would soon be drawing to a close, I asked Justin if we could return to the low-friction circle as there was one challenge remaining. This time, after just two tries, it finally clicked for me - the

ability to throttle steer the car completely around the circle! I felt an incredible feeling of accomplishment as we swapped seats for the last time and Justin drove me for a few hot laps around the circuit. Happy Father's Day!

The driving experience lasted 90 minutes and nearly the entire time was spent behind the wheel. Afterward, Alex and I compared our experiences while taking in the early stages of the Le Mans race telecast and the 919 Hybrid race car that was on display for the occasion. Little did we realize at the time, but Porsche would go on to victory the following day. We took our time strolling through the two floors of road and race cars on display in the Heritage Center, and peered through the glass walls of the Classic Car Workshop.

For anyone ordering a new Porsche vehicle, please know you can choose the option (based on availability) of taking delivery at PEC Atlanta. Maybe next Father's Day...

For additional information visit www.porschedriving.com



Some of the fine collection of cars at PEC-ATL. (Photo Credit: Jonathan Haggar)

HCR TECH SESSION @ COBB TUNING

BY JEFF MOORE & MARSHALL GLASGOW

COBB Tuning is an Austin based automotive engineering company that specializes in improving vehicle performance and the overall driving experience, and is well known for its Accessport ECU programmer. COBB graciously hosted HCR's recent Tech Session at their Headquarters facility in North Austin, attended by over 50 HCR members.

After a brief introduction presentation explaining the company history and products, the attendees spent time asking questions and providing feedback on their own experiences and observations.

COBB's deepest roots are in the Subaru market, through the years the company has expanded the product offerings to include BMW, Ford, Mazda, Mitsubishi, Nissan, Porsche, and Volkswagen.

COBB's first venture into Porsche vehicles came in 2014 with the release of Accessport tuning support for the 997.1 Porsche 911 Turbo. The company has subsequently released eight additional Accessport part numbers offering full vehicle tuning support for the following vehicles.

- 997.2 Turbo
- 997.1 GT3
- 996 Turbo/Turbo S/GT2
- 997.2 GT3
- 991 Turbo/Turbo S
- 981 Cayman / Boxster
- 991 Carrera
- 987.2 Cayman Boxster
- Macan S/GTS/Turbo

The Accessport development process begins with the Reverse Engineering team which is responsible for two core steps in the overall operation.

Engineers specializing in security will dig into the process that is used to flash the Engine Control Unit (ECU) through a vehicle's diagnostic (OBDII) port while other members of the team work to understand inner-workings of the ECU.

Within each computer there can be hundreds, sometimes thousands, of tables that control different aspects of a car's engine - ignition timing, fueling, boost, temperature compensations, and so on.

With the reverse engineering steps completed, software engineers are then able to integrate vehicle support into COBB's Accesstuner software which will eventually be used to create calibration data. Accessport firmware is the last check box in the equation. Upon its completion the calibration team will have the tools required to develop maps for varying mechanical configurations on each vehicle.

Improving upon Porsche's factory implementation is no easy feat. Manufacturers are typically a bit reserved with engine calibrations, taking varying elevation, climate, and fuel quality into consideration. The most impressive gains are made on turbocharged vehicles. For instance, a Porsche 991 Turbo that produced 449 HP and 532 lb.-ft. at the wheels is

capable of outputting 580HP and 657 lb.-ft. at the wheels with basic bolt-on modifications such as upgraded intercoolers and exhaust. With that said, it is not always about peak power gains. One of the most popular Accessports for Porsche vehicles supports the 981 Cayman and Boxster.

With tuning alone, the Cayman S gains approximately 15 HP and 15 lb.-ft. across the meat of the power band. There are also improvements to the transitions in the timing maps which help to smooth out power delivery.

Accessport owners are not limited to the calibrations supplied. Vehicles that have power modifications outside the realm of the COBB Off The Shelf Maps can contact one of the certified Porsche Protuners to have their car custom tuned for any configuration or power level.

One of the main differences between COBB and other tuning companies in the Porsche market is their ability to develop custom features. For example, they currently offer Boost Off The Line (BOTL) and support for upgraded Manifold Pressure sensors for some turbocharged applications. Moving forward, they plan to implement a motorsports quality traction control system which is much more performance-minded than Porsche's factory traction control. The advanced features of this system will make it useful to both drag racing and road course driving.

COBB is currently gearing up to release a PDK tuning option for Accessport users. While Porsche's PDK transmission is one of the best available today, COBB identified areas to improve upon. This release will allow the manipulation of shift points and shift firmness

along with adding launch control for vehicles that do not have the Sport Chrono option.

COBB is a company built by performance enthusiasts. The members of the Porsche Club of America and Hill Country Region have given them

priceless feedback in the past few years while developing and improving the Porsche products. The information and insights shared in Tech Sessions such as this facilitate that mutually beneficial relationship.

UPGRADING MY CAYMAN *(FROM GREAT TO WOW)*

BY MICHAEL GUESS

When I bought my 2014 Arctic white 981 Cayman back in March 2016, it was a CPO (Porsche Certified Preowned) and was in immaculate condition. I couldn't have been happier. Even though it was a 'base' Cayman, it was fully loaded with PDK and Sport+. Having 20" Carrera wheels didn't hurt.

The quality, performance, and legendary Porsche surgical precision added up to the kind of driving enjoyment that made me want to take it out as often as possible. I tried to participate in every tour that the PCA Hill Country Region offered, and even signed up for a DE at our world-class Circuit of the Americas (COTA). But in the back of my mind I always wondered whether I was missing out on that extra 'something' that the Cayman S had over the base model.

My first track day at COTA taught me a lot. The quality guidance that I got from my instructor showed me not only how to take the best line and work the apex correctly, it also revealed what I had suspected. I found myself wishing for more power, more lower-end 'grunt' as well as wanting to change the shift points that my PDK was choosing. Aside from learning my car's limits and

experiencing the exhilaration of testing them at a world-class facility, I was seriously bitten by the 'what if' bug.

This common affliction affects virtually all Porsche owners. What If I had more bottom-end torque? What If I could smooth out the torque curve and pick different shift points? The list goes on.

Once that Pandora's box is open, there's no going back. Some Porsche owners focus on their cars appearance: best wax, who's the best detailer in town, a cooler wing, where can you get the front end of your car wrapped in Xpel, etc. The performance junkies need deeper pockets because Porsche already builds cars that operate at peak efficiency and which can be either a daily driver or a DE track car without any modification.

If you want more performance or better handling that is significantly beyond stock, be prepared to spend! As much as I'd like that turbo kit that would boost my 275 hp all the way up to 465+ horsepower, I just don't have the \$10,000 to spare.

So last year when our Hill Country Region held a tech session at Cobb Tuning, it

seemed like Cobb's Accessport accessory might provide a cost-effective way to get better performance without putting my car in the shop and spending a lot of money. At that time, I didn't get the answers to some of my questions, so I filed it away for future reference.

This summer, our Region met again for a tech session at Cobb Tuning and I have to say that this year Cobb put on a better demo- or maybe I was just ready. Apart from the very professional presentation by Charles Kahle and his associates, I got all my questions answered as I wandered about their immaculate shop. A real showstopper was watching a 911 turbo on the dyno as its performance data appeared on the big screen in an adjoining room.

But to really appreciate the difference their Accessport could make, the staff at Cobb took various club members for a parking lot sprint in that modded turbo, as well as a modded Macan. Everyone came back with big smiles on their faces.

During a break, I heard Charles ask if anyone owned a 981 Cayman and would they be willing to volunteer it for testing purposes. Cobb wanted to

see if there was potential for performance improvement that would be cost-effective, so in exchange for loaning your car to them so they could run these tests, you might end up with your very own Accessport and the resulting performance enhancement. Needless to say, I volunteered.

A couple of weeks later, I dropped off my Cayman at Cobb and got a ride home from Charles. Later that day, he picked me up and took me back for an orientation on how the Accessport worked on my car. It is a very simple device about the size of an iPhone, and once it is plugged into the diagnostic port where your fuse panel is located on the driver's side, it allows the driver to select from a number of settings that re-map your car's ECU and PDK. There were two basic settings that I received: what I would call simulated stock, as well as a Sport mode that is considerably more aggressive. Along with remapping the ECU, the PDK transmission also had its shift points remapped to take fullest advantage of the torque curve.

Additionally, there were maps for your fuel's octane rating: 91, 93, or 100. Therefore, you had six separate maps in combination that you could choose from. If you are running headers, there is even a map for that. Mine are stock, so I have no way of evaluating that setting. They also told me that in the future they would be developing a full track mode which I intend to test out at my next DE. Having this kind of flexibility is impressive, but the real results are in the driving experience, right? Not only did the Accessport provide

better low-end 'grunt' but even in so-called cruising mode I felt a definite increase in responsiveness and torque. Even better, they remapped the PDK's shift points for each of these modes to take fullest advantage of the torque curve itself. A welcome bonus was the equivalent of Sport Chrono launch mode, which definitely shaved off nearly a second from my 0 to 60 time.

From a standing start, if I floored it I got a very aggressive, hard shift from 1st to 2nd gear that caused the car to lurch. This is far from the behavior I had before installing the Accessport, even if I was in Sport Plus mode. In standard-setting at normal speeds, I noticed that the PDK would find a higher gear at lower cruising speeds instead of holding it in a lower gear. This increases your gas mileage. The responsiveness when you press the throttle is immediate, as if you had pressed the Sport Plus button on the console.

The people at Cobb want to make sure that no one has any problems with their products, so they don't want to release something until it is really ready. Even though I was quite happy with the results after I got my car back, they said they wanted to try for some additional refinements. So, I have brought my car back two more times so they could really dial it in. Any further enhancements can be downloaded to your Accessport via the Internet. No need to bring in your car. If you happen to own the newest generation 781 Cayman or Boxster, you will get even better performance enhancement because there is more latitude in mapping the ECU when you

are running a turbo engine.

Yes, I got a free Accessport in exchange for letting my car be a test bed. Would I have spent \$1200 for an Accessport? I think it is a very cost-effective way of getting the right balance of performance from your engine and the PDK transmission. Until they let me put my Cayman on the dyno, I can only guesstimate the additional horsepower increase. Subjectively, I put it at about 20 hp. The car's overall personality is definitely more aggressive and responsive (when I need it).

More important than the horsepower number (to me), the driving experience was definitely enhanced overall. There aren't many ways to keep the costs that low and get a noticeable performance increase. If you tried to get a boost from upgrading your headers, it would cost you roughly the same as an Accessport, or even up to \$3000 for the best ones, plus you must factor in installation cost.

Additionally, remapping your ECU controls many more variables than a simple hardware bolt on, and lets you dial in the experience you desire. So, is plug-in better than bolt on? It depends on what you are after. I think this approach is a good starting point, from a cost-effective as well as safe-and-simple installation perspective.

And it doesn't hurt that the people at Cobb are totally professional, knowledgeable, and attentive. Meanwhile, my Cayman has a new lease on life, and I'm having way more fun!

PCA INITIATES TEST DRIVE PROGRAM

BY GORDIE ROBBINS

In 2005, when I started looking for my first Porsche, I was at a big disadvantage in not being particularly close to any other folks who owned one, or involved in an organization that could support my endeavor.

It would have been extremely beneficial to have had access to the many resources available to PCA members such as the member Classifieds, and the ability to consult with other members on their experience with various models, options, pre-purchase inspections and any number of other details. PCA membership was not possible because, at the time, membership required ownership/lease of a Porsche (or that one be in a Porsche-related business).

To solve the above pre-purchase dilemma, PCA has recently initiated the Test Drive Program, to assist those who are actively trying to become Porsche owners.

The PCA Test Drive program provides a temporary account to log on to the PCA website, and a six-month subscription to Panorama.

The temporary PCA website account gives online access to PCA members' classifieds, more information about vehicles, and member activities.

Panorama provides potential Porsche owners with news and feature stories covering all aspects of Porsche as well as technical articles that

impart valuable information about the cars we drive. Although PCA Test Drive is not a full membership in PCA and does not entitle applicants to some member benefits (such as attending member-only events, voting, or becoming a member of a Region), individual Regions may welcome applicants as guests, and the Hill Country Region has decided to do this!

We are now inviting Test Drive applicants residing in our Region to Lunch Bunches, Happy Hours, F1 Watch Parties, and Driving Tours.

In my capacity as the HCR Test Drive Chair, I reach out to each applicant and offer assistance, after being notified



PETROL Lounge

We specialize in making your automotive collection easy to live with. Our elite team will work with you to determine a solution that fits your needs. We can handle one car or a collection that justifies the term "automotive portfolio". Your car is available to you when you want it and taken care of when you don't.

All you have to do is get in your car and drive.

- 24/7 Access
- Secure climate controlled storage
- Battery tender service
- Weekly inspection, startup, tire monitoring
- Wash and detail available
- Transport to regional tracks available
- Shuttle services available
- Transport to local service centers

info@petrollounge.com www.petrollounge.com 512.924.6643

by PCA that they have joined via the PCA website.

I find that most applicants want to chat on the phone, and have many of the typical questions that car buyers have with regards to new vs. used, warranties, model differences, etc. They have been quite appreciative of a 'non-salesperson' assisting them in their endeavors.

I also email the Test Drive applicants a weekly update of events to which they are invited; an appropriately

edited version of the HCR President's eMail newsletter.

I am working with Porsche Austin to educate their sales professionals of the Test Drive program, and have provided handouts to the dealership which are being made available to prospective Porsche owners.

Since inception of the HCR program several months ago, we have six HCR Test Drive Applicants. As of July, three have already purchased or ordered a Porsche. My intention is to keep working with all of these folks

and get them involved with our HCR members and in our activities. Because it is more than just the cars...

So, I do have a favor to request of our HCR members and sponsors:

When a friend (or stranger) admires and expresses an interest in your Porsche, could you please refer them to the PCA Test Drive program. You will be both helping them out, and potentially growing and making PCA stronger.

Thank you, and happy driving!

FRANKLIN BARBECUE PRIVATE DINNER

BY JONATHAN HAGGAR

Several lucky Hill Country PCA members and their guests had the rare opportunity to enjoy the famous cuisine from Franklin Barbecue in Austin - without having to wait in line for hours. This was the second consecutive year that Hill Country Region arranged a private dinner event at the very popular restaurant, and once again no one left disappointed, or hungry! PCA members were able to purchase

tickets as long as they acted before the event sold out.

The evening began with beer, wine, soft drinks and good conversation, as seating is family style. Once dinner was served, members had the opportunity to try brisket, ribs, sausage, pulled pork and turkey, as well as sides of potato salad and coleslaw. There was plenty of food and most people enjoyed a second

helping. For those with room left, dessert was served with a choice of pecan, key lime, lemon chess or bourbon banana pie. Any extra food was available to take home for a delicious meal or snack later.

Like all PCA events, this one was another great opportunity to see old friends, make new ones and enjoy the best Austin has to offer. Looking forward to the next one!



Famous Austin signs.
(Photo Credit:
Jonathan Haggar)



HCR Members enjoying some fine Texas BBQ.
(Photo Credit: Jonathan Haggar)



GUZMÁN WEALTH MANAGEMENT



Financial Planning There is NO substitute...

Steven Guzmán 512-640-5475
GuzmanWM.com Steve@GuzmanWM.com

Disciplined Focused Unbiased Comprehensive Wealth Planning

Securities and investment advisory services are offered solely through Ameritas Investment Corp. (AIC). Member FINRA / SIPC. AIC and Guzmán Wealth Management are not affiliated. Additional products and services may be available through Guzmán Wealth Management that are not offered through AIC. Representatives of AIC do not provide tax or legal advice. Please consult your tax advisor or attorney regarding your situation.



GERMAN AUTO CENTER PORSCHE REPAIR & MAINTENANCE

EXPERIENCE A WHOLE NEW LEVEL OF PORSCHE SERVICE

Our Bosch Authorized service center has provided premier Porsche service, maintenance and repair that Central Texas Porsche owners have relied on for over 40 years. With a Master Porsche Mechanic on staff, you will receive the highest quality factory maintenance and service to meet your vehicle needs. From complete engine builds to chassis performance installations, we are happy to discuss your Porsche needs.



8215 RESEARCH BLVD, AUSTIN TX • (512) 452-6437

WWW.GERMANAUTOCENTER.COM

STREET SURVIVAL: A STUDENT'S PERSPECTIVE

BY ALEX NYBRO & PHOTOS BY ALEX SUAREZ

EDITORS NOTE: Alek Nybro is 18 years old and a recent graduate of Cedar Park High School. He will be attending St. Edward's University studying marketing and digital media management in the Fall of 2017. Alex was one of 24 student participants in Hill Country Region's second hosted Tire Rack Street Survival Teen Driving School, held on May 13. Special thanks goes to coordinator Rob Price and the many HCR volunteers who planned and executed this important event!



The author in his Mazda sport wagon.

I stepped out of my navy blue Mazda sport wagon and stared at the horizon. Not because the sun looked particularly beautiful but I was just dizzy as all get out. I had finished my final laps around the skid pad for the day. "Give it gas, give it gas, more, more!", "Turn, turn, open the wheel up some!", "Kill the cone if you have to!"

Occasionally, I had the pleasant surprise of my instructor pulling the parking brake up (that was fun!). One of the many things I learned was how to control the hunk of metal we call a vehicle through oversteer and understeer conditions.

Shockingly, I don't normally drive around in circles at abnormally high speeds, but I had reason today - this was my first Tire Rack Street Survival School and I would do it all over again next year. Despite one arm being slightly redder than the other and mild dizziness, I've never engaged in such a hands-on learning environment.

While driving, you have to



Volunteers & HCR members, Rika and Pansy.



Rob Price lays out the day's agenda.

assume that everyone around you is not paying attention and is likely to do something stupid (and from what I've seen in most cases, this is true). This course taught me what, how, and when to do things when stupid comes my way.

We started off in a classroom setting, learning just about all that you can in the couple hours we had: safety features, tire wear, hazards of distracted driving, how to adjust mirrors, and everything in between. We then transitioned into our daily drivers with our own personal driving coach who guided us through handling courses such as the infamous skid pad, slalom, ABS braking, and lane changing.

The coach's goal was to "encourage red lights." Traction control light? Good. ABS light? Even better. I learned

what it feels like to be in high stress situations on the road and matched it with high focus and precision in the handling of my car. And yes, the cone death count slowly decreased every time I went through each exercise.

The thing about driving is that you can be an 'A+ student' in the classroom but an 'F student' on the roads. What good is an airline pilot that has only practiced in a simulator? This course has allowed me to have a firmer grasp and understanding needed in the decision-making of dangerous road situations. Since completion of this class, I have been much more aware and much less caught up in distractions.

Forget traditional driving school. This course needs to be required by every beginning

driver before they get their license. Or at least that should be the goal.

I firmly believe this course has saved lives and will continue to do so and I highly recommend it to any driver of any skill because there's never a point where you know everything.

And just when you think you know everything, you become complacent and over-confident and can forget the most obvious detail. I'd like to offer my personal thanks to every sponsor that invested in this class –and our youth– and to every volunteer who spent their time with a driver like me.

It wasn't the typical day for the typical teenage driver, and it was fantastic! My only complaint is my Mazda needed quite the thorough wash afterwards!



MEMBER PROFILE: JASON SAVAGE

STORY & PHOTOS BY JONATHAN HAGGAR



1970 911S in Mexico Blue

Jason Savage owns a beautiful example of a car that many Porsche fans dream of - a very original 1970 911S in Mexico Blue. Waiting for his arrival at our designated meeting spot, one couldn't help but notice the unmistakable and glorious sound of the approaching vintage flat-six reverberating off the surrounding buildings. We spoke to Savage about his 911S and his interest in Porsche cars.

HORIZONS: What year did you join PCA / Hill Country Region?

JS: 1995

HORIZONS: How and when did you acquire this car?

JS: I bought it locally from an American Statesman classified

ad. Believe it or not, the owner needed room in his garage for the El Camino he just bought. He had no idea what he was selling.

On the other hand I probably owned 30 books and a few hundred magazines [Excellence, Panorama, Esses, and Christophorus] at the time. I knew the 911S inside and out when it came to verifying a car's authenticity.

HORIZONS: What is your favorite thing about this car?

JS: The sound it makes above 6000 RPM. Luckily it still has the factory mechanical fuel injection (MFI) system. Several 911S and 911E models I have looked at have carburetors installed by the previous

owners because they did not know how to work on an MFI system.

HORIZONS: Tell us about a notable drive or road trip?

JS: Every drive with my son or daughter as they were growing up, when they were young enough to both fit in the car. I have done several Bluebonnet Tours with them.

HORIZONS: What makes this car unique?

JS: It is a numbers-matching 911S. Most articles on the 911S mention that US dealers were told to recommend the T or E spec 911 for US driving. Less than 300 1970 911s were delivered to the US as true S spec cars. It's original



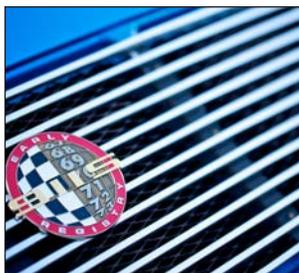
Old school never looked better.



Dials that measure smiles.



Familiar lines.



Mexico Blue factory color is also a nice throwback to the 1970s.

HORIZONS: What drew you to this car?

JS: I planned a 3 year nationwide search for a stock 911S. The very first weekend I started looking, this one was for sale about 5 minutes from home. It was meant to be.

HORIZONS: Has your car had any restoration?

JS: Nothing except for restoring the leather seats.

HORIZONS: Have you done any modifications?

JS: The engine is stock except for the recommended pressure-fed Carrera tensioners upgrade. I also had stiffer sway bars installed when I had it lowered to Euro specs by Moorespeed.

HORIZONS: What drew you to Porsche?

JS: Great question. When we were growing up in Jamaica, my mom's best friend (Betsy) had the only 911 on the island.

I was old enough to walk and talk, but definitely too young to know anything about the different car manufacturers and what cars were cool and what cars were not.

Regardless, I fell in love with the shape of her car. It was beautiful compared to the Volkswagen Bug we had. Whenever we visited Betsy's home my sister and I would sneak into her garage and sit in the car and take turns pretending to drive it.

When I was a teenager and we were now living in the United States, I asked my mom what was that car Betsy had? She said it was a Porsche. After a trip to the library I figured out it was a 911 from the 1967 to 1973 era. I was determined to someday own a 911 of that vintage, just like Betsy's car.

HORIZONS: Have you owned others?

JS: Yes, two others. A silver/black 1989 Carrera and a silver/black 2004 911 GT3. I also leased a yellow/black 2004 911 GT3 from new for 2 years, but turned it in instead of buying it because Porsche announced they were developing a 2007 GT3 model.

I knew this would cause the 2004's price to drop, so I waited until 2014 to get the low-mileage 2004 GT3 I now own.

HORIZONS: Which was your first Porsche?

JS: I bought the 1989 911 Carrera in 1995.

HORIZONS: Which one is your favorite?

JS: This one. The smell of the interior takes me back to that moment as a child sitting in Betsy's 911 in Jamaica.

HORIZONS: Do you regret ever having sold one?

JS: I sold my 1989 Carrera around 2008 because my kids were too big to fit in it. We needed more room for getting stuff to soccer practices and games.

HORIZONS: Was there a

Porsche that you missed out on?

JS: I bought Dr. Thomas Gruber's Carrera RS book in the mid-90s and started tracking the 1973 Carrera RS models for sale in Panorama and Excellence. They were around \$60k at the time. I still have the Excel spreadsheet with all the prices and owners' numbers, but never pulled the trigger. I had the money ready to go but kept it in the stock market, just in time for the dot com crash.

HORIZONS: What is your dream Porsche to own?

JS: Without a doubt the 1973 Carrera RS. Realistically, I will someday look for a 1970-73 911 that has been converted to Carrera RS specs, including the correct 2.7-liter engine. In the meantime, I have to get my friend Jeff Mosing to give me a ride in one of his cool earlier 911s.

HORIZONS: What is your favorite Porsche or PCA related memory?

JS: The people. I met the late John Dwyer at a PCA event many years ago and he became a father figure to me. I miss him. Through John I met David Moore at Moorespeed, and they have serviced my cars ever since. David Gross, Dan Germain, and the Musgroves all became friends of mine because of the great PCA events we have.

[Editors note: John Dwyer was an independent Porsche mechanic who worked for Moorespeed and Colvin Automotive]

HORIZONS: Do you participate in autocross, Driver Education events, club racing or track days?

JS: I did some track events at Motorsports Ranch in my 1989 Carrera before the demands of raising a family outweighed spending a full weekend at a track. Now that [my children] are in high school, I take my 2004 GT3 to Driveway Austin. Bill and Scott Dollahite and everyone in their organization are a class act.

I am currently doing practice sessions on their short course and plan to take their long course class later this year. Eventually I will enter DE events at our F1 track.

For now, I want to have lots of laps at Driveway to fully understand the GT3's handling before driving the Circuit of the Americas course. Having Driveway Austin and Circuit of the Americas in Austin makes it much easier for me to drive a Porsche at its limits and still make it home for dinner.

If you have an interesting Porsche story and would like to be considered for a profile, please contact Jonathan Hagggar at AssociateEditor@HcrPca.Org





Proud Sponsor of
PCA and the
2015 Porsche Parade.



MANAGE

Track all the **tasks** to be done to your vehicles

Receive **notifications** when parts or papers need to be replaced

Create **wish lists** to help you plan future upgrades or modifications



PRESERVE

Easily build a **complete digital record** for your vehicle

Add **real value** to your vehicle with a fully documented history

Protect your investment with enterprise level **security & backup** in the cloud



SHARE

Follow similar vehicles to get ideas and inspiration

Show off your rides easily in a fast, beautiful interface

Maintain **full privacy control** over who sees your content

RIDE CACHE IS A PROFESSIONAL SOFTWARE TOOL FOR SERIOUS CAR ENTHUSIASTS, COLLECTORS AND SERVICE PROVIDERS

EASILY AND SECURELY ORGANIZE, MANAGE AND PRESERVE EVERYTHING YOU DO TO AND WITH YOUR VEHICLES

LEARN MORE AND SIGN UP NOW AT RIDECACHE.COM



ProReflection
937 Reinli st unit#7
Austin TX 78751
972.834.9150



PROREFLECTION AUSTIN AUTO DETAIL & CLEARBRA INSTALL



We offer the following services at the shop:

- Paint Protection Film install / Clear bra
- Compound and polish
- Remove: scuffs, scratches, swirlmarks etc

We offer the following services mobile, on site:

- wash & wax , interior clean up
- regular maintenance packages
- claybar treatment
- compound and polish
- restore yellow headlights
- leather treatment



www.proreflection.com

Please contact us if you have any questions or comments regarding ProReflection services. Thank you!
phone: 972.834.9150 , Cosmin Chira , Owner
email: info@proreflection.com

TEXAS HILL COUNTRY RALLYE - 2017

BY JOHN BRINDLEY & PHOTOS BY PAUL MOSELEY

I know it is late July, but I finally got around to writing about our special spring country drive and wanted to share what it's like to exercise our old Porsches on the back roads of Texas.

Once again, the Y.O. Ranch in Kerrville, Texas was the starting point for the Hill Country Rallye, now in our 16th year. This year's event was held March 23-26th, prime time to experience the best roads Texas has to offer. Over 169 registered participants and 138 air-cooled Porsche's were assembled from across the USA and Mexico.

We limit the participating cars to those Porsche's built between 1949 and 1989. Tony Vanacore (CA) in his 1974 Targa came the furthest (approximately 1,700 miles each way) but we also had drivers from over 13 States and Mexico make the journey to Central Texas. In fact, it took only 90 minutes to fully sell out the event once advance registration opened up on-line. Surely this is a testament to the quality of this can't-miss Porsche experience.

Many thanks go to our team of volunteers led by Sean Brindley, our youthful CEO who handles all the details necessary to coordinate 3 days of awesome driving and group activities. Jed Rogers planned four different drives each for Friday and Saturday. Friday drivers had the option of two different touring routes at approximately 130 miles each, an "Enthusiast" route of 245 miles, or for the real iron butts



Rallye driver log book.

a "Spirited" long-as-heck ride at 382 miles!

On Saturday, we turned down the volume somewhat offering two touring routes, the enthusiast route at 172 miles and the spirited (we're not tired yet) route at 245 miles.

Each driver received a "Butler" styled road map with detailed route directions, highlighted with photo opportunities, food and fuel locations and known speed traps. Best of all, this year Jed digitized downloadable routes to Garmin navigation devices as cell phone coverage is extremely limited in many places.

Although everyone comes to experience the incredible roads and scenery of the Hill Country, we also organize social events. Thursday evening it's beer and pizza in the parking lot to catch up with old friends and check out the cars. On Friday, Mike Vrensenga from the Longhorn Region organized a car show in "downtown" Comfort, Texas where the town square and

surrounding streets are closed off to only Porsches.

We close out the weekend on Saturday evening with our traditional dinner and awards ceremony.

Thanks to our many sponsors (PMB Performance, Parts Klassic, Sierra Madre, Paragon, Mayo Performance and Up Shift Motorcars) we had many lucky winners, ending the evening with the famous tee shirt throw sponsored by ZimsAutotechnik.

In addition to the sponsor prizes, each participant received an original signed and numbered lithograph of the artwork on our event tee shirt designed by fellow driver Jim Bauer.

This weekend is my favorite Porsche driving experience of the year. Check out our web site www.hillcountryrallye.com to see more pictures.

Until next year,
Auf Wiedersehen.



Reviewing the route.



Classic red lineup.



On the road, having some fun.

Please Support Horizons Advertisers

By John Boutsikaris

As you may note, in this and upcoming Horizons issues we will be highlighting our Horizons advertising sponsors. I'd like to take a moment to share some thoughts with you on this subject.

Our Horizons advertisers play a very large role in bringing this newsletter to you by offsetting the publication expense to the Hill Country Region with their advertising placements.

In that regard, won't you take a moment to peruse their ads, and give them a priority consideration when shopping for products and services that they offer?

Some of our advertisers are now offering PCA members extra discounts on those same products and services, and you'll find many of them also supporting our various Club events as sponsors.

Please take the time to identify yourself as a PCA and Hill Country Region member when visiting or contacting one of our advertisers to let them know that they are being recognized and supported by our members.

Without their help and sponsorship, our excellent newsletter might not exist. Additionally, we welcome any other Club members who would like to advertise in Horizons to promote their business, services or products to our rapidly growing readership.

Thank you for your support.

SANTA FE, PORSCHEs, & PEOPLE

STORY & PHOTOS BY JON HORNADAY



Some of the 75 plus Porsches on display around the Santa Fe Plaza, which the city blocked for the Road Runner Region and its Fiesta New Mexico.

What's not to like about this picture: The delightful town of Santa Fe, 109 Porsches and 184 Porsche people, scenic and fun drives, car show, autocross, gimmick rally, and incredible number of door prizes, all wrapped into a well-organized four-day event staged by the friendliest group of folks you can imagine.

Of course there is nothing wrong with that picture. It is *Fiesta New Mexico*, the annual event put on by PCA's Roadrunner Region. Rhoda and I have known about it for years but this was the first year we actually decided to attend. And are we glad we did.

Of course you know you're not in Austin when the altitude is 7,500 feet above sea level, and the humidity is at 10 percent. There were constant reminders to stay hydrated!

It does take advance planning, as the event traditionally sells out, and this year was no exception. What began as a Zone 9 event in the mid-70s has been an exclusive Roadrunner Region event for

the past 37 years, and usually takes place in Santa Fe, Taos, or Albuquerque.

The 2017 event, on May 25-28 this year, was in conjunction with the region's 50th anniversary, complete with a very snappy anniversary logo. The presenting sponsor was Porsche of Albuquerque, along with generous support from the City of Santa Fe, Hilton Hotels, Fast Lane Travel and 13 others.

Our welcome to the event began as we pulled into the Hilton Santa Fe Historic Plaza on Thursday afternoon. There to personally greet us was event co-chair Harry Season, who directed us to a large parking lot behind the hotel reserved exclusively for Porsches.

After getting checked in to the Hilton, located just a few blocks from Santa Fe Plaza, we found the friendly group of folks handling registration, which was combined with the welcome reception.

The amount of swag given to me and Rhoda required a quick trip back to the room to unload our loot. It consisted of a really fine duffel/sport/tote bag, a blanket, T-shirt, a specially commissioned poster, and half-dozen other items for each of us, most with the 50th anniversary logo on them. The major items were sponsored by Porsche of Albuquerque. Now that is support.

The welcome reception provided an opportunity to meet some new friends and

onefamiliar couple from Texas, Maverick Region members James and Wendy Shoffit.

We visited with PCA Treffen organizers Dave and Ginny O'Neal, who were in the area checking out Treffen Tamaya, to be held at a Hyatt resort just outside Albuquerque in the Spring 2018. In all, there were attendees from nine states, including Texas, Arizona, Colorado, Utah, Oklahoma, California, Nevada and Missouri. Over half were from outside New Mexico.

Friday morning saw a concours and shine and show around the historic Santa Fe plaza, a central meeting point in Santa Fe for over 400 years. Thanks to the generous cooperation of the Mayor, the entire plaza was blocked off for the display of 75 cars, including 20 in the judged concours competition.

Kudos to the Roadrunner Region for having such a great working relationship with the Santa Fe city leadership. The Mayor also proclaimed May 26 as "Porsche Club of America Fiesta New Mexico Day."

Friday afternoon saw the first of two days of tours around the area, including drives to Tent Rocks Natural Monument, Chimayo and a stop at a wooden sculpture and bronze casting studio, Sandia Mountain by way of the Turquoise Trail and Sandia Crest (perfect Porsche roads) and the Pecos National Historic Park.

On Saturday, Porsche drivers had a choice of either an

autocross at the Sandia Speedway in Albuquerque or a selection of tours: the scenic "High Road to Taos," a Northern New Mexico road all-day drive, including Taos, an "Atomic City" trip to Los Alamos National Laboratory, and an extended, all-day Chimayo drive.

Route maps and descriptions for each of the drives were included in the excellent event program if you wanted to DIY on any of the drives on your own.

Forty Porsches entered the autocross. First and second finishers in the men's class were in GT4s, and third was in a Cayman GTS. James and Wendy Shoffit were both second in the men's and ladies classes, respectively. Let's hear it for the Caymans!

Sunday morning saw 67 brave (?) souls enter the Landmark Rally, including Rhoda and I. Given a set of directions, more or less, and a list of some 25 questions to identify various sights, signs, and places in and around Santa Fe, many obscure and some never found, we headed away from the Hilton parking lot around 9:30 am.

Four and one-half hours later, having driven about 70 miles, including a few miles back tracking to find things, we managed to answer most, but not all of the questions, and turned in our score sheet one minute before the 2 pm deadline.

It turned out to be more challenging than we expected (we have done both TSD and gimmick rallies at four PCA Parades), but at least we

finished...always our top priority. We learned at the banquet that evening, that only 36 of the 67 actually finished, or at least turned in their answers, and the winning high score was 89 out of 100. It wasn't us.

It was an interesting, well-organized, difficult rally, and when the rally master got up to announce the results, he was greeted by mixture of applause and boos. And at least one shout of "What was on the side of the taco truck?" one of the questions we could not answer as well. We never found the darned truck.

The whole event was topped off with a very fine banquet in the Hilton's ballroom. After an excellent meal, awards were announced for the concours, autocross and rally, and many, many door prizes were awarded, approximately 65 in all. And 50 of them were from Porsche of Albuquerque, including a man's and woman's Porsche watch.

While we didn't win a watch, I did win a framed copy of Dr. Ferdinand Porsche, Jr.'s patent for the 911, issued by the U.S. Patent Office Oct. 27, 1964. How cool and unique is that?

It was a fun event, well organized by a group of hard working, friendly people. The program listed the names of 67 volunteers. Obviously they were the reason for the success of the event, under the leadership of co-chairs Harry Season and Chris Marquez. And it was another fun trip in our Cayman.

So if you need a reason to visit Santa Fe and to enjoy your

Porsche and mingling with lots of Porsche folks, check out the Road Runner Region's Fiesta New Mexico.



Another group of Porsches on the other side of the Plaza, just across from where Native Americans gather to sell their traditional crafts. They seemed to have liked the additional customers.

SPONSOR INDEX

AUSTIN INTERIORS	PG 02
PORSCHE AUSTIN	PG 06
PETROL LOUNGE	PG 13
GUZMAN WEALTH MANAGEMENT	PG 15
GERMAN AUTO CENTER	PG 15
RIDE CACHE	PG 21
PROREFLECTION	PG 21
BLACKS BBQ	PG 29
CALIBER COLLISION	PG 40



**PLEASE SUPPORT OUR SPONSORS.
THANK YOU!**

THE NEW PANAMERA

BY JONATHAN HAGGAR & PHOTOS FURNISHED BY PORSCHE CARS NORTH AMERICA, INC.



The new Panamera.

For model year 2017 Porsche has re-designed the Panamera. While still a true sports car, Porsche has added additional luxury touches to meet the expectations of buyers in this segment.

Porsche Brand Ambassador Tony Montaleone at Porsche Austin shared his insights with us on the exciting new model. The Panamera is for the person who wants to drive a Carrera, but needs more than two doors and two seats. While there are other four door cars to consider, they either aren't sports cars, or don't provide a lot of feedback driving them down the road. Porsche has always been about the driving experience, and that tradition continues with the new Panamera. The engines are now turbocharged throughout the model range,

providing more power and increased torque. Since the mid 1970's, the Corporate Average Fuel Economy (CAFE) standards have pushed manufacturers to get more from less, and turbocharging has become the practical way to comply while still improving performance. In fact, the entire Porsche line starting with model year 2017 uses turbocharged power plants. Each range includes a model with the Turbo designation and a commensurate amount of additional power.

The Panamera Turbo retains its 4.0 Liter V8 configuration, and with the Sport Chrono package will reach 60 mph in 3.4 seconds. That's 0.2 seconds faster than its predecessor, but also faster than both the 997.1 Turbo and the Carrera GT supercar! The

Sport Chrono equipped 2.9 Liter V6 powered Panamera 4S is no slouch either, getting to 60 mph in 4.0 second, just a few ticks slower than the aforementioned benchmark models.

Handling is clearly a trademark characteristic of Porsche and Montaleone was able to experience just that during his product training at the Porsche Experience Center. He quips that when pushing the Panamera through twisty turns, "if you didn't look over your shoulder, you wouldn't know there was a back seat there."

In terms of styling, the new model is difficult to distinguish from the previous at casual glance, but Porsche clearly focused on re-sculpting the rear of the car. According

to Montaleone, “the original Panamera got a lot of knocks for its looks, but they’ve softened the lines and raised the hips to make it look wider and more Carrera-like in the back.” The new taillights are less dominant and the roof and side window contours now integrate in a more refined manner, reminiscent of its two-door sibling.

Perhaps the most significant changes are found inside the car. Montaleone says “the big thing is the comfort level, it takes it to the next level of sophistication on the inside” without taking anything away from the sportiness. The many mechanical buttons that previously adorned the center console are gone. Their functions are now accessed via soft buttons on the enlarged high resolution 12-inch touchscreen display. A rear seat entertainment system is available featuring two 10-inch tablets mounted on the front seat backrests. The tablets are removable for use both inside and outside the vehicle via wireless communication with the Porsche Communication Management (PCM) system, or to access the internet with an available data plan.

Front and rear seats are now available with an optional massage function featuring five programs and five intensity levels, while the four-zone automatic climate control includes touchscreen display in the rear. An ionization function is also available to improve the quality of cabin air by reducing airborne viruses, bacteria and spores. NightView is an optional infrared safety system capable of detecting pedestrians and

large wildlife beyond the range of the headlights. It provides a thermal image in the instrument cluster and an audible warning when an object is dangerously

are orders in the pipeline. The Panamera, 4S and Turbo models are currently available, with the E-Hybrid variants to follow soon.



New rear-end styling on the 2017 Panamera.

close to the front of the vehicle. Available LED main headlights with matrix beam technology are capable of strategically adjusting segments of the beam. Eighty-four individually controlled LEDs can be automatically switched off or dimmed based on the situation ahead. When the system detects an oncoming vehicle or vehicle in front, it will dim those areas of the beam to avoid blinding or dazzling the other driver. Likewise, the system will dim segments when detecting highly reflective traffic signs.

Also new is the Sport Turismo version, essentially a wagon type design featuring additional cargo space and a three-across rear seat which Porsche describes as 4+1 seating. Montaleone describes it as a Panamera from the front and Cayenne from the rear, and likens it to a more functional sports car. While not available yet, there



The outgoing model.

Montaleone’s association with Porsche Austin began in 2012. He’s been a Porsche enthusiast for many years, drawn to the driving experience, exclusivity and engineering. He’s owned a 914, 928, four Carreras and currently a Cayenne E-Hybrid. While he often eyes another 911, he says his choice if buying a new car today would be the Panamera. After all, it is the sports car for those wanting more than two doors.

Tony Montaleone can be contacted at Porsche Austin for additional information on the Panamera and other new Porsche models.

PREPARING FOR YOUR FIRST 'DE'

BY JONATHAN HAGGAR

Have you thought about taking your Porsche to a High Performance Driver Education (DE) event? Are you considering the upcoming Schnell Fest at Circuit of the Americas in November? We can offer some help because Mike Globe from Lone Star Region provided information and tips for those looking to participate in a DE event.

The PCA High Performance Driver Education program is designed to help participants improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety.

DE events are not racing events, but will help you acquire skills to operate your vehicle more safely in all driving situations. Compared to open track days, DE's incorporate a structure that includes driving instructors, skill groupings, passing rules, and a greater diligence regarding safety.

Most late model Porsches are well suited for track use, but before participating you'll need to have a technical inspection done no more than 30 days prior to the DE event. You can go to an authorized Porsche dealer such as Porsche Austin, or an independent Porsche specialist such as Moorespeed or TPWS.

The purpose of the technical inspection is to ensure proper functioning and condition of the critical systems on your car. A sound vehicle will help keep you and other participants safe on the track. For example, your brakes should have a minimum

of 50% of the pads remaining. Your brake fluid must have been flushed within the last 6 months and tires need to have sufficient tread thickness for their type, typically about 4/32 inch minimum for road tires.

A link at the bottom of the article will get you to the Technical Inspection Form with all the details, which should also be available when you register for a DE event.

You need a helmet with a Snell rating of SAH, SA or M and a date certificate of 2015 or 2010. Remember that you'll be spending some quality time in your helmet, so find one that fits properly. Each helmet brand, or even model within a brand, may fit differently. A helmet should have a snug fit, with even pressure all the way around your head. Buy from a local retailer where you can test fit different models and sizes, and consult with a knowledgeable salesperson to ensure proper fit.

As a new driver at a DE event, you'll receive some classroom training and then drive in four 25-minute sessions each day. First time drivers start out in the Green Run Group which requires an instructor be with you on track.

An instructor is a critical part of the learning process in helping you understand the correct racing line, braking and turn-in points as well as awareness of track marshals, other cars, and proper track etiquette. Your first session will be a low speed orientation run

where the instructor will drive the first few laps before trading places with you.

In the second session, your instructor will guide you around the track and may offer specific instruction such as brake now, turn now, or put the car here. As your driving and awareness develop, the instructor's input will lessen and transition more to coaching.

Don't be surprised if you find the experience more difficult than you expected, or feel a bit overwhelmed. It may also seem as if there is a lot of information coming at you quickly. These feelings are common but most students develop the ability to handle it throughout the day while having some "ah ha" moments when new concepts start to click for them.

As your driving skills and awareness develop over time, you can move to the Blue run group, which also requires an instructor. After that, drivers can progress to solo run groups which include Blue Solo, Yellow and White.

Each progression requires the demonstration of certain skills, behaviors, awareness and decision making.

The Austin Schell Fest is jointly sponsored by the Hill Country, LoneStar and Maverick regions.

For more information or to sign up, use the Club Registration link on the next page, listed after the driver tips sections.

Tips for Beginners

+ Don't spend money modifying your car.

+ Buy a helmet that fits properly from a local vendor, and prioritize fit over brand.

+ Don't worry if you don't know anyone. The track crowd is very friendly.

+ If you have a manual transmission, learn to heel-toe downshift and practice it on the street until it becomes a habit.

For Experienced Drivers

+ Spend money first on safety, and second on handling.

+ Don't spend money on more power

Link to

Technical Inspection Form:
<http://hcrpca.org/images/docs/techinspectionformandstations.pdf>

Link to Austin Schnell Fest Registration:

<http://austinschnellfest.clubregistration.net>

Mike Globe is the Past President of Lone Star Region PCA. He's been an avid Club Racer and HPDE participant for over 10 years with both PCA and National Auto Sport Association. Globe is currently the Chief Driving Instructor at Texas World Speedway Performance Driving School. He's driven on roughly a dozen race tracks around the country including Barber Motorsports Park, Mid-Ohio Sports Car Course and Watkins Glen



CLASSIC BBQ **FULL BAR**



LIVE MUSIC EVERY FRIDAY AND SATURDAY NIGHT
VOTED BEST BBQ IN HAYS COUNTY!

FREE 1/4LB BRISKET
with \$5 minimum purchase. Must present coupon. 1 per person.



512-878-0795 | 500 HULL ST | SAN MARCOS, TX | KENTBLACKSBBQ.COM

WERKS 11 CARS & COFFEE

STORY & PHOTOS BY TUFFY VON BRIESEN



A black 356 is among the treasures found at Werks 11 in Temple.

It's the first Saturday morning of the month in Temple, Texas or maybe Belton or perhaps Killeen. You own a Porsche and are a member of the PCA Hill Country Region, or just a Porsche owner with no PCA affiliation. Where do you go to find like-minded Porsche enthusiasts where you can talk about cars or just meet new friends? You could drive down to Austin. Maybe there's something going on down there. Maybe Georgetown. There don't appear to be many options without travelling a significant distance south.

Well, that is until now. You can stop by Werks11 at 302 West Adams Street in downtown Temple. For the past several months, Werks11 has hosted

a Cars and Coffee event in their new shop in the old Firestone Service Center Building. Fellow Hill Country Region member, Chris McChesney and I stopped by this past July 1.

We were cordially greeted by the owner, Julian Avent. Julian is a recent retiree from the U.S. Army, most recently stationed at Fort Hood, TX. Julian is a PCA member who has been building and maintaining Porsches for the last 20 or so years. He specializes in both OEM air cooled cars and what he calls 'Outlaws' that are one-off air cooled cars. Julian decided to start the cars and coffee as an effort for Porsche owners (and some non-Porsche owners) to have a chance to relax and talk about cars and whatever else

was interesting. Also of note is that WERKS11 is the only (to my knowledge) independent shop in our Region north of Round Rock/Georgetown, specializing in Porsches. And you can never tell what you might see- Porsches of course, and the occasional BMW or other marque. The day Chris and I were there, there several newer Porsches, Chris's Boxster and my GT3. There was an outstanding example of an original, numbers matching, 356A coupe that had just been purchased by an anonymous owner- a great example of an unmolested 356.

I met Bill Ebbett, a recently retired Temple resident, who had just purchased a very nice 997 Cabriolet. Bill is not

a PCA member but we talked about what Hill Country Region has to offer and the process for becoming a PCA member.

As Bill walked around looking at all the cars, you could see he was getting the bug. We also had a conversation about how to get on the track. I explained the Driver's Education (DE) program and gave him some advice on where to look for events.

Another great aspect of visiting WERKS11 is to see Julian's small collection of

air cooled cars. There is an original air cooled Targa, two very nice air cooled Outlaws and a very nice 1967 rust free 912 that is for sale. Also in the showroom is a nice 928. You don't see many of those around, and while this was a driver, it is in good condition.

I actually know the car because Julian bought it from a friend of mine in Virginia. There was also a nice looking 964 Cabriolet that is for sale- very nice looking in white with a blue top. Another interesting feature of the shop is his collection of 911, 944

and 914 tubs. Most are rust free. He said he eventually wants to restore most of them.

After about two hours, lots of conversation and more coffee than I needed, it was time to head home.

Keep the first Saturday of the month on your calendar. It is well worth the trip to Temple to visit the Cars and Coffee.

You will also meet some of the burgeoning number of PCA members and Porsche owners north of the Austin Metro area.

HCR SUMMER DRIVE

BY TUFFY VON BRIESEN

It's Saturday morning, July 10. The temperature is expected to be 100 degrees today. But it's a "dry heat". So what do many of the PCA Hill Country Region (HCR) members do to beat the heat? They go on a driving tour.

Many would think that a driving tour in July in Texas would be a non-starter, but not at HCR. Sixty intrepid souls in 40 cars turned out for a great drive through the Central Texas ranching country. HCR Tour Master Ron Todd scheduled an ambitious 10 tours for 2017. And, the July tour is the fifth of the series. Since Ron is a busy guy, he delegated this tour to John Konakci. John has lots of experience setting up tours.

Everyone met in Cedar Park at 8:30 AM on this sunny Saturday morning. After a driver's meeting in which John went over the PCA driving tour guidelines, we set off in three groups of 13 cars each. The first leg of the tour took us north towards



The driving group. (Photo Credit: Esteban Monclova)

Jarrell, winding through some sparse Texas ranching country.

Jarrell is the small Texas town where a tornado devastated an entire subdivision several years ago. Our route took us close to the subdivision and if you looked hard, you could still see evidence of the devastation.

After arriving in Jarrell, all three groups took a short rest break. Then it was back on the road. The rest of the route continued through Central Texas

ranching country. This area is much different than the Texas Hill Country as there is sparse vegetation and only slightly rolling hills.

After a picturesque drive, we arrived at our lunch destination, La Playa Restaurant in Georgetown.

After a good lunch from a fajita buffet (the homemade flour tortillas were worth the trip alone), we parted ways and headed back towards Austin.

BOXSTER TUNING PROJECT: SPORT MODE

BY VIPUL DARJI & CHRIS MCCHESENEY (PHOTO CREDITS: CHRIS MCCHESENEY)

I start out early on a Friday morning in mid-June with rain clouds looming overhead. It is encouraging to see the rising sun breaking them up to reveal a clear sky as I head West into the Hill Country to meet fellow HCR member, Chris McChesney.

He and I are planning a drive out at Devil's backbone in the heart of the Hill Country to test out an update that he did to his 2010 Boxster. Today is finally the day that I am going to experience first-hand what he is talking about and see the effect of the "Porsche Sport Mode" software update for myself.

The update is available only on Porsche models with the PDK transmission. The installation consists of two new buttons on the center console and a software update.

Here is what the Porsche factory literature says about the update:

"When the Sport button on the center console is selected, the engine management system enhances the engine response. A modified throttle map relates the pedal angle in the foot well to a much wider angle of opening on the throttle valve. Throttle response is significantly more immediate, and, in the higher gears, a hard rev-limiter helps protect the engine under acceleration."

We make our way to the starting point of our test run site and review our plan. I am going to do three runs with his car on an especially



Installation by Porsche Austin.



Cleanly integrated.



Update center console.



New hardware.

fun section of the 'backbone' that will call on the Boxster's acceleration, handling, balance, and demonstrate the net effect of the update in 'real-world' driving situations.

The first pass will be a baseline run with the system disengaged. The second run has the "Sport" setting turned on. The third run will also have the update engaged, but this time in the "Sport Plus" setting. We switch cars and got ready to run our test. He heads up the road to spot for traffic. "Have fun!" he yells out the window as he drives off.

A few minutes later the walkie-talkie blips and I hear Chris coming in over the airwaves giving the 'all-clear.' I take off from the starting point and immediately notice differences between my manual 986 his PDK 987. The slightly larger engine with the ultrafast PDK is sharp and quick, pulling forward with a clear sense of urgency.

"This car drives." I remark to myself while completing my baseline run. The Boxster moves with aplomb as I take on a left-right-left sweeper over a road section that celebrates our choice of mid-engine Porsches. I come to a stop behind Chris, who is parked some distance up the road. I give the 'thumbs up' sign and refocus myself as I turn around and head back to the start point and get ready for run number two.

When I stop this time at the end of the run, I take a moment

to gather myself and remember that I am not on a track. The "Sport" setting makes a serious change to the driving characteristics of the car. I'm moving forward like a blow-dart and the system leaves no ambiguity about its' intentions. I give an-other 'thumbs up' to Chris and turn back for run number three.

I am back at the starting point, readying myself for the final run. I engage the 'Sport Plus' mode and await Chris's 'all-clear' signal. Just having completed the run with 'Sport' mode, I am surprised to find myself excited and somewhat scared.

I was not prepared for the scale of difference I just experienced and am a little nervous about what lay ahead of me on the next run. I hear the chirp of the walkie-talkie again and grip both hands on the steering wheel, take a breath, and then hit the gas.

The launch feels like what I imagine NASA astronauts feel when blasting off into space. Ferocious g-forces bordering on maniacal are pushing me back into my seat. My hands instantly turn white-knuckled as they grasp to hang on to the steering wheel that now has an almost Zen-like easiness and weight to it; but the torque is not overpowering the car at any point.

The tach needle is already near the top point of the gauge circle and is moving towards the redline like a locomotive. Strange sensations are now filling my mind ... like being inside of a nuclear explosion and watching it in slow motion, or riding on the back of a massive dragon that is violently escaping the gates of Hades.

The movement on the road - and down it - is one of the most dialed-in-on-rails control and feedback experiences that I

have ever felt in a machine with four wheels. Period. The basic laws of physics that I know in day to day driving give way to quantum rules of controlled chaos. Turn-in is immediate, almost telepathic. The Boxster moves through the apex sharply like a Ducati 1299 Panigale R - surgical precision and finesse on the driving line.

The transformation of the Boxster is complete and total. There is no way this is the same car - but, it is. I am feeling completely dumbfounded and overwhelmed, along with some euphoria mixed with a touch of surrealism as I roll to a stop behind Chris for the last time of the day.

I look at Chris and manage to only get out, "WOW!" When I finally recover my sense of self I start to ask Chris the basics about this system.

"So, what just happened?" I ask.



The Boxster on the dyno at Colvin Automotive, but alas, the Sport Mode System remained elusive.

“Basically, what happens is the car shifts at a higher RPM, it shifts a lot quicker, and the throttle response is more immediate. Additionally, while the Sport mode is engaged, the car won’t go into 7th gear until you get up to about 75 miles an hour. When you engage the Sport Plus mode, the shift is at an even higher RPM (almost to redline), the shift is even faster and even the steering seems to feel heavier. This upgrade will turn your gentleman Boxster into a street fighter!! Just about any corner you put it into, the car seems to be saying ‘is that all you got?’ The Sport Mode update really wakes up this car.”

“How much was it?” I ask him.

“The whole package was about \$1500 installed,” he answers.

“How is it on gas? How much do you use it in practical day-to-day driving?” I ask responsibly.

“I think the fuel consumption has definitely gone up - I expected it would - as with

most any type of performance increase, fuel economy is sacrificed. Also, using the new performance settings are not practical for everyday around town use. These setting are really only beneficial for more spirited driving, a track day, or for autocross,” he replies.

“Do you notice any adverse effects on your car with this installed?” I offer as my final question to him.

“Since this is a Porsche product, it perfectly integrates with the car. So, there are pluses and minuses with the upgrade but I’m very very happy with it overall!” he says with a smile. And with that we call it a day and trade cars.

I thank him for the opportunity to experience this and get into my car and make my way towards home, enjoying the now sunny clear skies.

A couple of days after our test drive, I exchanged eMails with

Chris regarding an idea he has about getting his car on a dyno to see just what the math might say about my near out-of-body experience some days prior.

He was able to take his Boxster to Colvin automotive, who had offered to try and get some performance numbers for him. They did six runs on the dyno but to no avail - and to our disappointment, the system would not engage with the car on the dyno. Sneaky dragon indeed.

So, that’s our story on the Porsche Sport Mode update, we hope you’ve enjoyed it. You can be sure that we had fun testing out this upgrade.

The authors would like to thank Porsche Austin for allowing us to photograph the installation of this kit and basically letting us look over their shoulder the whole time to take cool pics.

We would also like to recognize Colvin Automotive for their generosity, time, and effort on the dyno with the Boxster.

CONTRIBUTE TO HORIZONS

YOUR HORIZONS EDITORS AND, MOST IMPORTANTLY, YOUR FELLOW HILL COUNTY REGION MEMBERS, WOULD LOVE TO HEAR YOUR PORSCHE STORY!

WE ARE LOOKING FOR MEMBERS TO PROVIDE ARTICLES, OR EVEN JUST IDEAS FOR ARTICLES. THERE ARE LOTS OF OPPORTUNITIES TO SHARE YOUR EXPERIENCES, FOR EXAMPLE:

- A CAR RELATED EVENT YOU ATTENDED
- A CAR REPAIR, RESTORATION OR UPGRADE PROJECT YOU DID
- A CAR MUSEUM YOU VISITED
- A ROAD TRIP ENHANCED BY YOUR PORSCHE DRIVE
- PHOTOS OF YOU ENJOYING YOUR PORSCHE

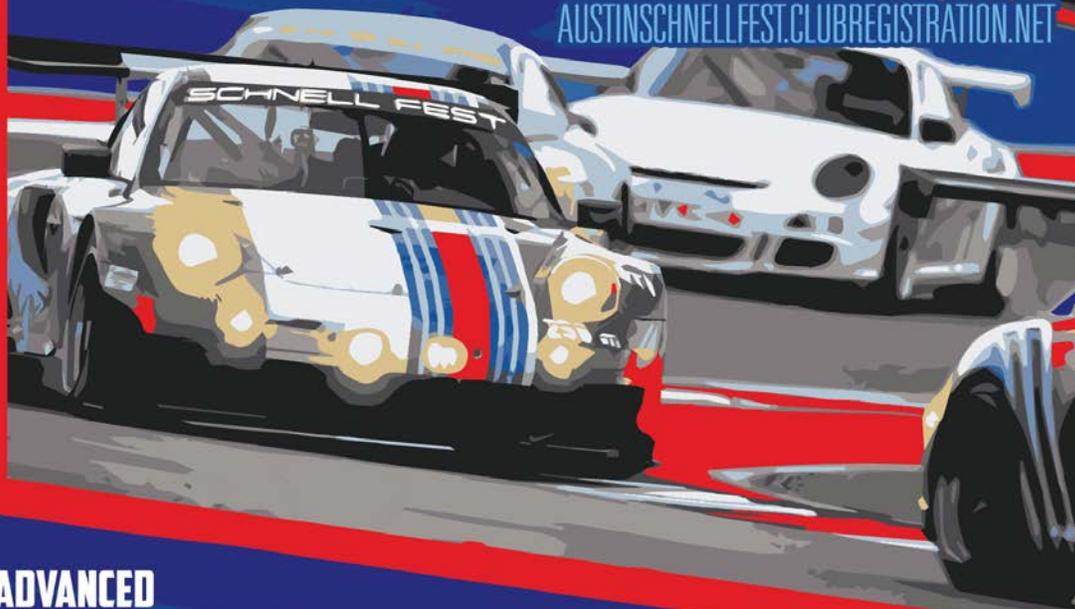
IF YOU DON’T HAVE TIME TO WRITE A FULL ARTICLE OR ARE UNSURE ABOUT HOW TO GET STARTED, PLEASE CONTACT US AND WE CAN HELP YOU WRITE IT.

CONTACT JEFF MOORE, ASSISTANT EDITOR,
AT ASSISTANTEDITOR@HCRPCA.ORG



JOIN US THIS YEAR IN
AUSTIN FOR THE FIRST-EVER
**INSTRUCTED
DRIVER
EDUCATION AT**
**CIRCUIT OF
THE AMERICAS!**

AUSTINSCHNELLFEST.CLUBREGISTRATION.NET



**OPEN TO DRIVERS
BEGINNER THROUGH ADVANCED**
ON THE 3.4 MILE UNITED STATES FORMULA 1 GRAND PRIX CIRCUIT

AUSTIN SCHNELL FEST

DRIVER EDUCATION

**FALL 2017:
NOVEMBER 17-19**

A PCA DRIVER EDUCATION EVENT SPONSORED BY THE HILL COUNTRY, LONE STAR AND MAVERICK REGIONS - PCA AND THE LONE STAR AND HOUSTON CHAPTERS BMW-CCA. QUESTIONS? DGROSS@GROSSANDNELSON.COM

REGISTRATION OPENS SEP 15TH
FOR NOV 17 - 19



There are secrets hidden in these mountains...

Drive. Dine. Explore.

Treffen Asheville

September 20-24, 2017
Omni Grove Park Inn
Asheville, North Carolina

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org

PCA TEXAS SPECIALTY LICENSE PLATES

Please visit <http://mav.pca.org/txpcaplates/>
to order your PCA specialty license plates.

Porsche Club of America - Specialty License Plates



You can now Pre-Order your PCA License Plates

As of 8/14/2017 we have sold 153 of the 200 plates needed.

MyPlates.com is now taking pre-orders for PCA License plates. We must have 200 pre-paid orders before the plates can move into production. We actually don't know when TxDOT will update their system next so we need to get to 200 ASAP so that there is no further delays.

We have 6 months to reach 200 pre-paid orders (December 2017). If 200 Pre-Orders are not reached in that time all monies received will be fully refunded.

[Personalized Plate Ideas](#)

[Pre-Order PCA plates](#)

Choose from one of three options for over a 1, 3 or 5 year term.		1 Year	3 Years	5 Years
	<p>Personalized Choose the PCA design plus the luxury to create a message of up to six letters/numbers. From less than \$90/year*</p>	\$150	\$400	\$450
	<p>Background Only Simply choose the PCA design and you are ready to checkout. A random letter/number combination will be generated for you. From less than \$35/year*</p>	\$50	\$130	\$175
	<p>Restyle Already have a great plate from MyPlates? Why not pre-order your restyle to this great new design.</p>	One-time fee \$50		
<p>Pre-order at: http://www.myplates.com/pre-order/category/19</p>				

Plates are offered on a 1, 3, or 5 year term with discounts for multi year purchases. Currently the prices range from \$50 per year for a Background only plate (with 6 random characters) to \$450 for a 5 year Personalized plate. The PCA license plates are limited to 6 characters due to the logo taking up one space.

People with existing Texas Specialty License Plates have the option of **Porting or Restyling** their plates. "Porting" is when you currently have a personalized plate message on a non-My Plates plate. You can move that message to the new My Plates PCA plate, the cost is the price of a new My Plates plate. So ideally, you "Port" close to the end of your 1-yr plate term, so you don't lose anything. "Restyling" is once you are on a My Plates design, you can move your personalized message to any of our other designs for a one time \$50 fee.

FROM THE EDITOR'S DESK

BY VIPUL DARJI

The electric cars are coming and bringing autonomous driving with them; I'm not sure how I feel about that.

I took my daughter out for breakfast the other day and she stopped in the parking lot of the IHOP to show a BMW i8 to her BFF that she was on FaceTime with. She told her what it was, and noted that this electric powered vehicle was on her list of cars that were *okay* to buy for her when she got her license.

We sat down at a booth inside and some time later our food arrived. While I was pouring syrup over my stack of pancakes, I listened to my eleven-year-old talk about how hers is a world of touch screens, internet everything, and wi-fi hotspots. The concept of cool hardware was not at all as appealing as the software that ran on it. She wanted to know about *apps*, and how they would help her interact with the world around her once they were downloaded onto her iPhone.

She looked across the table with a serious but aimless gaze. In the future that she was imagining, our cars would be just another appliance controlled by an app on our phones. I argued to her that this could never be the case for our beloved automobiles. She accused me of being 'old' and reminded me that *she* had to give *me* a tutorial on how to use Snapchat, even though I am a seasoned veteran of the IT industry of more than 20 years.

I wanted to make a case for my point. A quick Google search on my phone revealed to me that as of the end of 2016 there are approximately 2.2 million full-electric vehicles sold worldwide since early 2003 when the first of the electric breed of cars stated to become more mainstream.

That number seemed low to me as I considered how much electric cars are already part of our auto landscape.

In the world of cars, 2.2 million is not necessarily an alarming number, until you stop to think about the world of *Porsche* where the 1 millionth 911 was only recently celebrated, and is now roaming somewhere around New York City in all its Irish Green livery splendor.

As you may also know, the MissionE and its variants and new auto technologies are no more than a decade away. Manual shifting seems to always be on the endangered species list with most auto manufacturers. It's enough to have an 'old school' car enthusiast legitimately worried about losing the respect and value associated with their hard-earned heel-toe technique.

This was all getting to be a bit much to consider, so I flagged down our server for some more coffee while my daughter considered how many cinnamon rolls would be appropriate for dessert. How could I make the case to her that in the future she imagined with cars that drive themselves, there was a net *loss* of some truly special things? It was not just about some misplaced sense of romanticized nostalgia about the spirit and adventure of driving.

I strained to find an angle for my argument as I watched the last drops of creamer fall into my now very much needed third cup of coffee.

As her dessert cinnamon rolls arrived, I could see my daughter struggling with an app on her phone that had become non-responsive. She was trying to send a picture of the i8 to her friend. She stated that too many apps running on her phone sometimes caused it to work in an unexpected way.

I smiled and took a bite of the cinnamon roll she had ordered for me as I prepared my 'check mate' speech. I recalled to her - as someone who *knows* software, writes code, and generally knows a

couple things - that software *does* indeed break. I further reminded her that software gets hacked and can be used for nefarious purposes with no regard for the victim.

To what degree would she be willing to outsource her future driving experiences to a self-driving car? Would she tell her grandkids about the days of her own dad driving a museum level relic, in the form of a manual-transmissioned 2000 Boxster? Would her grandchildren celebrate the Nth version of the 911 and its amazing new cadre of software and interior glass surface updates rather than the design and mechanical evolutions? I stopped and admired the effect of my clever argument. She had paused for a moment and considered the gravity of what I had proposed.

I could see the gears in her mind turning. It took her a moment to run through all the scenarios and arguments, and I could see that she was trying really hard to find a winning argument as to why the fully automated and electric car future was the only way forward. She was at a loss for words.

We got up to leave and made our way towards the door as I preemptively offered that environmental concerns, politics, and profit potentials would likely ensure that *actual* driving skills would be a rare thing in her far distant future. She seemed satisfied that I had acquiesced to the electric self-driving auto revolution and gave me a smile.

As we got to the parking lot, she took hold of my hand. She looked at me and asked, "So dad, when are you going to teach me to drive the Boxster?"

I smiled back at her, and said, "As soon as you can reach the pedals sweetie." I felt her grip tighten a little bit as she added a skip to her step. We didn't even notice the i8 on the way out.

REGION EVENT CALENDAR

JAN FEB MAR APR MAY JUN JUL AUG **SEP** OCT NOV DEC - 2017

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					SEP 2017	2 DRIVING TOUR #6
3 F1 WATCH PARTY @13:00	4	5 HCR BOARD MEETING @17:30	6	7	8 LOONE STAR REGION BOXSTOBERFEST	9 TECH SESSION @ PORSCHE CENTRAL AUSTIN, BOXSTOBERFEST
10 BOXSTOBERFEST	11	12	13	14 LUNCH BUNCH @ 11:30	15 WEC @ 08:00	16 WEC @ 08:00
17 F1 WATCH PARTY @13:00	18	19	20	21 S/W HAPPY HOUR @17:30	22	23 MAVERICK DE @07:30
24 MAVERICK DE @07:30	25	26	27	28 N/C HAPPY HOUR @17:30	29	30
OCT 2017	2	3 HCR BOARD MEETING @17:30	4	5	6	7 HCR NEW MEMBER PICNIC
8	9	10	11	12 LUNCH BUNCH @ 11:30	13	14 DRIVING TOUR #7
15	16	17	18	19 S/W HAPPY HOUR @17:30	20 F1 @ COTA	21 F1 @ COTA
22 F1 @ COTA	23	24	25	26 N/C HAPPY HOUR @17:30	27	28
29	30	31	NOV 2017	2	3	4
5	6	7 HCR BOARD MEETING @17:30	8	9 LUNCH BUNCH @ 11:30	10	11 STREET SURVIVAL
12	13	14	15	16	17 SCHNELLFEST DE @ COTA	18 SCHNELLFEST DE @ COTA
19 SCHNELLFEST DE @ COTA	20	21	22	23 S/W HAPPY HOUR @17:30	24	25 DRIVING TOUR #8
26	27	28	29	30 N/C HAPPY HOUR @17:30		



PLEASE VISIT OUR WEBSITE FOR ALL OF THE LATEST NEWS & EVENT INFORMATION.

PORSCHE ART



Steffen Jahn Shoots Historic Porsche Racing Book

Steffen Jahn teamed up with Stan Studios to shoot a series of historical racing Porsches for the book, *Mission 2014. Our Return*, published by Porsche. The book chronicles the heroic battle of Porsche to return to the LeMans series with the 919 hybrid race cars.

To show the close connection between the village of Weissach (home to the Porsche racing r&d division) and Porsche race history, the most iconic cars were placed in and around the town in significant locations including a small landing-strip that was Porsche's first test strip. "Unloading and positioning the cars was a very critical and careful procedure as they are worth millions, if not completely unique and absolutely priceless," noted Steffen. "They are like ambassadors of Porsche's proud racing heritage."

To see more of this work, visit:

<http://blog.tmar-auto.com/steffen-jahn-shoots-vintage-porsche-icons-in-weissach/>



CALIBER COLLISION®

RESTORING THE RHYTHM OF YOUR LIFE®

COMPLETE SATISFACTION — NOW AND DOWN THE ROAD. —

America's largest collision repair company • All work backed by a written lifetime warranty
Referred by more insurance agents than any other company

AUSTIN – METRIC BLVD. | 10420 METRIC BLVD., AUSTIN, TX 78758 | 512.233.0460



1.888.CALIBER | CALIBERCOLLISION.COM

©2017 Caliber Collision. All rights reserved.