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THE DRIVER'S SEAT

BY
TUFFY VON BRIESEN

Hello everyone. What a year this is turning out to be as Hill Country's growth and momentum continues.

Once again, we'll host around 90 total events this year. We are working diligently to bring you new events and revitalize many of our existing events. For example, our Tourmasters have added destinations to our driving tours. We will host our first Rally in November. Our Tech Session program is identifying new and innovative locations to host our sessions. Our October Lunch Bunch will be hosted by Mobile Loaves and Fishes, one of the community service organizations we support.

Also, in October, we'll participate with the Audi, BMW and Mercedes Car Clubs in the first Autobahn Icons Concours and Car Show in Dripping Springs. We are still trying to locate pavement for our proposed Autocross program and identifying new Drivers Education venues that may offer lower registration rates.

As of today, HCR membership, is 1291 total members. That is awesome. When Sheri and I attended our first HCR event in January 2016, we were recognized as members 1000 and 1001. Today we approach 1300 total members. That is a whopping 30% increase from January 2016. Thanks to all our volunteers who take time to coordinate events. Please take some time to let our volunteers know what a great job they are doing. And thanks to all of you who attend those events. We couldn't do this without both of you. We hope this is an indicator that we are providing the type activities you enjoy. As we continue our aggressive event schedule, we are working behind the scenes to ensure this momentum carries over for the long term.

Our Strategic Planning Committee has been busy this spring and summer developing our HCR Strategic Plan and revising our bylaws. The Committee presented a draft of the plan at our August Board of Directors meeting. The proposed plan focuses on Cars, Camaraderie, Community and Club and provides recommendations to carry us forward for the next three to five years. Important throughout is the responsibility of the EC and the BOD to communicate with our membership. We want to know what you think about HCR, what we are doing and where we are going.

Another important part of our Strategic Plan is to grow our volunteer base. As the Region

grows and we implement new activities, so does our need for additional volunteers. We are fortunate to have an outstanding volunteer cadre organizing and coordinating our events, but people also move on. We want to be prepared to fill the new positions and the existing vacancies as they become available. Also, some of our programs have gotten quite popular over the past several years and having two people to coordinate them is an advantage.

Our Strategic Planning Committee is also revising our bylaws. They participated in PCA National Webinar on bylaws and learned there were some areas where our bylaws needed revising. To date we have a draft that has been before the Board of Directors and the Executive Council for review. We have submitted the draft to the PCA National Policy Committee for their comments. We'll probably have some additional revisions after their review.

Two examples of changes are a revision of our committee structure and changing the elected officers' terms from one to two years. According to our current bylaws, any revisions must be approved by a majority vote of our membership. Our goal is to make the final draft available to you for review no later than November. After the review period we'll call for a vote.

Another important behind the scenes activity is the revision of our website. As many of you may have noticed the current website is not up to date and is not appealing. Our Webmaster has restructured the website using a new format. He reviewed several PCA websites to arrive at the current test site. He is briefing the HCR Board of Directors on the new website at our September meeting. We expect to go live shortly thereafter. As we go live, please understand that what you'll see is probably not the final product. Once it is live, we'll appreciate your comments. I have seen the test site several times and it is impressive.

As you can see, there is a lot going on and these are exciting times. I try to attend as many events as possible and enjoy talking with our members. One of the best aspects of this job is to get to know as many of you as possible. We always welcome your feedback, positive or negative. If you have any comments or questions, please email me at dvb0415@gmail.com.

Thanks again for your support.

MEMBERSHIP REPORT

BY STEVEN GUZMAN



MEMBERSHIP TYPE	May'18	Jun'18	Jul'18
PRIMARY MEMBERS	860	865	873
AFFILIATE MEMBERS	398	400	404
TOTAL MEMBERSHIP	1258	1265	1277

(yrs) ANNIVERSARIES	(5)	(10)	(15)	(20)
(5) Daniel Adkins	(5) Michael Reese	(10) Lane Holloway	(15) Arthur Hickson	(20) Phillip Chaney
(5) William Beckenbaugh	(5) Stephanie Schrader	(10) Randal Levins	(15) George Hillhouse	(20) Herb Distefano
(5) William Brooks	(5) Thomas Sherrier	(10) Richard Luciano	(15) Robert Lyle	(20) George Drazic
(5) David Campbell	(5) Chris Splendoria	(10) Lum Twilligear	(15) Bruce McNeill	(20) Diane Frankie
(5) Brynna Connor		(15) Raymond Arthur	(15) Ali Tabrizi	(20) George Hobgood
(5) Michael Cramton			(15) Charles Villasenor	(20) Mark Mckenzie
(5) Vito Dionisio			(15) Delphin Von Briesen	
(5) Jason Herring				
(5) Kenneth Hollins				
(5) Paul Holubec	(15) Chris Eckhoff			
(5) Richard Nolan	(15) Kevin Galloway			
(5) Alice Nowotny	(15) Mark Hall			
	(15) Kevin Hansel			

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MEMBER PROFILE: HECTOR SANCHEZ

INTERVIEW & PHOTOS
BY JONATHAN HAGGAR



We spotted a limited edition 2008 Cayman S Sport at last year's Tech Session hosted by Porsche Austin and quickly sought out the owner. We knew Sanchez's car was worthy of a closer look and were pleased when he eagerly agreed to our request.

Horizons: When did you join PCA Hill Country Region?

HS: About 2 years ago.

Horizons: How and when did you acquire your Cayman S Sport?

HS: I logged into the PCA classifieds site and saw a new posting on Christmas day in 2016. I saw an orange, one-owner, low mileage Sport. The color really drew me in as I had not seen any Cayman in this color. I contacted the seller, and by sheer luck was the first to email him so I had first option to purchase. I dived in and researched into this Sport Edition of the Cayman and was hooked. After a clean PPI, I pulled the trigger and purchased my first Porsche.

Horizons: What can you tell us about the limited-run Sport model, and what differentiates it from a standard Cayman S? **HS:** I like to think of the Sport edition as the first GTS version of the Cayman. It has all the goodies





available from the S, plus a few parts from the GT series like the Alcantara steering wheel, shifter, hand brake, and GT wheel lug nuts among other things. Historically, it was the first Cayman to push past the 300 hp barrier. Also, the limited build number is a nice touch as it has a numbered plaque on the dash. Some of the other notable features include Porsche Sport Exhaust, gloss black 19-inch wheels, side stripe with Cayman S script, PASM, Sport Chrono and Sport Seats.

Horizons: What is your favorite thing about your car?

HS: The rare color and compliments it gets - always a head turner.

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

HS: I let my dad drive the car when he visited last year. His toy is a '59 convertible Karmann Ghia, so just watching him experience the Cayman is one memory I will always carry with me.

Horizons: What makes your car unique?

HS: The very low production of this series - it was basically Porsche's way to end the 987.1 Cayman series with this special edition. From the information I could find, only 100 of these examples made it to the states. I can only guess what number of examples broken down by specific color made it in these 100. I know of two other GT3 RS Orange Sport models in the states.

Horizons: What makes this car special to you?

HS: Beside the fact that it's my first Porsche, it's special in the timing of when the car arrived. Just a little after we purchased it, we found out that we were expecting our first born, so that's also special. We even got little Nicolas a "Future Porsche Driver" onesie, so I am sure this car will be in our family for a while.

Horizons: What drew you to this car?

HS: It was the combination of color, one-owner, low mileage and clean PPI that sealed the deal.

Horizons: Have you done any modifications?

HS: Besides the tint and clear bra, this car is stock.

Horizons: How did you become interested in Porsche?

HS: I remember I was about 9 or 10 years old, and was with my father in Mexico City on the sidewalk outside my grandparents' house. We were awaiting his cousin to drop off something - I cannot remember what. It was a long straight one-way street, and we were about 3 to 4 houses from the end of the street. I remember hearing the noise of a car approaching - a loud noise. I could see a black speck approaching fast, getting bigger in size. As it got closer it stopped where we were - turns out he was my dad's cousin. It was a black on black turbo with a huge wing. I was mesmerized by the



car and went around it and peeked inside while they chatted. He did not offer to take me around the block or anything. It was a quick 5-minute conversation and then he left. I can remember the sound as he pulled away - it was life changing. Based on my calculations, it must have been a 930.

Horizons: What do you love most about Porsche cars?

HS: I think it is the overall package - history, design and driving experience. I've had a couple of BMW's in the past, with the most notable an E92 manual M3, but Porsche is just in another league. I can only guess what a Turbo or GT series must be like to drive.

Horizons: What is your dream Porsche to own?

HS: GT3 or a Turbo. Later in my teen years, I remember a car magazine cover/article of a silver and red turbo that I fell in love with. The GT3 just looks perfect. I will have a tough time deciding on which one when the time comes.

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

HS: The first time I hit the sport button and the exhaust opened up. Going past 5K and hearing the howl of the Porsche flat-six and the distinct sound it makes when upshifting in the higher end of the rev band. Epic.

Horizons: Do you participate in autocross, DE events, club racing or track days?

HS: Not yet, I eventually want to start participating in DE, but this year we welcomed our first-born, so it's been a challenge to find time. My goal is to participate in the 2019 track season.



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I am a native Austinite, and so is my wife. She grew up in north Austin and I'm a south Austin boy. After graduating from UT Austin, I went into Commercial Banking with Bank of America in Austin. We moved away from Austin in 1992, going to Dallas and then Tulsa for my banking positions. Along the way I spent 15 years as a leader in Boy Scouts and served on various non-profit boards.

We moved back to central Texas in 2013 and I retired in 2017, after 35 years in banking. Our home is now in Georgetown. We have been members of PCA for 11 years, and HCR members for the past 5 years since moving back home.

While in Tulsa, I rekindled my interest in Porsche. I had always loved the look of the original 911 Turbo - that huge tail hanging off the rear of the car was just fascinating to me as a teenager. I had owned a few muscle cars in the past, but Porsche held a special interest with me. A friend in Tulsa convinced me to try a 993.

So in 2006 I acquired my first Porsche, a 1995 Carrera Cabriolet. I did a fair amount of restoration on the car over the years, doing some of the interior work myself. We joined PCA at that time, and were members of the Cimarron region until we moved back to Texas. I ended up selling the 993 to a HCR member who lives about 10 minutes away. I still see that car from time to time.

Along the way, we've enjoyed a 1995 Carrera Cabriolet, 2005 Boxster, 2007 Boxster S, 2012 Cayenne S and a 2012 911 GT3. We currently own a 2015 911 GT3, 2017 Macan GT3 and 2018 Cayman S - our first brand new Porsche!

As the new Tech Session Chair, I'd like to ensure our members have access to continuing education that allows them to:

- a) better understand the engineering on these fabulous cars
- b) remain up to date on evolving technology
- c) have exposure to our local dealership and Porsche specialists in our region
- d) fully enjoy and maintain their cars

I hope to see a growing attendance at our tech sessions, and will strive to bring interesting topics to each one. Our goal is to deliver 5 sessions each year, with a variety of topics and themes.

Lastly, I hope every member will give me continuing feedback and input so that together we can have truly outstanding tech sessions in HCRPCA.

*Charlie Sparks can be reached at
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TECH SESSION CHAIR PROFILE

STORY & PHOTO BY CHARLIE SPARKS



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SPORTSCAR TOGETHER CELEBRATION IN AUSTIN

STORY & PHOTOS BY JEFF MOORE

The parking lot at Barton Creek Square Mall in Austin was transformed on June 9 as about 300 Porsche owners and fans attended the Sportscar Together celebration. The local event was part of the first International Porsche Sportscar Together Day, a social-media driven global celebration of 70 years of Porsche. Hundreds of events took place around the world that weekend to commemorate Porsche's birthday. It all started on June 8, 1948, when the first Porsche 356 was registered for road use.

"Porsche packs 70 years of sports car experience into every model we build today," explained Klaus Zellmer, president and CEO of Porsche Cars North America. "The performance, design and feel are always unmistakably Porsche, whether on country roads or in the daily commute. 'Sportscar Together Day' gives our customers and fans a chance to share their passion with us."

Porsche Austin sponsored the Central Texas event, which featured a display of select Porsche vehicles from throughout the Austin area, a 911 concours competition, a Cayenne-stuffing contest, and a live painting demonstration to convert a 911 into an art-car.



PHOTO CREDIT: MALEE HUGHES, PORSCHE AUSTIN





Eastan Croson, Marketing & E-Commerce Director for Hi Tech Motorcars, explained the genesis and context of the art car. “Porsche Austin wanted to do something special to celebrate the 70th anniversary of Porsche that embodied the spirit of the city we live in. Austin is filled with amazing street art so we thought to bring the street art culture of Austin and Porsche together. We reached out to a renowned street artist that goes by the name *E.R. Thinks* to come live paint a Porsche 911.

We had a matte white wrap placed on the vehicle, and it was transformed into the perfect canvas for *E.R.* The artist is originally from Miami and brought his own background into the design he painted on the vehicle, turning the 911 into a Miami Vice inspired work of art.”

The 911 contest attracted over 20 strong competitors. After judging was complete, Hill Country Region’s own Jeff Mosing emerged as the winner- his 911 GT2 winning 1st place and his 911R winning 2nd.

Another highlight of the event was the “Cayenne stuffing contest.” Caren Cooper, PCA President, challenged several PCA regions to determine which region could fit the most people in a Cayenne. With some creative configurations and volunteering of children and small adults, a total of 17 people were crammed in- certainly a strong showing, although no clear winner was announced.

Morning coffee and pastries, plentiful bottled water, two food vendors, music and a large tent for shade helped make the day even more enjoyable.

Thanks to Porsche Austin for sponsoring this event for area Porsche enthusiasts and ensuring that HCR members were invited. We look forward to whatever is in store to celebrate Porsche’s 75th anniversary!

Adrenaline included.



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MY FIRST PORSCHE PARADE

STORY & PHOTOS BY LISA MOORE



I finally had my first Porsche Parade experience! During the week of July 8, Tan-Tar-A Resort in Osage Beach, Missouri, which is in the beautiful Lake of the Ozarks area, was the location for the 63rd annual Porsche Parade and I was there.

During the almost 5 years I've been a member of the PCA Hill Country Region, I've heard other members talk about going to Treffen, Porsche Palooza, and Porsche Parade and I'm gradually figuring out what those are and experiencing them for myself. My latest Porsche fun was at Parade.

Porsche Parade is the annual gathering of Porsche lovers getting together for a wide variety of activities: to look at and talk about cool cars, follow one another while driving on curvy, scenic roads, compete in friendly contests, attend seminars about topics like finding those classic Porsches, and mostly getting to know other Porsche aficionados from all over the country.

This year the Tan-Tar-A Resort was overrun with about 2000 people, who mostly all arrived on Sunday, July 8, in about 1000 Porsches coming from as far away as Alaska and Ontario, Canada and as near as the Ozark Lakes Region. Our own Hill Country Region contributed 24 Parade attendees this year. I have included some of their comments and observations throughout this article.

My journey to Parade began on Thursday, July 5, with my husband Jeff and I pulling out of our driveway in our efficiently packed dark blue 2014 Boxster. Jeff had planned our route to take advantage of scenic roads and to mostly stay off interstate highways.

We left Austin by way of US-79N through Taylor, making our way northeast across Texas to arrive at White Oak Manor Bed and Breakfast in Jefferson, Texas for our first night. Jefferson is a charming town that was booming with riverboat traffic in the late 1800's until a logjam was removed on the Red River, diverting water from Big Cypress Bayou and essentially closing down Jefferson's way to do business. Today, Jefferson is

attracting the tourist dollar. Many of the old buildings have been nicely restored and turned into restaurants, shops, and bed and breakfasts.

On Friday, we continued our trek toward Parade crossing into Arkansas on TX-8 at the Red River. Northern Arkansas is beautiful with tall green trees and curvy rivers. I only wished the temperature outside was conducive to putting the top down on the Boxster. It was hot outside, but our Boxster performed perfectly. Our destination for that day was the Heartstone Inn in Eureka Springs, Arkansas where we would spend two nights. I quickly learned that Eureka Springs is the annual destination of PCA Palooza in November. The innkeeper told us how much she loves seeing all the Porsches at Palooza and that many of the hotels and inns are already booked for this year's event. I'm not sure exactly what PCA Palooza is, but it sounds fun ("palooza" is in the name) and I'd like to experience that someday, too.

Eureka Springs is located on a steep hillside. If you are planning to walk to Main Street for the shops and restaurants, like we did, wear your walking shoes, bring water, and exercise for a few weeks before you go, so you can make it back up the hill. We had an excellent dinner at Local Flavor Café. During the day on Saturday we visited Turpentine Creek Wildlife Refuge to see rescued tigers and bears and other exotic animals and learned how these animals are removed from bad circumstances and helped to live a more normal life.

We spent the afternoon shopping in the typical tourist shops on Main Street. Dinner that night was at the Grotto Wood Fired Grill where I had one of the best steaks I've ever had.

On Sunday, we again took scenic roads north to Osage Beach in the beautiful Lake of the Ozarks. We knew we had arrived before the GPS told us because we began seeing Porsches of every color, year, make, and model in front of us, behind us, and at every intersection. As we approached the welcome gate at Tan-Tara-A, one of the hundreds of volunteers handed us a welcomed

bottle of water and directed us where to park for check-in.

"The variety of cars, models, lineage, etc. was a joy to behold. I was inspired by the Parade volunteer organization." —John Boutsikaris

The Parade check-in was in a hotel ballroom and was well organized. We got our nametags, dinner tickets, and event schedule. After checking into our room at the hotel desk, we made our way to our PCA Zone 5 welcome party on the patio. Several different PCA zones had their own welcome parties around the resort. It was nice to see some familiar faces from our own Hill Country Region, as well as meet some new people from neighboring regions.

"What I enjoy most about Parades is the opportunity to meet people from all over the USA." —Tuffy von Briesen

The Pirelli Welcome Party and dinner was next. Hundreds of tables and ten buffet lines set up on the hotel grounds were waiting to feed the hungry Parade participants with a variety of foods including whole roasted pig with all the sides. Before dinner we had our photo taken with the Boxster Register group. Near the entrance to the dinner a mysterious car was draped in black. Everyone was whispering about what it could be and we were all excited about what we thought it was—the new Mission E.

During the dinner, we had a nice welcome and speech from Sheila Schutz, the widow of Peter Schutz, the only American to lead Porsche AG. At the Concourse the next day, several Porsches from the Schultz era were highlighted.

Finally, it was time to unveil the mystery car. Anticipation was high as people gathered around, when finally the cover was pulled back and the prototype of the Mission E, now named the Taycan was revealed. Parade attendees were among the first in the US to see the car in person. It was white and sleek, and larger than I expected. I loved the headlights and some of the unusual design features. Dozens of cameras were snapping pictures. Everyone wanted to commemorate the reveal. In case you are wondering, the correct pronunciation is Tie-Con. (I made a note of that after being at the Porsche factory in Germany last year and hearing them pronounce Macan as Ma-shan.)

According to Porsche the name Taycan means "lively young horse" in Turkish and is a nod to the magnificent horse on the Porsche logo. After getting a good look at the Taycan, we retired to our room overlooking the lake to watch the PCA fireworks show and got ready for the Concours the next day.

"The Lake of the Ozarks is a beautiful area and we were fortunate to have a room overlooking the lake and a good view of the post Welcome Party fireworks." —Jon Hornaday

I always love a good Concours, a competition of cars of all years and models that are all parked together, often on the grass of a golf course, so participants and judges alike can examine them and ask the owners questions. Prizes are given for the best restoration, best preservation, best preparation, etc. It's so much fun to look at all the cars displayed, read the background and specification information provided, and dream about buying an old classic Porsche, or perhaps making a speculative purchase on a not so old Porsche to display at some future Concours.

One of my favorites at Parade was a 1959 356 that was complete with wooden skis, an old tennis racket, and a suitcase mounted on the trunk luggage rack. I can imagine a jet-setter from long ago heading to the Alps for a weekend of fun. Awards were given at the end of the day at the Concours with the winners lining up in their cars to accept their awards.

"We bumped into Wayne Carini of Chasing Classic Cars fame, in the hotel lobby. We enjoyed caravanning and vacationing with friends." —Dave Jurkowski

On Tuesday there were various driving tours offered. We chose to go on the drive to Stone Hill Winery for a group lunch and tour of the facility. Stone Hill Winery was established in 1847, and was, at one time, the second largest winery in the U.S. A lot of our Hill Country Region friends also went on the winery drive.

That night was the Concours dinner in the hotel ballroom, not out on the golf course. After dinner awards were given for such things as Region of the Year, Enthusiast of the Year, and best Newsletter, which our own Horizons would have won if I had been the judge.

Part of the evening is the Stand-Up/Sit-Down game. Everyone in the audience stands up and sits down after the number of Parades they've attended is announced. We sat down first because we had only been to one Parade. By the end of the game, the last man standing had been to 58 consecutive Parades, and another had been to 53. Porsche drivers are loyal.

Our time at Parade ended on Wednesday. Some of the things we missed were the Rally, Autocross and Gimmick Rally, which sounds like a great time.

"Autocross: Hot cars, hot tarmac, fast times and lots of fun with PCA friends." —Lynn Friedman

We also missed the actual Parade of Porsches on the last day. Everyone who is still at Parade lines up and drives through town for everyone to see.

My first Porsche Parade was a success. I thought it was well organized and orchestrated by all the volunteers who contributed over 6000 hours of work. I appreciate that. The next Parade will be in Boca Raton, Florida from July 21-28, 2019. I will go again and plan to stay for the entire week.



ZONE 5 NOTES

BY JON JONES



Fresh off PCA Parade 2018 at Lake of the Ozarks and it was a lot of fun. This was my first full Parade (Spokane last year was official duties), and since it was so close, my wife Joy and I decided to take in the whole spectacle. And we did, from volunteering at Concours, Rally, and Autocross, to Tours and the banquets, it was a great time. It takes an astounding amount of preparation and organization to get a successful event, and this year was no exception. My hat's off to all involved, and especially to the 800+ volunteers who made it happen. As with most of PCA, without the volunteers, our events wouldn't happen.

Did I mention volunteering? I did, and I think I enjoyed this the most. Being a volunteer gets you up close to the action – the education alone is worth it. At the Concours, Joy and I were “timers and runners” – timing the judges inspection of each car assigned (5 minutes!), and running the score sheets up to the scoring tent. It was fascinating watching the judges do their thing, what they look for, what they don't, and the consistency they apply to every entrant.

At the Rally, we worked a checkpoint. This was a Time, Speed, Distance rally (TSD) with a set route and leg times established by the rally master. Those closest to the times for each leg score the fewest penalty seconds and do the best. A rally checkpoint is where the cars enter to get their time for the previous leg of the route. As the car enters the checkpoint, the time is recorded on the official clock. The car is then assigned an “out” time from the checkpoint and given a time slip with their official time recorded. All goes well if the cars come in one by one, but sometimes they come in as a clump – we had 6 cars at one time all getting their times processed. But it worked! It was great.

At the Autocross we shagged cones, which was pretty mellow, but I was mostly impressed with the organization. Each of the five corner stations had its own pop-up canopy, a giant cooler full of waters and snacks, a red flag to stop the action, and we all got our own fluorescent vest to take home. Cool!

Each volunteer shift we did was HOT. But it was all good since we were well supplied with water (Are you hydrating? Here, have a water – all common words throughout the week).

Once our volunteer shifts were done, we did a driving tour up to the National Churchill Museum in Fulton, MO, played in the pool, rented a ski boat, and ate. And ate. Joy said she gained a couple of pounds over the week – I, of course, would never notice.

Zone 5 members were well represented at Parade, and a special congratulations to Maverick Region's Bill Orr for receiving the PCA Enthusiast of the Year Award. Well-deserved recognition for Bill's tireless efforts on behalf of Maverick Region and PCA. In addition, Longhorn Region's R.J. Wilmoth and Linda Bosko received the 2018 Zone Rep Award. R.J. and Linda's efforts at collating and cataloguing PCA and Porsche history are invaluable. Congratulations to all of the many Zone 5 award winners.

And to top it off, it was so great to see James and Wendy Shoffit. After their many struggles last year, it was so nice to see these amazing fighters at Parade and doing so well. A tip of the old Porsche ballcap to them both – I admire their courage and grit.

In sum, I would say Parade was lots of fun and well worth the time spent. While we may not go to Boca Raton next year, if you have the chance, don't miss it.

* * * *

Wanna go racing? If you have the bug to see what it's like out there on track, PCA offers a great opportunity to get you on the path to competition. It's called Drivers Education and PCA does it best. DE is NOT racing. By design, DE is structured to allow you to develop your skills in order to experience your car in a safe, non-competitive environment. You progress as quickly or as slowly as you feel comfortable with. As always, the goal is to have fun. Along the way, if you decide to take the next step, PCA is there for you.

With the foundation of skills learned in DE, you can move up to PCA Club Racing. In fact, many drivers do just that – after experiencing a couple of years in DE they decide to turn it up a notch and get their Club Racing license. There are many ways to qualify for a PCA Club Racing license, but it is spelled out in the Club Racing rulebook that DE is specifically a pathway for getting a license. What a great opportunity!

And something else to think about – PCA Club Racing now offers a Vintage Group! Run under the Club Racing Rules – all safety and equipment requirements apply – the Vintage Group is a lower stress environment for Club

Racing. Many vintage organizations promote their events as more “gentlemanly” than other racing since the drivers are concerned with preserving their racing cars as well as driving them. And PCA's Vintage Group is no exception. In fact, the Vintage Group was started by Club Racing in response to concerns from drivers about putting their cars into the Club Racing mix with Boxsters, Cup cars, and other full-out racers. Not that these other drivers are dangerous or “go for broke”, but there is always a chance of inadvertent contact in any racing series, including PCA.

PCA's Vintage Group puts all the vintage cars in their own run group with an extra level of care. There are lots of older Porsches out there sitting on the sidelines – PCA Club Racing Vintage Group is the place to be.

PCA conducts its DE events with and without instructors, but they are always done with PCA insurance, and run by PCA staff. Having driven at other track events, we know that the level of safety, instruction, and organization at a PCA DE event is without peer. Other events may be cheaper but is it worth the risk? So, check out a DE event near you soon, and if you get the racing bug, you know where to start.

Each region has dinners, drives and other fun times for all of you, the members of PCA. Get out there and enjoy your friends and your Porsche!



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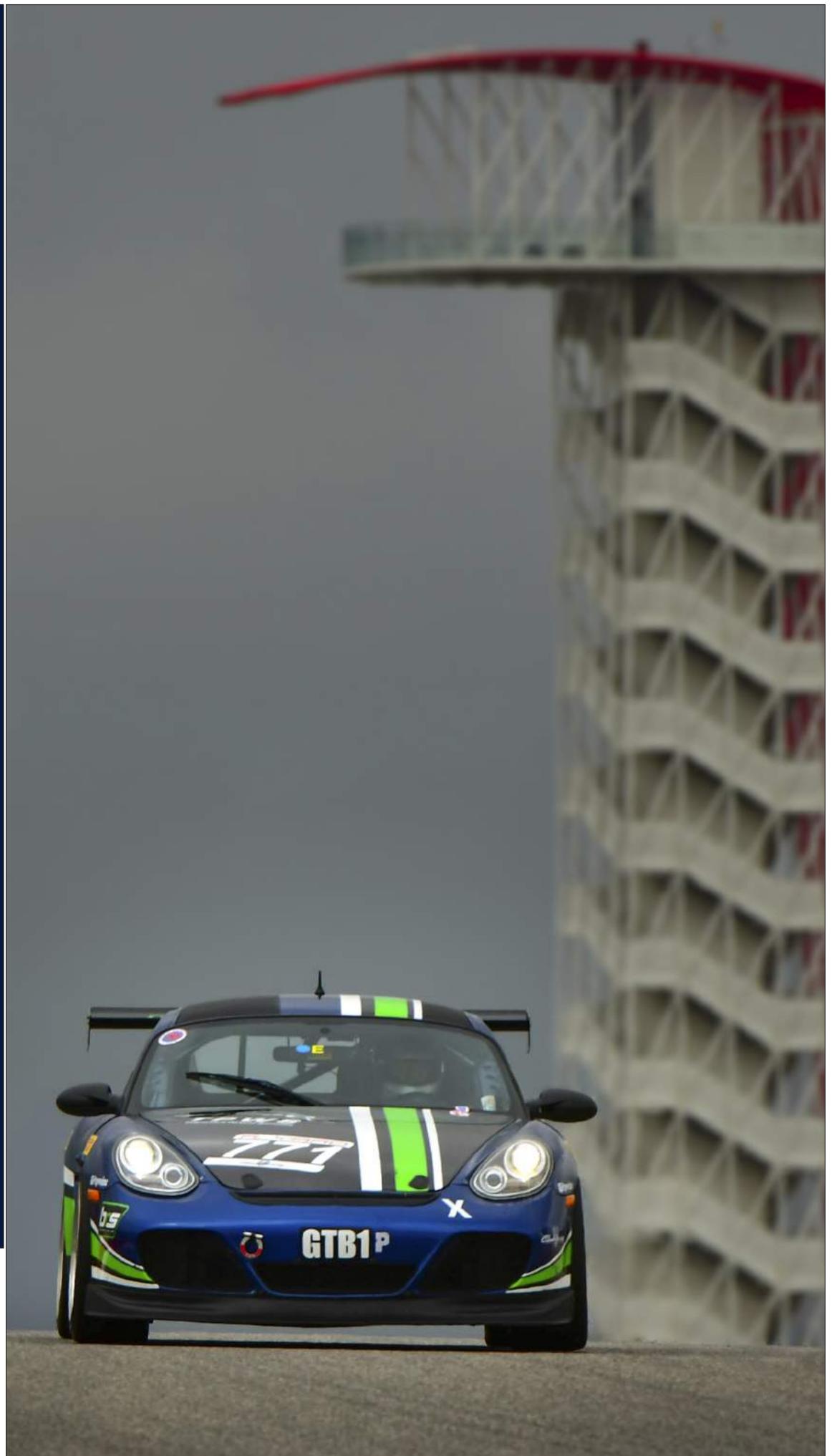


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FOR THE
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OF THE
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STORY & PHOTOS
BY RYAN YARD



*How Passion Can Fuel the Conviction
to Transform a Life, Physically and Mentally.*

As a 41-year-old weighing 320 lbs with zero experience driving race cars, I was a rather unlikely race car driver. Yet now, as a father of two, I'm well on my way after reaching the podium 3 times in my first 5 PCA Club races. Over the last year, I've worked hard to defy the odds, the norms, and all things practical and expected.

A few years ago, in my late 30s, after returning to Texas from a 12-year stint in New York City, I decided to restore a 1974 Porsche 911 with my father, a long-time fan of all things air-cooled. At the time, I thought it would be a great bonding experience that my then 4-year old son and I could share with my father.

Seeing that Porsches piqued my interest, my family gave me a gift card for an exotic driving experience with Longhorn Racing Academy (LRA) at Harris Hill Raceway. One spin around the track and I was instantly hooked, so much so that I told the owner Varun Ilnani "I am going to buy your car." I fell in love with the beautiful peridot metallic green Cayman R that I drove during the experience.

Varun thought I was joking, but after two return visits to LRA driving that gorgeous green Cayman R, I ended up doing just that. There was an instant connection with the car, and I knew that it was destined to be my companion while I developed my driving skills. Looking back, it was amazing to have the experience of driving both an air-cooled 911, and a water-cooled Cayman, both so different, yet so uniquely Porsche.

I had tapped into a passion like never before, finding joy, peace and exhilaration all at the same time. When you're in the car at speed, in a corner, surrounded by other cars, you're completely in the moment—you have no choice but to be present and self-aware. Learning to drive competitively soon became my conviction, and I found my life began to orbit around it. I started thinking, 'What can I do while out of the car so that I can have the most enjoyment while I'm in the car?' I realized that I needed to take control of my health if I wanted to be competitive.

With the newfound call of racing cars competitively, I proceeded to lose nearly 100 pounds over 6 months. At the same time, I completed 45 days of on-track driving in less than 12 months in that beautiful green Cayman R. This included 5 PCA High Performance Driver's Education (HPDE) weekend events, and many one-on-one coaching sessions with the patient and experienced Courtney Rivers, an instructor with the Longhorn Racing Academy.

The experience of working with instructors and progressing through the different run groups from Green to White set me up for success in club racing. The PCA HPDE program





PHOTO CREDIT JONATHAN HAGGAR

helped me establish all the fundamentals, which allowed me to have fun, be safe, and pursue my passion.

"I really enjoyed driving with Ryan, watching him work with Courtney, and the other Porsche instructors, progressing through the PCA HPDE program, to then ultimately achieve his goal of Club Racing" - David Gross, Hill Country Region Driver Education Chair

After completing that training, I attended the Porsche Sport Driving School in Birmingham, AL, led by famed racing driver Hurley Haywood. I earned both a Sports Car Club of America license and ultimately my PCA competition license.

From there, I knew I needed a car, so I went to visit Bilt Racing Services (BRS) in Illinois. They have set the standard for winning cars in the Porsche Club Racing GTB1 modified category, my class of choice. Once I saw their work, I knew I had to have one of their cars to compete - so I traded the 911 that we lovingly restored with my father, and the Cayman R that I purchased from Longhorn Racing Academy for a BRS race car.

With the immense support of local independent Porsche workshop TPWS Inc., I entered my first PCA racing event, the Carrera of the Americas, at Circuit of the Americas. Before the race even began, we achieved the fastest qualifying time in the GTB1

class for my first sprint race.

Wheel-to-wheel contact with another car in the first sprint race prevented me from finishing and forced me to begin the second sprint race in the rain, on slicks, at the back of the grid. But laser focus and sheer determination kicked in, and I passed 16 cars in 13 laps. By the end of the weekend, we had placed second in class in my second sprint, and third in class in the endurance race. This put us on the podium for two of three races, while earning the Hard Charger and the Rookie of the Race awards.

For our second race weekend, also with support from TPWS, I decided to return to the gorgeous Barber Motorsports Park, this time with co-driver Colten Miller, a renowned late model dirt track racer with his sights set to "convert from dirt." Colten and I became fast friends while attending the Porsche Sport Driving School under the instruction of Sherman Engler and Cass Whitehead.

I continued my success by taking my first overall victory in the first sprint race of the weekend. And with Colten at the wheel, we proved the speed of our Bilt Racing Services and TPWS-prepared GTB1 by setting the lap record for the class at Barber Motorsports Park. Our next race will include another trip to the podium and another track record at Road America in September.



Eventually I plan to build out a new small business motorsports technology company, *ryracing*, LLC, while continuing to establish lifelong habits that will improve my fitness and endurance.

I am working toward a professional racing series with the ultimate goal of driving with my family, friends and partners at my side in the 12 hours of Sebring. I am committed to the transformation and will endure the sacrifice to follow my passion.



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DRIVING TOUR HIGHLIGHTS



Some challenging obstacles during a recent Texas Hill Country HCR driving tour. Photo Credit: Edwin Mangalindan

PCA CLUB RACING DRIVEWAY TO RACEWAY: RYAN & STACIE VIRDEN

STORY & PHOTOS BY KATE TAYLOR



Ryan and Stacie Virden - a husband and wife PCA Club Racing duo - race in the SP1 class in their 944 Cup cars against each other.

“Where to begin? We are very equally matched (near the back) and race each other hard,” Ryan Virden said. “But neither of us want to deal with body work!” Stacie even raced just eight weeks after giving birth to the couples’ son. Now that’s dedication!

THE APPEAL

Ryan: I longed for a Porsche 911 for most of my adult life. I got *The Magazine About Porsche - Excellence* for years and knew that track events existed. After my wife talked me into getting a Boxster in 2004, I asked if I could take it to a Driver’s Education event. That was it - we were addicted. She did not even drive at that event. On the way out of Texas World Speedway, Stacie told me, “You are never driving my car again at the track. You have to get your own car!” She was driving next time. We flew to Memphis, Tennessee within three weeks to pick up our first

944. The Texas regions of PCA really do know how to hold a track event.

Stacie: I wanted to drive at the track! Anyone in my family will tell you I wanted to be a racecar driver when I grew up. My dad raced dirt track cars while I was growing up and I went to many of those races.

Paddock INSIDE SCOOP

Ryan: On my rookie race weekend at Hallett Motor Racing Circuit, I passed Stacie somewhat in the grass at the start. That was a bit hard to explain.

Stacie: I got my race license a couple of years earlier than Ryan because we were trying to stick with one race car. I got pregnant after my first race, and I was worried I might have to give up racing. Ryan delivered me to the hospital in our 911. In the delivery room, I was yelling at the doctor, “No C-section! I have to race in 8 weeks!” It took 15 hours, but I was not going to miss that next race at TWS. Ryan had to go home during the labor to unload the racecar and





trailer from our SUV, so that we could take our son home in a car seat. He had our car at Eagle's Canyon Raceway that morning after picking it up from having a lot of work done. He was shaking it out for my first race after giving birth. That is dedication.

THE VIRDEN'S PORSCHE LINEUP

- 1995 993 C4
- Ryan's 1988 944 race car
- Stacie's 1986 944 race car
- A couple of 944 parts cars

Ryan: We traded our perfectly good 11-month-old Boxster in for the 993 when we found it. It was Stacie's daily driver up until we could not get the infant car seat in it.

ADVICE TO NEW DRIVERS

Stacie: I still stand by the advice that I gave every blue and green student I ever had in a classroom, "Sell your high horsepower car and get a low horsepower,

disposable car to learn to race in. There is nothing worse than having to brake mid-corner to not rear-end a car with two to three times the horsepower of our cars."

Ryan: Most guys at the track really wish their wife was into driving. It is great - I admit it, but you do have to be careful what you wish for. Neither of us tell each other "no" on budgets. Two cars can quickly get out of hand which is why we are both in SP1. Everything is times two! But, I wouldn't change it for anything. Now, the real problem is our 5-year-old son is asking when he gets a race car!

PCA Club Racing has a class for all Porsche sports cars, including both street and modified cars. To learn about PCA Club Racing and how to get started, visit the PCA Club Racing page at PCAClubRacing.org for more information. There you'll find information on how to get started, rules, and other useful knowledge on how to get your own Porsche on track.





DRIVER EDUCATION: FROM AN INSTRUCTOR'S PERSPECTIVE

STORY & PHOTO BY BOB HIERONYMUS

It's the first run of the first day of a weekend driving school. The students and instructors in your run group have been called to the grid. As an instructor, I look forward to riding with a new student as much as the student is looking forward to getting out on the track. From the first handshake on the grid, the learning process begins for both student and instructor. As an instructor, there are several things I want to know about you. Is this your car? Do you drive it on the street on a regular basis? (Interestingly, many students will be driving cars that belong to friends or family members and in which they have little experience.) Have you modified the car in any way? Have you attended any driving schools previously? Why did you sign up for this event? Are you a speed junkie? Do you want to improve your car control skills? Maybe you just want to become better acquainted with the car and its capabilities? Do you just want to enjoy your car in a safe setting? Did your best friend or significant other convince you that this would be a neat thing to do? What are your expectations for the school? Do you have specific goals for the weekend?

All of this information helps me structure an approach to helping you get the most out of your weekend.

My Goals for You for the Weekend

Time to get in the car and get out on the track. There is a lot to get done over the weekend. As an instructor, I have several goals for you to accomplish over the course of the event.

Learn the track. Which corner is coming up next? What's over the hill that we can't see? At any point on the track, the driver needs to know the next corner or series of corners to position the car properly and select the right corner entry speed. But you can't really learn about driving the track until you have it thoroughly memorized. The sooner you get this under your belt, the sooner you can focus on the proper driving technique for each corner.

Unlearn bad habits. Do you have any bad driving habits? Most people do. It's not that some of your

current driving techniques are wrong, they just may not be suitable for high speed driving. Do you drive with your right hand resting on the shifter? Do you drive with your left foot positioned in the air over the clutch pedal? Do you shuffle your hands around the steering wheel as you drive through turns? Are you jerky with the throttle, brake, shifter or clutch? We'll work on banishing such habits from your driving repertoire.

Learn the driving line. There is a path around the track that will allow your car to attain maximum speed. The path is determined primarily by physics but also, to a certain extent, by the characteristics of your car. You will learn the basic principles of the driving line in the classroom and your instructor will help you learn the actual driving line on the track. It's all about car placement – for each corner, you will learn where to place the car to allow you drive through the corner and around the track in the fastest time.

Learn proper high-speed driving technique. Or to put it another way, start ingraining good driving habits for the track. Proper steering, braking and shifting are important, of course. But the most important, by far, is coordinating your vision with your hand and foot motions. Where you should be looking, and when, is as important as the position of the car on the track, and is absolutely key to smooth driving and getting the best out of you and the car. I will teach you to turn your head to look in to the turn in advance of actually turning the wheel to enter the turn. Where your head is pointing is every bit as important as where your car is pointing. Different instructors have different methods for helping you learn proper vision

techniques, but it is the most important concept to master in high-speed driving.

Adjust attitude. Many students are surprised at the amount of new information they are asked to absorb. After all, you have been driving since you were a teenager and you consider yourself a competent driver. You drive every day and you do it without thinking twice about most of the actions you take. High-speed racetrack driving should simply be a refinement of your current driving abilities and skills, right? But now your instructor is pointing out that some of your driving techniques are not suitable for high speed track driving. You must learn the track, the driving line and a new set of basic techniques. And you must break some ingrained habits in the process. The concentration required to internalize all this is much more than is required of you in your daily driving on the street. You may be thinking, "Hey, this is hard work! I came here to have fun!" Relax. Once you accept that there will be some work involved, learning these new skills will be fun, too. You may need to work hard at first, but then the fun begins, along with the sense of accomplishment from learning new skills.

How fast do you want to go?

One of your goals may be to go fast – faster than you can do so safely on the street. The controlled environment of a driving school on a racetrack or other closed course is a safe place to do this. The key to fast driving is smoothness and consistency. The driving line is the fastest path around the track. As I said before, it's all about car placement, and if you are relatively new to this track and track driving, it's tough to place the car in the proper position on the track if you are going at very high speeds.

The key is to practice driving the line at moderate speeds until you can do it consistently. Once you have the line down, you can easily and comfortably add speed. If you try to go fast before you can consistently drive the line, the result will simply be sloppy driving – you may feel like you are driving fast but, in fact, you will not be going as fast you could be because you are driving 'off line'. Smoothness is important because a car driven at its limits can be easily upset by jerky motions of the driver. So for both your learning progress and for safety, your instructor will want you to keep your speed moderate until you have demonstrated you can drive the line smoothly and consistently. Then you can add speed with confidence.

As you spend more time in the car with your instructor, your level of skill will increase. Progress comes at different rates for different students, however. Some students have a natural talent for high-speed driving and car handling. Many don't. Having some natural talent for high speed driving helps the learning process, but is not required. You can become proficient in high speed driving by working at it. I, for example, do not have a lot of natural talent for high-speed driving but, when I was a student, I worked hard with my instructors to acquire the necessary skills. The guys with real talent will gravitate towards racing with the guys in NASCAR and IndyCar on the weekends. The rest of us will be content with having the time of our lives highballing around the racetrack at sports car club driving schools!

At the end of the weekend, you will probably be driving much faster than you were at the start of the school. But the fun does not stop when you pack up the car

to head home when the school is finished. The skills you learn on the track will be extremely useful for driving on the street.

As your track habits become ingrained, you will notice a difference in your driving on the street. You will find yourself more aware of the traffic around you. You will find yourself looking further ahead. In general, you will be planning the actions you take as a driver rather than simply reacting to road and traffic conditions. You will be a smarter, safer, better driver in all situations. You will have a greater respect for your car and for the skills required to be a good driver. You will take these new skills home with you and use them every time you get behind the wheel.

How you can help the learning process

So, what can you as a student do to help the learning process? Keep your track map handy. It may not mean much to you before you have been on the track, but once you have, you will be able to associate a mental picture with every point on the map. After your first run, go sit somewhere cool with a bottle of cold water, close your eyes and mentally drive around the track, using your track map as a reminder when you can't remember what the next turn is. Do this after each run session until you can mentally drive around the track without looking at the map. This will help you memorize the track faster, and let you focus on the business of driving fast sooner.

Some drivers who have driven the track before have in-car video cameras and will have recorded one or more laps around the track. You may have access to some of these videos from other drivers in your region or on your region's website.

I personally have not found these videos to be useful for learning the track initially because the lens angle is not wide enough to pick up the reference points off the track that will help you know where you are on the track. (Once you have spent some time on the track, these videos will become more meaningful.) So grab that cold bottle of water and the track map and find a shady spot. Drive the track in your mind. It will reinforce your memory of the track and get it imprinted in your brain a lot sooner.

Another important thing you can do to aid the learning process is to work actively with your instructor. Your instructor will do everything he or she can to help you learn, but if you feel that there is some information that your instructor is not giving you that would be useful to you, by all means speak up.

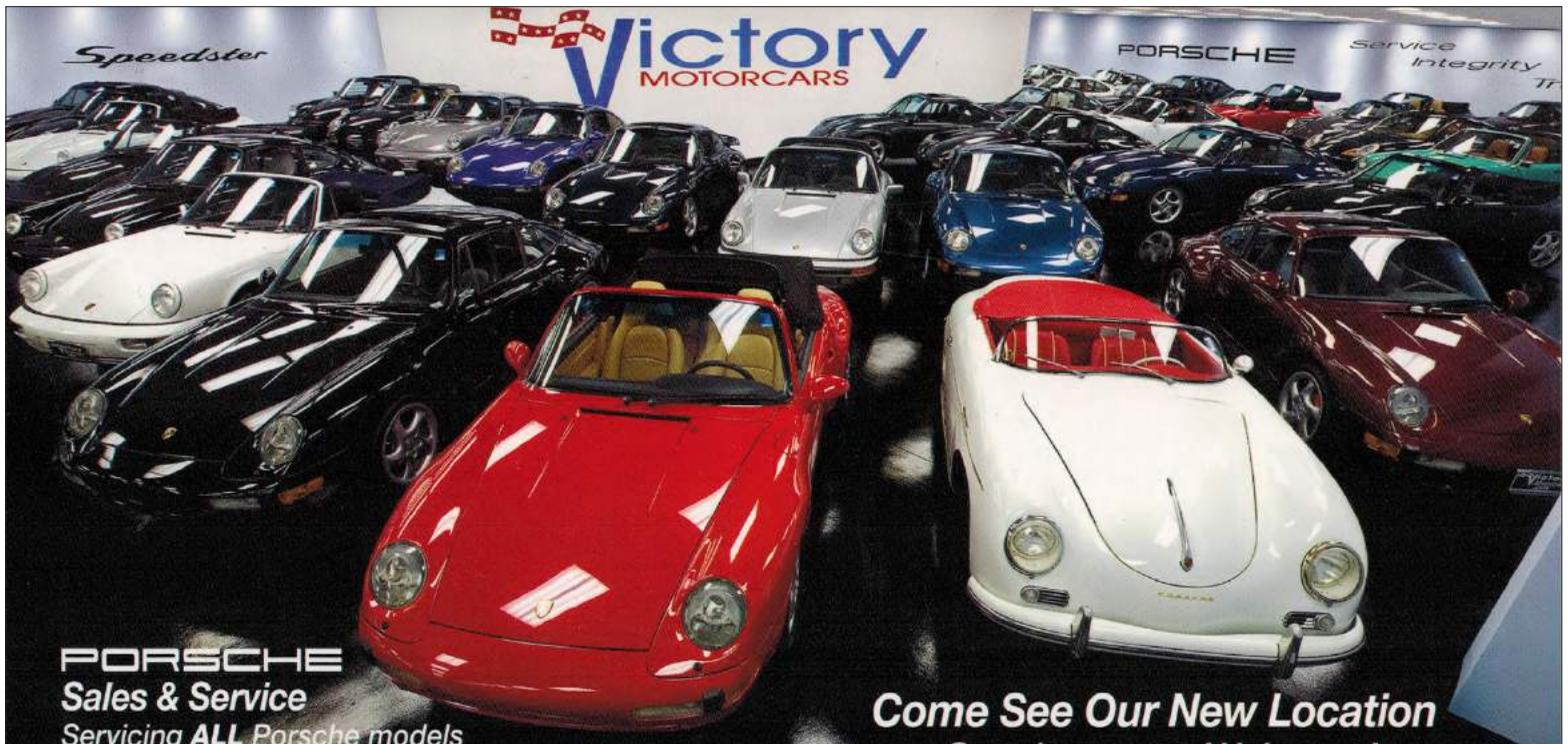
Ask questions if you don't understand what your instructor is telling you or if you don't know why you are being told to do something a certain way. You probably parted with a healthy chunk of change to attend this school, so demand your money's worth from your instructor.

Finally, realize that all instructors are different, and each one has a slightly different perspective on driving and on instructing. While it is most productive to spend the weekend with one instructor, you will benefit from attending multiple driving schools and driving with other instructors and getting their different perspectives. This will broaden your knowledge of high speed driving.

Your instructor is as motivated as you are to see you make progress in your driving knowledge and skills. As a student, I was always elated when I saw my driving skills and abilities improve. And it was usually the direct result of an instructor who took a sincere interest in helping me improve my driving. I was always grateful for that. In return, I get great satisfaction from helping my students improve.

So how do I measure success? Success is when you tell me after that last run of the weekend that you can't wait to sign up for the next driving school. See you at the track.

Bob Hieronymus has been instructing at Porsche Club and BMW Club driving schools at racetracks in the Northeastern U.S. and in Texas since 1996. This article is a revision of one that first appeared in HORIZONS in 2006, and again in 2014.



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COMMUNITY FIRST! VILLAGE

STORY BY LISA MOORE
PHOTOS BY MOBILE LOAVES & FISHES



Community First! Village is an inspiring community of formerly homeless individuals in Austin and is a development of Mobile Loaves and Fishes, a Hill Country Region 2018 charity.

Mobile Loaves and Fishes (MLF) was founded in 1998 by Austin area resident Alan Graham to feed the homeless in our community. The first Mobile Loaves and Fishes team realized that while they provided food to homeless people, they were really providing human contact. Everything MLF does is about relationships.

For a typical food truck run for Mobile Loaves and Fishes, the volunteer group meets at one of the MLF commissaries to prepare the food, which is something that can easily be handed out, like hotdogs or sandwiches. They load the truck with the sandwiches, and add hard-boiled eggs, fresh fruit, chips, sometimes treats like cookies. Also added are new socks, and some donated clothing items. They fill the truck water reservoirs with fresh water to make coffee or hot chocolate and set off to pre-designated areas to greet the homeless. The men, women, and children are happy to see the MLF truck enter their living area. They line up and are given something to eat and drink. Importantly, the MLF volunteers take time to chat with each person about friendly topics.

Complementing its truck ministry, Mobile Loaves & Fishes is also the visionary behind Austin's innovative Community First! Village, a 27-acre master planned development that provides affordable, permanent housing and a supportive community for the disabled, chronically homeless in Central Texas. Additionally, Mobile Loaves & Fishes' Community Works program provides micro-enterprise opportunities that enable formerly homeless men and women to earn a dignified income, develop new skills and cultivate enduring relationships as they take part in a restorative journey home.

I had the opportunity to tour Community First! Village a few months ago. I was impressed with the real feel of community. The residents live in an innovative

mix of affordable housing, adorable tiny houses that open toward each other to promote interaction and encouraging conversation. The grounds at the Village are welcoming. Walking paths under big trees lead to meditation spots. A yard-size chess set is available for play.

One thing that surprised me about the Village is that not only do chronically homeless people live here, but also people who have given up their homes in other parts of Austin. The want to move to Community First! after visiting or volunteering there. Some people are in a missional type role. Entire families with little kids have moved to Community First! to be in the loving and nurturing environment.

The Community Works program at Community First! includes Genesis Garden, an art studio, a forge and woodworking shop, and concessions and catering. Residents of Community First! can work in one of the areas and anything they produce can be sold with that person keeping all of the profits. Also available is an oil change, lube, and auto detailing service. Following are descriptions of each work opportunity from the Community First! Village website.

Through Genesis Gardens, neighbors from all over Austin come together to roll up their sleeves and engage with Community First! residents, practice hospitality, recall what it means to put down roots, and share the abundance of our yields. The bounty from the garden is washed, bunched, canned, pickled, preserved or cooked and provided to neighbors throughout the Village — giving them direct access to the best vegetables on Earth!

The Community Art House provides a means through which the talented, creative artists produce some of the best work in Austin. The art program provides a safe, supportive environment that fosters healing and creative expression. Mobile Loaves and Fishes partners with Community First! To assist in the promotion of sales of their artwork, supporting their effort to earn a dignified income.



The Community Forge & Woodshop empowers the Community First! friends to engage in the creation of timeless crafts while also earning a dignified income. Through blacksmithing, woodworking and a range of other projects, the men and women in this Community Works program become part of a restorative journey toward social contribution, financial stability and a mastery of handcrafting skills.

The craftsmen and artists receive 100% of the profit from the sale of their products, enabling them to become more settled and experience greater stability in Community First! Village. They also encounter a greater sense of purpose, healing and friendships — foundational components of life that every person needs and deserves.

The Community Catering & Concessions program provides opportunities for Community First! residents to earn a dignified income while helping to prepare and deliver meals, treats and refreshments during privately-catered and Village-wide events. The Community Catering & Concessions family includes the Community Grille, delivering “Honest to Goodness” hamburgers, hot dogs, Frito pies, candy, popcorn, s’mores kits, drinks and other treats for the soul; and the Goodness Grille, for preparing and serving brisket

and other carnivore-friendly meals at large events. The neighbors at Community First! Village have also learned how to provide auto detailing, oil and lube services, creating another opportunity for honorable work.

Community First! Village is welcoming to everyone. There is a large outdoor movie screen sponsored by Alamo Draft House and screens movies on Friday evening. Concessions are available. After the movie you could spend the night at the village in a real tipi, or a tiny house that is set aside for renting out as a bed and breakfast. In the small grocery store you can buy some artwork from a resident.

Coming up in October, the Hill Country Region club members will take a tour of Community First! Village and will share lunch with some of the residents at the Goodness Grille. You will be surprised at what a wonderful place Community First! Village is to live, and you will be happy that our HCR charity for 2017-2018 is Mobile Loaves and Fishes. Watch for more details soon!



TECH SESSION: WINDING ROAD RACING

STORY & PHOTOS
BY JONATHAN HAGGAR



Photos from Top Left, Counter-Clockwise: Tuffy von Briesen kicking off the session, West Dillard demonstrating brake inspection, HCR Chief Driving Instructor West Dillard discussing track preparation, Juliann Pokorny explaining safety equipment.

Our second tech session of the year in May focused on preparing your car for a Driver's Education (DE) event and general safety related to both track and street. Winding Road Racing generously hosted Hill Country Region members at their impressive service shop and retail store located at 2500 McHale Court.

Winding Road Racing (WRR) offers everything needed to participate in a DE or race. They stock all types of safety gear, offer track car preparation and provide driving support. They are also authorized to perform pre-event tech inspections for PCA DE events.

HCR Chief Driving Instructor West Dillard led an informative and interactive discussion on car preparation and track safety. For demonstration, he used a track prepared Porsche on one of the lifts in WRR's shop. Most of the required elements of a PCA DE Technical Inspection were covered and participants received a copy of the form for future reference. Dillard engaged the audience with his friendly delivery and depth of knowledge.

For first time DE participants, Dillard pointed out that there is a lot to think about when hitting the track. He suggested it will likely be "harder on your brain than your car". However, this doesn't diminish the need to properly prepare your car. Some of Dillard's DE preparation recommendations include:

- Factory brake pads work well when running factory tires.
- Brake fluid absorbs water over time which decreases its effectiveness. Therefore you should choose one with a high wet boiling point. This criteria mimics 2 year old brake fluid when it is estimated to have absorbed 3.7% water by volume.
- Brake pads should be replaced when worn to half of their original thickness.
- A more aggressive alignment is better for the track but will impact street driving and tire wear - so best to seek a compromise.
- Pedals should provide good grip and factory rubber pedal covers work well. Only use accessory pedal covers if they're helpful, such as for assisting with heel/toe and make sure they are securely attached. Metal pedal covers can be slippery.
- Check wheel bearing for looseness in the hub and replace as necessary.

Following the car preparation discussion, WRR Race Services Manager Juliann Pokorny provided guidance on choosing safety equipment. When selecting a helmet, proper fit is the most important aspect - and some brands will fit better depending on head shape. DE events don't require flame retardant shoes and gloves, so karting gear is a less expensive alternative and is stocked at WRR.

Pokorny pointed out that driving shoes are not intended for a lot of walking. Their thin soles and minimal padding are optimized for driving feel. There are a few 'lifestyle' shoes which offer a compromise between everyday wear and driving performance.

HCR wishes to thank the staff at Winding Road Racing for hosting this great event. Special thanks go out to Winslow Mankin for coordination and to the knowledgeable presenters, West Dillard and Juliann Pokorny.

For more information on Winding Road Racing visit:
store.windingroad.com



TECH SESSION: PORSCHE AUSTIN

STORY & PHOTOS BY JONATHAN HAGGAR



Steve Goodman & Danny McCrew answer questions.



New HCR Tech Session Chair, Charlie Sparks.



<< Adam Zimbelman discussing IMS bearings.



Dustin Karshens performing a dent repair.



Cosmin Chira demonstrating paint care.

Porsche Austin hosted a Tech Session for HCR members on Saturday, July 20th. The format included three different topics with presentations from their go-to businesses for dent removal, and paint reconditioning and protection.

The first hour was a question and answer session led by Service Manager Steve Goodman and Floor Manager Danny McCrew. They answered pre-submitted questions from HCR members in addition to impromptu questions from those in attendance.

The topics ranged from oil changes and routine maintenance to engine tuning and warranty implications. With automotive electronics becoming so sophisticated on modern cars, they strongly recommend reading your car's owner's manual for a better understanding of features and capabilities.

Master Technician Adam Zimbelman was on-hand and fielded many one-on-one questions. He also gave an informative demonstration of the three distinct Intermediate

Shaft (IMS) bearings used on the M96 and M97 engines from 1997 through 2008. Samples of each bearing type were helpful in understanding the differences in size and design.

The second hour featured paintless dent repair with Dustin Karshens, owner of Texas Dent Works. Karshens described his process while repairing a door ding on a Porsche Macan. He first placed a lamp at an appropriate position to reflect light from the damaged area. He then performed a series of "pushes" and "knock-downs" on the dented area using specialized tools. In about 30 minutes, the flaw was no longer visible.

Karshens emphasized that the repair method is dictated by the location of the dent, and whether access is available to the back side of the metal. He prefers to see the damage in person, but a repair can sometimes be assessed from a series of photos showing the location and extent of damage.

The final hour was hosted by Cosmin Chira, owner of

ProReflection Auto Detail Shop. Chira demonstrated his method for safe washing and drying. His recommended procedures are aimed at avoiding scratches to your car's paint. Chira favors good quality microfiber towels over a wash mitt and suggests using a grate in your wash bucket to keep debris at the bottom and away from your wash towel.

Chira also covered two popular methods of paint protection: ceramic coatings and vinyl paint protection film. He gave a brief demonstration of applying vinyl film and attendees were able to view and inspect a green 718 Cayman which had been recently vinyl wrapped by Chira.

The HCR members in attendance had an opportunity to win door prizes, graciously provided by our hosts at Porsche Austin. Special thanks to Steve Goodman and the team at Porsche Austin as well as our new HCR Tech Session Chair, Charlie Sparks for organizing another great event.

HCR LOGO MERCHANDISE



Visit the Hill Country Region PCA Merchandise Store for hats, shirts, jackets, etc. with our local Porsche Club logo.

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PLEASE SUPPORT THESE HCR-FRIENDLY ORGANIZATIONS AND

MENTION THAT YOU FOUND THEM IN HORIZONS!

HILL COUNTRY REGION CALENDAR

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						SEP 2018 HCR CARS & COFFEE @ 09:00
2 F1 WATCH PARTY @ 13:00 - ITALIAN G.P.	3	4 HCR BOARD MEETING @17:30	5	6	7 BOXTOBERFEST SCHNELLFEST DE	8 BOXTOBERFEST SCHNELLFEST DE
9 BOXTOBERFEST SCHNELLFEST DE	10	11	12	13 LUNCH BUNCH @11:30	14	15 HCR TECH SESSION
16 F1 WATCH PARTY @ 13:00 - SINGAPORE G.P.	17	18	19	20 SW HAPPY HOUR @17:30	21	22 HCR BRUNCH PARTY @ 10:00 DRIVING TOUR #7
23	24	25	26	27 NC HAPPY HOUR @17:30	28	29 HCR NEW MEMBER PICNIC
30 F1 WATCH PARTY @ 13:00 - RUSSIAN G.P.	OCT 2018	2 HCR BOARD MEETING @17:30	3	4	5	6 HCR CARS & COFFEE @ 09:00 HCR DEUTSCHE MARQUE CONCOURS @ 10:00
7 F1 WATCH PARTY @ 13:00 - JAPANESE G.P.	8	9	10	11 LUNCH BUNCH @11:30	12	13 DRIVING TOUR #8
14 HCR DRIVING TOUR #8	15	16	17	18 SW HAPPY HOUR @17:30	19 FRANKLIN BBQ F1 DINNER @ 18:00	20 FRANKLIN BBQ F1 DINNER @ 18:00
21	22	23	24	25 NC HAPPY HOUR @17:30	26	27
28 F1 WATCH PARTY @ 13:00 - MEXICAN G.P.	29	30	31	NOV 2018	2	3 HCR CARS & COFFEE @ 09:00 HCR STREET SURVIVAL @ 09:00
4 HCR BRUNCH PARTY - STEINER RANCH	5	6 HCR BOARD MEETING @17:30	7	8 LUNCH BUNCH @11:30	9	10 DRIVING TOUR #9
11 F1 WATCH PARTY @ 13:00 - BRAZILLIAN G.P.	12	13	14	15 SW HAPPY HOUR @17:30	16	17 HCR TECH SESSION
18	19	20	21	22 NC HAPPY HOUR @17:30	23	24
25 F1 WATCH PARTY @ 13:00 - ABU DHABI G.P.	26	27	28	29	30	



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