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Cover Image | Kristin Brown driving an '88 Porsche 911 at Schnell Fest. Photo Credit: Jonathan Hagggar.

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## THE DRIVER'S SEAT BY TUFFY VON BRIESEN

### Milestones. Life is made of milestones. And so is Hill Country.

With sadness, we all mourn the passing of Rika Preuss. Rika was a fixture in HCR ever since I came here in late 2015. She was always smiling, upbeat and having a great time with everyone. She was always willing to help. Rika served for many years on the Board of Directors, was coordinator of our North/Central Happy Hours and frequently volunteered at registration for Club Race and Schnell Fest and many of our other events. She knew just about everyone and most of us knew her. Rika played a role in defining HCR as we know it today. We'll miss her tremendously.

This month HCR membership exceeded 1300 members. What a tremendous accomplishment! From 1000 in January 2016 to 1314 in November 2018 - about a 30% increase. We appreciate all who have joined and renewed their membership, and those who are involved and attend our events. We hope this is an indicator that we are providing the type of activities you enjoy. And please take some time to let our volunteers know what a great job they are doing.

Speaking of volunteers, Bob Hieronymus, our Lunch Bunch Coordinator, wrote an article about volunteering which appears in this issue of Horizons. Please take time to read it. Bob shares his lengthy experience with PCA in both HCR and regions on the east coast as the basis for his article. He provides good insight into what motivates people to volunteer and what you can do if you want to devote some time to serving our region and our members. As the region grows and we implement new activities, so grows 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. If Bob's article stimulates you, reach out at [volunteer@hcrpca.org](mailto:volunteer@hcrpca.org). We'll work hard to find something you'll enjoy doing while contributing to HCR.

Another milestone was the approval of our new bylaws. 98.6% of the HCR members who voted approved the bylaws on October 21. The new bylaws bring some changes. Among them are a restructuring of the Board of Directors, changes in the election process and in general making sure our bylaws are consistent with those of PCA. One of the provisions of the bylaws changes the terms of the elected officers from one year to two years. By the time you read this, the HCR membership will have had an opportunity to decide how to implement this change by choosing whether or not to convert the existing terms from one year to two years and not have an election for 2018; or to proceed with the election and have the new officers start a new two-year term in January 2019.

And yet another milestone: have you seen our new

website? Webmaster John Deviney did 90% of the work himself and the result is awesome. If you see John, please let him know that you appreciate his work. The new site has lots of content, photographs and information, and it looks great! There are links to our Facebook and Instagram sites. What you see now may not be what you see in six months as John will be fine tuning the site over the next several months.

Our Strategic Planning Committee continues to work on drafting the HCR Strategic Plan. The proposed plan will focus on Cars, Camaraderie, Community and Club and will provide recommendations to carry us forward for the next three to five years. Important throughout this process is the responsibility of the Executive Council and the Board of Directors to communicate with our membership. We want to know what you think about HCR, what we are doing and where we are going. Committee members Gordie Robbins and James Dilling are drafting a series of articles for Horizons (including one appearing in this issue) that will summarize the results of the survey we asked you to complete last spring and provide a summary of the framework for our strategic plan. They plan to have a presentation at our Annual Meeting in January 2019.

And lastly, I want to take a moment to talk about our most recent community service activity. On October 13, 26 HCR members had lunch at the Community First! Village (CFV), a community developed by Austin's own Mobile Loaves & Fishes (MLF). When Jon Hornaday arranged for us to visit, frankly I didn't know quite what to expect. My perception of the homeless in Austin are the images we see of those under the bridges on I35 near downtown. When we arrived at CFV, I was amazed. CFV is a unique project designed to help the chronically homeless and disabled find affordable and sustainable housing.

CFV helps to empower those less fortunate by giving them more permanent housing consisting of tiny homes and RV trailers. CFV includes resources like a medical clinic, workshop, community gardens, and memorial area. About 250 people, who were formerly homeless, are now residing in surroundings that would be a credit to any community. All individuals pay rent for their homes by working at various jobs in the community. HCR donated \$3,000 to MLF, and it is worth every penny. If you want to see something that is really making a difference, stop by the Community First! Village.

As we approach the holiday season, on behalf of the HCR Executive Council and Board of Directors, we wish the best for you and yours. Thanks to you and your support to HCR, our volunteers and our activities; HCR is among the best in PCA. We are always striving to do better and always welcome your feedback, positive or negative. If you have any comments or questions, please email me at [dvb0415@gmail.com](mailto:dvb0415@gmail.com).



THIS ISSUE OF HORIZONS IS DEDICATED TO RIKA PREUSS.

## MEMBERSHIP REPORT

BY GORDIE ROBBINS



MEMBERSHIP TYPE	Aug'18	Sep'18	Oct'18
PRIMARY MEMBERS	884	888	894
AFFILIATE MEMBERS	407	412	420
<b>TOTAL MEMBERSHIP</b>	<b>1291</b>	<b>1300</b>	<b>1314</b>

### ANNIVERSARIES (years)

(5) Oscar I. Hernandez	(10) Michael R. Seningen
(5) David P. Williams	(10) Penne Funk
(5) Lance J. Giambelluca	(10) John R. Nagle
(5) Larry C. Moseley	(15) Chris Eckhoff
(5) Jan De Waal	(15) Raymond L. Arthur
(5) Bonnie Coleman	(15) Bruce McNeill
(5) Eric C. Su	(20) Kenneth M. Kuchar
(5) Charles D. Pummill	(20) Herb Distefano
(5) Gary Bixler	
(5) James Dilling	(30) Michael Castleman

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**MEMBER PROFILE: DAVID WILSON**  
INTERVIEW & PHOTOS BY JONATHAN HAGGAR



*We came across David Wilson and his 1986.5 928S at two tech sessions earlier this year. David was kind enough to share his car and Porsche experience with us.*

**Horizons: When did you join PCA Hill Country Region?**

**DW:** I joined the Rocky Mountain region PCA in 1997, then moved to Austin and joined HCRPCA in 1999.

**Horizons: How and when did you acquire this Porsche?**

**DW:** Bought her on Bring a Trailer in July of 2017

**Horizons: What is your favorite thing about your car?**

**DW:** The shape, the sound, the drive and smell of the leather. The car drives much better than I had ever anticipated. The stereotypical notion I had about how 928s drove was way off the mark. This car turns in well, has confidence-inspiring brakes and is very well-balanced. I was blown away.

**Horizons: Tell us about a notable drive or road trip.**

**DW:** I drove to the 12 hours of Sebring in March, 1,200 miles each way, and tent camped behind her the entire weekend. She got a lot of compliments like, "what a cool car", "you drive a 928 and sleep in a tent?", and "you fit all that into your 928?" The drive to and from, along with the infield parties all weekend, was a great experience. I wish I had driven to Rennsport this year.

**Horizons: What makes your car unique and what drew you to it?**

**DW:** Well, it's the 86.5 model, which has the old-style bumpers with the new (for 1987) S4 brakes and suspension. It's a 5-speed in Prussian Blue with tan leather interior - a unique combo. In addition, I'm working on upgrades to suit my passion of track time, i.e., suspension, brakes and power.

It's my dream 928 starting point. Blue is an important factor. I had a 1973 911T that was Sea Blue. Most of the old school members remember that car. It didn't run when I bought it, and before long I upgraded it with a 3.0L with webers, then with a 3.6L along with an early magnesium case 915.



**Horizons: What makes this car special to you?**

**DW:** I've more or less rebuilt the car mechanically, which makes it special to me because I can drive it with confidence. 11,000 miles in the first year, not including the first 3 months it sat on jack stands.

**Horizons: Has your car had any restoration?**

**DW:** Other than a mediocre paint job by the previous owner and the mechanical I work mentioned, no. The car is in great shape with the typical list of targeted repairs and upgrades.

**Horizons: Have you done any modifications?**

**DW:** The brakes are awesome in stock form so I'm simply using good fluid and moving to street/track pads. The suspension rides wonderfully so I'm going to limit mods to lowering and installing adjustable drop links for now. I may go with stiffer springs soon though. The engine is being left mostly stock except for some racing injectors, an upgraded timing belt tensioner and a chip set that's claimed to produce 330 hp.

A dyno run is in my near future. I installed an "X" pipe, which eliminates the cats, and the rear muffler has been removed. All that remains is a pair of resonators. Holy cow this car sounds good! Although I love the

flat dish wheels that came on the car, I've upgraded to 18x8 inch (f) and 18x10 inch (r) wheels from a 2008 Carrera C4S. This gives me 295s in the rear which look yummy!

**Horizons: How did you become interested in Porsche?**

**DW:** Since grade school I've just been drawn to Porsches, along with Ferraris and the Countach, of course. But the Porsche was less of a fantasy and more of a goal. I used to stalk the local Porsche dealership while I was in college back in Charlotte. I loved the 964 Carrera and 928. And in 1992 I bought my first Porsche, a 1987 944 Turbo, metallic black with black full leather. What an amazing, quick, nimble little car - and with that hatchback, she was versatile for some young guy a couple years out of college. God, I loved that car!

**Horizons: What do you love most about Porsche cars?**

**DW:** They are simply solid cars that are a blast to drive. Walking around Rennsport Reunion reminded me how many familiar parts are on 908s, 910s, 917s and so on - and how the 904 has the same engine note as a 964 or 993. The 964 turbo that Hurley

Haywood raced in the 90s has a stock dash, center console and shifter, along with stock gauges and many familiar parts in the engine bay. We don't see that with other manufacturers. Since I spent several years working on Porsches at a local shop, I've driven a lot of different models - and it's great that the doors shut with the same satisfying sound - the interiors have that familiar smell, and they handle like fiends.

**Horizons: Do you own other Porsches?**

**DW:** Not now, although I'm interested in the Macan to replace my Outback XT and another 928 or 911 for the track.

**Horizons: Which is your favorite Porsche that you've owned?**

**DW:** I've loved them all, except for my 1979 911 SC. I had a love-not love relationship with her. She was a solid track car - I started my very short Club racing career in her - but not a pretty car. Not a car that I often turned around to look at when walking away.

**Horizons: Do you regret ever having sold a Porsche?**

**DW:** All of them. A couple months after selling my 944 Turbo, I ended up beside the guy who bought her at a stop light. I expected him to take off when the light

turned green, but he didn't - he pulled away slowly. I felt like I had sold her to someone who was going to let her wither away with marshmallow Sunday drives.

**Horizons: Was there ever a Porsche you missed out on?**

**DW:** Before I bought the 944 Turbo in 1992, I had made a deal on a 1985 928S - brown with brown full leather. I had driven 280 and 300ZXs till then and I was infatuated with that car! It felt so solid and confidence inspiring. After a week or so of negotiating, the seller called just as I was going to the bank to get the money and said he had been offered \$500 more than the deal we struck the day before.

**Horizons: What is your dream Porsche to own?**

**DW:** A 904/8, a 1997 GT1 or a Carrera GT. Of course, I wouldn't want the maintenance bills on any of them.

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

**DW:** My first club race weekend in 1998. I was walking on air the entire weekend. It was such a thrill. I was so bound up about passing and being passed. Then on the first lap of the first practice session I passed Vicki



Earnshaw in her 914. I was worried I'd get in trouble for being aggressive out of the box. But she was great and every volunteer at the race was awesome. I earned Rookie of the Weekend to boot.

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

**DW:** Back in Colorado we had DE's every month and I attended every one of them. Everyone who drove in the DEs worked corners - that way, along with low track rental fees, we were able to keep all DEs under \$100. Speaking to David Gross at our June DE, I said it had been about 6 years since my last DE. However, once I got to thinking, it had been about 12 years. I'd like to change that.

In Texas, I've driven at Texas World and MSR Cresson many times. If anyone ever has the opportunity to work corners, it's a blast and you get to see all the different lines people are taking - very educational. For a while I was going to 2-3 autocrosses a year, but that, too, has dwindled since moving to Texas.



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# ALL ABOUT VOLUNTEERING WITH PCA

STORY BY BOB HIERONYMUS | PHOTO CREDIT: JONATHAN HAGGAR



This all started when I acquired my first Porsche in 1988. I joined the Hudson Valley Region PCA in New York state the next year. This is the story of how I got involved as a volunteer with my PCA region and what I've learned about volunteering during that time.

My primary interest in joining the club was the Drivers Education events. I've always been interested in high speed driving and car control. I had gone through the Bondurant High Performance Driving School at Sears Point some years before. I had a great time and learned a lot. I wanted to continue my high-speed education, and PCA driving schools seemed like just the ticket.

But as I quickly found out, there was a lot more to the Porsche club than just the driving schools. My region was a small region, and it had a group of members who were very active. I quickly became part of the group. I not only found the camaraderie very gratifying, but the assistance I received from my fellow members in advice and help was invaluable.

As I became more involved with the various region activities, both driving and social, it wasn't long before I started to volunteer to help at some of our events. Since my primary interest was high speed driving and car control, my first volunteer assignments for the region were helping at the Drivers Ed (DE) and autocross events that our region sponsored.

Being the small region that we were, we had to work as a team to make it all come together. At our DE's, I ended up running the control tower at Lime Rock Park. I later became involved in organizing and planning some of the region's social events. I attended the Board meetings and assisted with the overall planning and operation of the region.

As I progressed through the driver's schools and increased my proficiency on the track, I considered volunteering to become a DE instructor. At my management job at IBM, I had found that one of the things that gave me the most satisfaction was helping people advance in their careers. As someone who loved driving as well as helping people, becoming a DE instructor would be a natural for me. I spoke with the Chief Driving Instructor in my region about what it would take to become an instructor. I successfully completed the instructor evaluation process and became a certified PCA instructor. Being an instructor is hard work and it takes a while to become effective at it, but the satisfaction I got from seeing my students improve was worth the time and effort I put into it. I instructed for several years

at Porsche Club and BMW Club DE's at Lime Rock Park, Watkins Glen and other tracks in the northeast. In 2000, my wife, Francie, and I moved to Austin. As soon as we got here, I contacted the Hill Country Region and let them know I wanted to get involved in the region as a DE instructor and in social and technical events where I could meet other members. I was taken on as a DE instructor almost immediately. I also started attending Lunch Bunch and some of the tech sessions to meet other members, to try to recreate the fellowship I had in my old region in New York and tap into the technical expertise of the members of my new region.

I found similar camaraderie and access to technical help in Austin that I had enjoyed in my old region in New York. Most of this interaction occurred at Lunch Bunch, since that was the main social activity, as we had no regular region monthly meetings at the time. I made it a habit to attend Lunch Bunch every month. I continued my volunteer efforts as a DE instructor for Hill Country and other PCA regions in Texas.

Then, at the region member meeting in 2013, it was announced that the current Lunch Bunch organizer was stepping down and a successor had not been identified. Therefore, Lunch Bunch was going to be discontinued until another chair could be found. Oh no! One of my favorite region activities was going to stop? I've always been a food guy, and I'm always looking for new restaurants, and I was a regular attendee at Lunch Bunch. Did this sound like a great match or what? I raised my hand and volunteered to take over Lunch Bunch. Since no other hands went up, my offer was accepted on the spot. The first thing I did was ask the membership for help. I didn't know exactly what help I would need but having worked in team environments as a DE instructor, in activities in my old region as well as in my job, I knew that working in a team, even a team of only two, would be much better than trying to do everything by yourself. Sure enough, somebody stepped up and volunteered to work with me. The new Lunch Bunch team was off and running.

I've been Lunch Bunch Chair for almost six years now. I've always had at least one person to help me out with selecting restaurants, contacting restaurants to arrange club lunches or hosting a lunch when I was out of town. I now have a team of five members who help me select restaurants and can act as a guest host if I am not available for a lunch. Because of my position as Lunch Bunch Chair, I am a member of the Hill Country Region Board of Directors and so can contribute my thoughts and ideas on all of the region's activities and operations.

During my almost thirty years as a PCA member, I've held many volunteer positions and I've enjoyed every one of them. So, after all these years of volunteering for my PCA region, what have I learned? What advice can I give to someone who might be thinking of volunteering to help our region in some way and have fun at the same time? Here are my thoughts:

+ Choose an activity that you are interested in or passionate about. It might be high speed track driving, technical events, driving tours, or social events. You are more likely to enjoy your volunteer work if you enjoy the activity. I enjoy our DE's and scouting out and experiencing new restaurants, which is why I volunteer as a DE instructor and as Lunch Bunch coordinator for our region.

+ Take advantage of the volunteer opportunity to meet new people in the region who share your interests and get to know more about what the region does and how it operates. My experience has been that as you work together with other people who share your interests and you get some good things accomplished, you make some really good friends. Some of my best friends are other volunteers that I work with as a DE instructor, Lunch Bunch Chair and as a member of the region Board of Directors. I suspect that when you volunteer, you will find these new friendships as gratifying as I do.

+ Get involved gradually. Dip a toe in the water rather than jumping into the deep end. Remember, you don't have to do it all yourself.

+ To get started, attend and observe the type of event you are considering helping with. Take note of what goes into running a successful event and ask questions about what is involved behind the scenes. This will give you an idea about how you can contribute and which aspects of running the event might be a good fit for you and which ones might not.

+ Once you have identified one or more tasks you might be comfortable with, let the club leadership know of your willingness and desire to help (see contact procedure below). If you are interested in our driving tours, you might volunteer to drive as a lead or sweep vehicle, or you might volunteer to go on a mapping run or scout out lunch locations prior to the tour. If you are interested in working on websites, you might volunteer to be responsible for one aspect of the region website, such as updating the calendar entries. As you become comfortable with the tasks you have taken on, you might want to begin to take on more responsibility in future events.

+ The region's current volunteers will work with you to ensure that your volunteer experience is successful. One of the Hill Country Region's goals is to mentor and train the next generation of volunteer leaders.

+ But whatever you do, whether it's to assist with a single event, accomplish a task or running the whole show, make it a commitment and follow-through.

As a member of the Hill Country Region Board of Directors, I have watched the membership in this region grow significantly. To support the driving, social and technical activities for a growing number of members will require more volunteers. The volunteer leaders of our current activities would welcome your assistance. We are currently looking for specific help with our website and social media support, as well as with the advertising function of our newsletter.

The responses to our recent membership survey tell us that our members would like to see some new events and activities that we don't currently offer, such as special interest groups on tech issues, low cost dinner events, adult driver skill clinics, and autocross events, to name a few. These events will require volunteers to support them. These are great opportunities for you to get involved and help our region.

To explore volunteer opportunities in our region, send an email with your contact info to [volunteer@hcrpca.org](mailto:volunteer@hcrpca.org) stating your interests and about how much time you are willing to devote to one of our activities. One of our volunteer coordinators or event chairs will get back to you to discuss how you might get involved.

So take the opportunity to get involved with our region in an activity that interests you. You'll meet new people, make new friends, you'll be having a good time and you will get a real sense of satisfaction. And you will be making an impactful contribution to the success our region.

*Bob Hieronymus will celebrate his 30th anniversary as a PCA member in January. Bob was assisted in writing this article by a few dedicated Hill Country Region volunteers.*



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# BUILDING A PEBBLE BEACH WINNER

STORY & PHOTOS BY JONATHAN HAGGAR



1973 Carrera 2.7 RS and 1993 European-spec RS

The Pebble Beach Concours d'Elegance is perhaps the most prestigious event of its kind. Many consider it an honor just to compete amongst the world's most revered, unique and immaculately prepared marques. Despite the storied history of our favorite German cars, Porsches are rarely selected to compete at this event.

This makes the achievements of Road Scholars - a restoration, sales and service specialist in Durham, North Carolina - even more remarkable. They've brought four Porsches to Pebble Beach and come away with two class wins! We had the unique opportunity to visit them in August, to learn first-hand about their operation.

Owners Kevin Watts and Cam Ingram have worked together since the early 2000's with their business founded on finding and selling rare Porsches. Watts continues to lead this aspect today, searching nationwide for rare, unique and low mileage cars. He typically travels every other week and recanted a recent trip which took him to Minnesota, Wisconsin, Denver, Los Angeles and Seattle.

Roughly half of their impressively clean and welcoming facility is occupied by a showroom, filled on any given day with an assortment of desirable cars. Watts confided they have many other cars in other buildings which at the time included a 1959 GT Spyder and Carrera GT. Many of the cars they sell are classics, and some are late-models, but all with something rare or unique.

As we walked the showroom, Watts described each car in detail with emphasis on what made it special. The 1973 Carrera 2.7 RS on the floor had original paint - one of only four with original paint that he's seen. The 1967 911 Targa S in Canary yellow is possibly the only one in this color - and was used in the Porsche display at Pebble Beach several years ago. The 1989 Clubsport in Irish Green was a 'paint to sample' model, and one of only twenty-eight made for North America. The orange 1958 Speedster was restored previously by Road Scholars and won the Zuffenhausen award at Porsche Parade. Every car has a story and something unique.

When we asked about the 904 and 550 models, Watts said they find maybe one per year. He emphasized "they need to be good cars", meaning well documented and repaired correctly. "It's okay if they've been wrecked, as long as the seller is honest about their history. It's hard to find matching numbers and original cars." He reminded us that these cars were raced and after accidents were typically fixed on a budget.

Watts met Cam Ingram at a car show in 2002 while admiring the same 911. While each described what

they saw in the car from different perspectives, they clearly shared a passion for Porsche cars. Ingram's interest was sparked by a 1998 trip to Monterey with his father for Porsche's 50th anniversary. Ingram saw a 356 for the first time and was captivated by the shape and design language. This was the start of his Porsche journey as he began learning everything he could about the brand.

Ingram's passion led to an interest in restoring these beautiful cars to their original state. While in college, he was so determined to work for a local restoration shop that he initially offered to work for free or even sweep the floors. Ingram got that job and this experience would pay off later for Road Scholars.

In the early days, Road Scholars built their reputation on finding the best low mileage cars - many with less than 200 miles. Within a few years, an existing client approached Watts and Ingram about doing a restoration to help build his collection. The car was a 1963 Carrera 2 Cabriolet that had won two Concours twenty years earlier after it's first restoration. The car was red but had come from the factory in Condor Yellow. It would require paint and a change to the interior to make it original.

Watts and Ingram provided a quote and took on the project believing it would be relatively straightforward. When done, it would cost many times their estimate, and they would lose a large sum of money. Given this was their first foray, attention to detail and a conviction to do-it-right guided their work. Each time they'd fix one thing, it would make another look bad and thus went the process.

A satisfied customer provided some consolation, but more importantly the confidence to support Ingram's vision. His ultimate goal was a class win at Pebble Beach and this restoration became the genesis for that and a new line of business for RS.

Ingram leads the restoration side of the business and is involved at a hands-on level. When we met, he was carefully preparing marker lights for installation on a red 1952 America Roadster in the middle of the shop - the very car that would compete at the prestigious Pebble Beach concours two weeks later. It was clear he was in his element where details matter.

The Road Scholars philosophy is paying attention to the right details. Restoration has evolved over the years and technology advances make it possible to restore cars more perfectly than when they left the factory. However, Ingram recognized that this didn't produce a



Clockwise from top: Body buck used to restore Gmünd Coupe - now a lawn sculpture. Cam Ingram prepping parts for America Roadster. Restoration in progress.



historically accurate result. If you want a car to appear as it was at the time of production, then you need to restore the 'imperfections' that were inherent at the time. Those imperfections may be uneven weld seams, overspray, textures, hand brushed paint, and so on.

Restoring the imperfections doesn't mean the job is easier. In fact, the opposite may be true - a quality restoration can take upwards of 3,000 man hours to complete. Watts, quibbled that, "everyone describes their car as a concours restoration, but for which concours?"

Road Scholars has clearly set their sights on the top echelon events where the judges can sometimes be more knowledgeable than the presenter.

Ingram has presented his restorations at Pebble Beach and knowing the car inside and out is a huge advantage. It's not uncommon to defend one of those imperfections, so knowing why they were correct for the period is essential. Preparation is important too, as historic photographs or other evidence is often necessary to make your case.

Being the best at your craft brings high profile clients and Road Scholars had worked with well-known

collectors including Jerry Seinfeld and Ralph Lauren. Hans-Peter Porsche, grandson of the company's founder, commissioned them to restore a 1950 Gmünd Coupe to be shown at Pebble Beach in 2011. Not only was this the first Porsche invited to be shown there, it won best in class.

While this somewhat improbable win fulfilled Ingram's goal, it was also testament to hard work and a firm commitment to restoring cars accurately to their original state. Road Scholars, again, won best-in-class in 2017 with a 1952 356 Reutter Cabriolet.

As for the red 1952 America Roadster on the shop floor during our visit - it took home an impressive third in class in August!

*For more information on Road Scholars, please visit: [roadscholars.com](http://roadscholars.com)*

*Special thanks to Brian Rozar for graciously hosting us and providing access to the facility.*

Below: Completing engine installation on 1975 Turbo with spoiler delete.

Below: Modern and classic choices in the showroom.





## HCR MEMBERS TOUR COMMUNITY FIRST! VILLAGE

STORY BY JON HORNADAY



Top: HCR President Tuffy von Briesen presents a \$3000 check to Donna Emery. Credit: Alex Suarez.

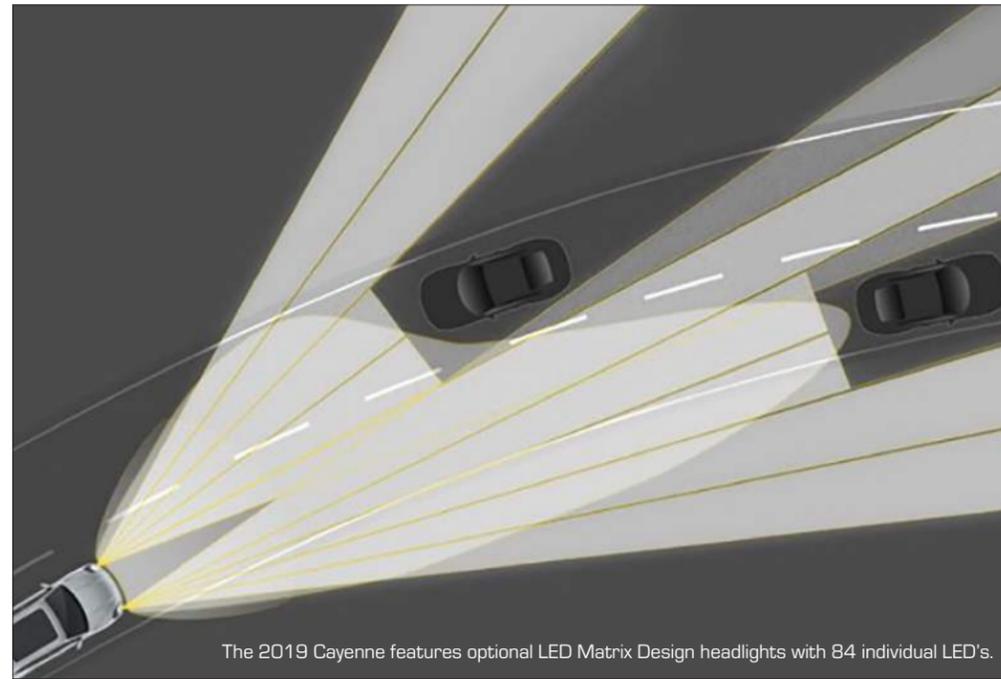
Above: A curved row of Porsches line "Goodness Way" in Community First! Village. Credit: Jon Hornaday.

Hill Country Region didn't just present a check to our designated charity, Mobile Loaves & Fishes, we visited the organization's signature facility in Austin, Community First! Village, where we had the HCR monthly Lunch Bunch at the charity's Grill, then took a tour of its unique approach to providing housing and hope for its almost 200 residents.

Following lunch, where most members opted for the "best hamburgers in town," MLF Development Director Donna Emery gave the group a brief review of its unique approach to not just sending food trucks into the city to feed the

homeless, but providing housing, employment opportunities and support as well.

HCR President Tuffy von Briesen presented a \$3,000 check to Ms. Emery, who then took the group of 26 HCR members on a tour of the facility, which included tiny houses and RVs as part of a total village, with an auto repair shop, a community garden, outdoor movie theater, market, medical facility, and much more. It was an enjoyable and moving experience for the group, and the staff and residents enjoyed seeing the Porsches on display as well.



The 2019 Cayenne features optional LED Matrix Design headlights with 84 individual LED's.

## THE NEW 2019 CAYENNE

THE SPORTS CAR FOR FIVE

ARTICLE BY  
NICK SWENSON,  
PORSCHE AUSTIN

The team here at Porsche Austin is excited for the unveiling of the all-new 2019 Porsche Cayenne, the Sports Car for Five! The Cayenne is how Porsche makes the experience of driving more fascinating and diverse, yet it remains a genuine sports car.

Starting with two newly created engines: a 335 hp turbocharged V6 in the Cayenne and the twin-turbo V6 engine in the Cayenne S, which produces 434 hp. On both engines, the turbocharger is positioned in between the cylinder banks, reducing the distance of exhaust stream travel to reach each respective turbo. This delivers an even more rapid acceleration response.

For the first time ever, the Cayenne is getting a staggered set of wheels for a bigger footprint and better grip on and off road. Coupled with Porsche Traction Management that is now standard on all Cayenne models, it uses an electronically controlled multi-plate clutch, automatic brake differential and anti-slip to regulate the distribution of driving force.

It's designed to perfectly adjust the powertrain, chassis, and the basic locking torques of the new longitudinal and differential lock. In combination with the new Porsche Dynamic Chassis Control, it enables greater axle articulation and turn-in and therefore provides improved ground contact.

Another new option with the Cayenne is the Porsche Surface Coated Brakes (PSCB) with ultrahard Tungsten Carbide. If you want to go fast, you better make sure you can stop fast. With these brakes you will experience 30% longer brake life, 90% less brake

dust and they don't rust or tarnish. And they look great- they are painted in white.

The Cayenne has the latest in LED technology with optional LED-Matrix Design Headlights and the Dynamic Lighting System Plus. This allows the distribution of the high beam across 84 individual LED's to be intelligently controlled using a camera so that approaching vehicles are not blinded by the headlights.

Porsche Advanced Cockpit starts with a full 12" touch screen, and an all new center console with Direct Touch Control which eliminates the array of buttons on the previous gen with a haptic touch sensitive surface. The instrument cluster now has two full HD displays in which both Navigation and Night Vision Assist can be displayed.

The new Cayenne is distinctive yet retains the classic Porsche styling. The rear has been completely redesigned, with a light strip across the entire rear of the Cayenne which continues the current Porsche design language already seen in the Panamera and 911.

The front apron, doors and roofline are all new and enhance the muscular and sporty character. There are even some great new exterior colors: Biscay Blue Metallic and Quartzite Grey Metallic.

There is a plethora of reasons why the new Cayenne is improved in every way. You must experience this vehicle- we invite you to stop by and take one for a spin!

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## NOT A PORSCHE

STORY BY ROB PRICE



*Editor's Note: Even with the Porsche focus of PCA members, some of us occasionally stray to other performance marques – BMW, Audi, Ferrari, Lotus are not uncommon diversions. HCR member and Past President Rob Price has gone even further afield to a place where very few venture.*

There's an old fire apparatus maker in Ohio called Sutphen and I bought this pumper from one of the family members who was selling it on behalf of their local volunteer department. My cousin and I flew into Columbus, OH one day in October and drove it 1,200 miles back to Austin. I was a fireman and an EMT in college so owning a firetruck has been on my punch list for a long time and it finally made some sense (to me) to execute that plan.

The truck is a 1990 Sutphen Deluge Pumper with only 36,000 miles. It has a 1500 GPM Hale pump, 1,000-gallon water tank (that's big for a pumper), and a Detroit Diesel 92 motor mated to an Allison automatic transmission, outputting 400+ HP and over 1,200 lb-ft of torque.

Oddly, Texas makes it pretty easy to register a fire truck, even a privately owned one. As long as its primary purpose is fire protection, it can wear

exempt plates and pay no sales tax at the time of registration. Also, because it weighs 36,000 pounds (add another almost 8,000 pounds with water), I need to have a non-commercial, class B driver's license. If anyone is curious about either the registration or licensing processes, let me know, because it's not well documented or understood and I figured out there are a LOT of people with incorrect interpretations of the laws regarding these vehicles and volunteers driving them.

We had no plates and I forgot to get a temporary transit permit in advance before we left Texas, so we rolled the entire distance with no plates. Whenever a cop saw us, all they did was smile and wave.

*Because, fire truck.*

While driving down a deserted stretch of Interstate, I fired up the air siren only to pass a state trooper seconds later with his lights off. He didn't even flinch.

*Because, fire truck.*

Super fun. Anyway, I thought our members would appreciate an odd motor vehicle purchase.... Street Survival skidpad, here we come.



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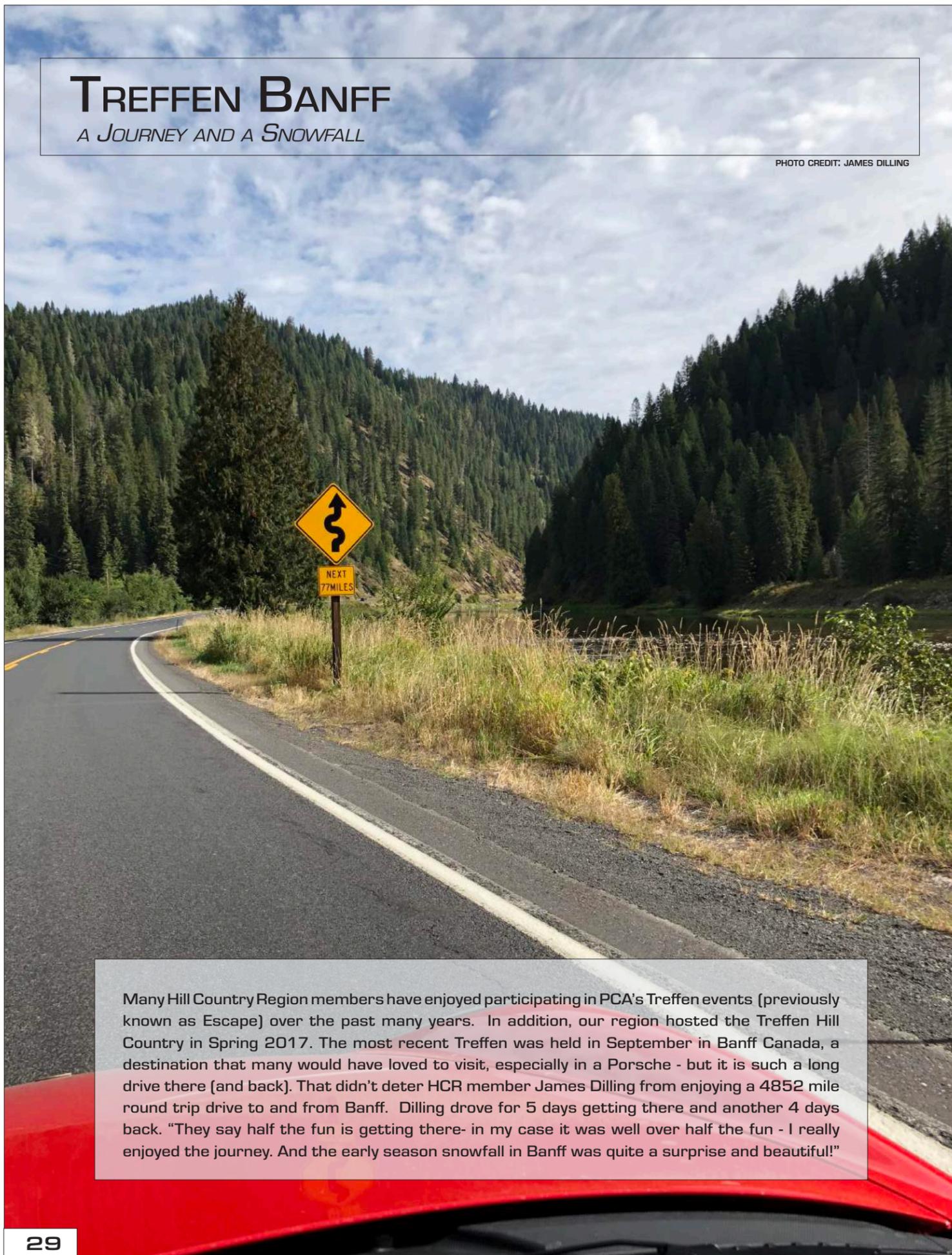
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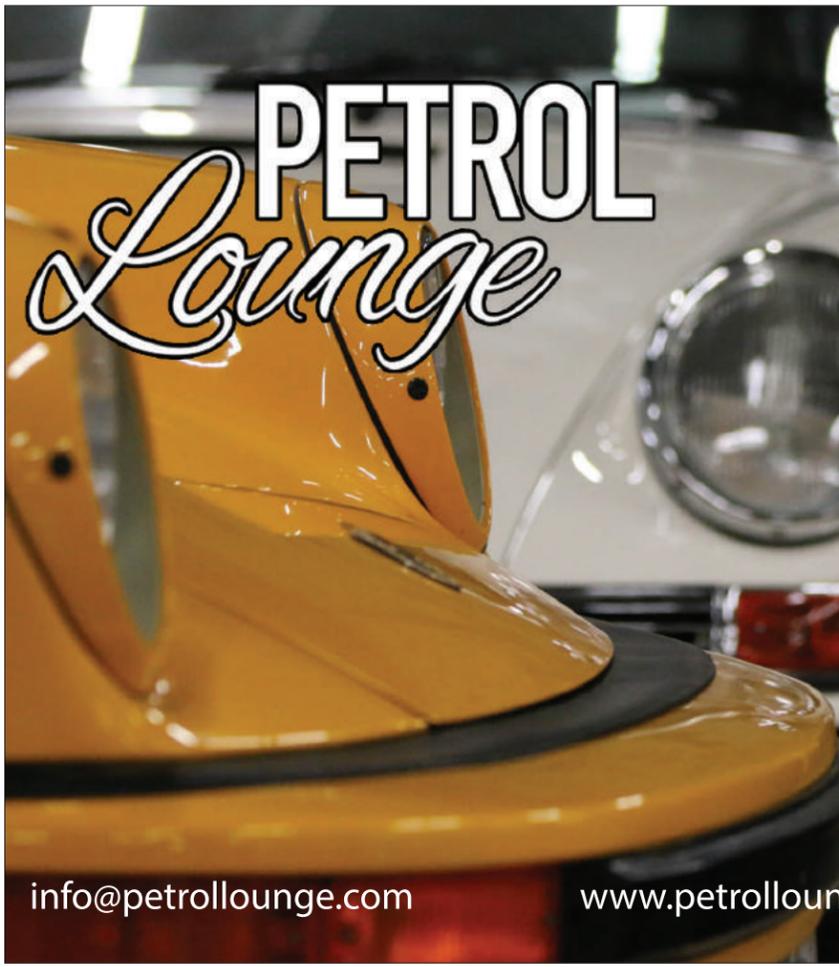
# TREFFEN BANFF

A JOURNEY AND A SNOWFALL

PHOTO CREDIT: JAMES DILLING



Many Hill Country Region members have enjoyed participating in PCA's Treffen events (previously known as Escape) over the past many years. In addition, our region hosted the Treffen Hill Country in Spring 2017. The most recent Treffen was held in September in Banff Canada, a destination that many would have loved to visit, especially in a Porsche - but it is such a long drive there (and back). That didn't deter HCR member James Dilling from enjoying a 4852 mile round trip drive to and from Banff. Dilling drove for 5 days getting there and another 4 days back. "They say half the fun is getting there- in my case it was well over half the fun - I really enjoyed the journey. And the early season snowfall in Banff was quite a surprise and beautiful!"



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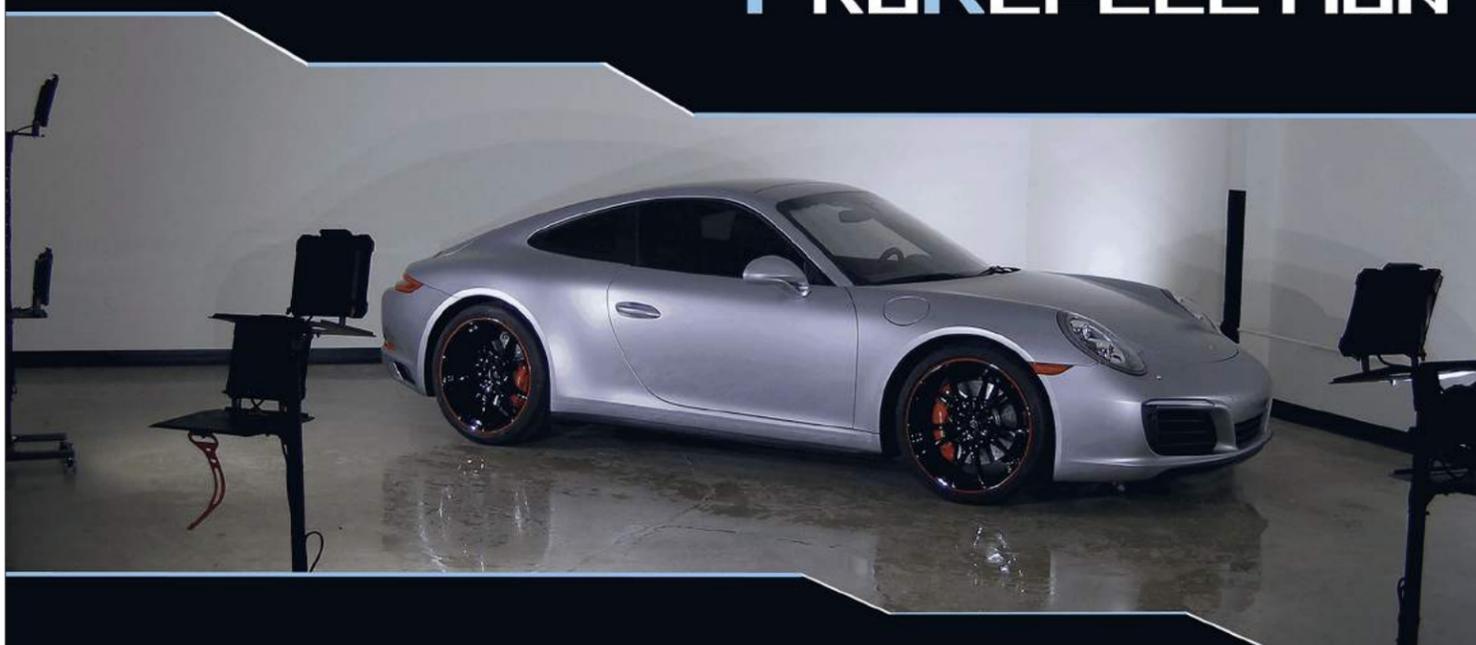
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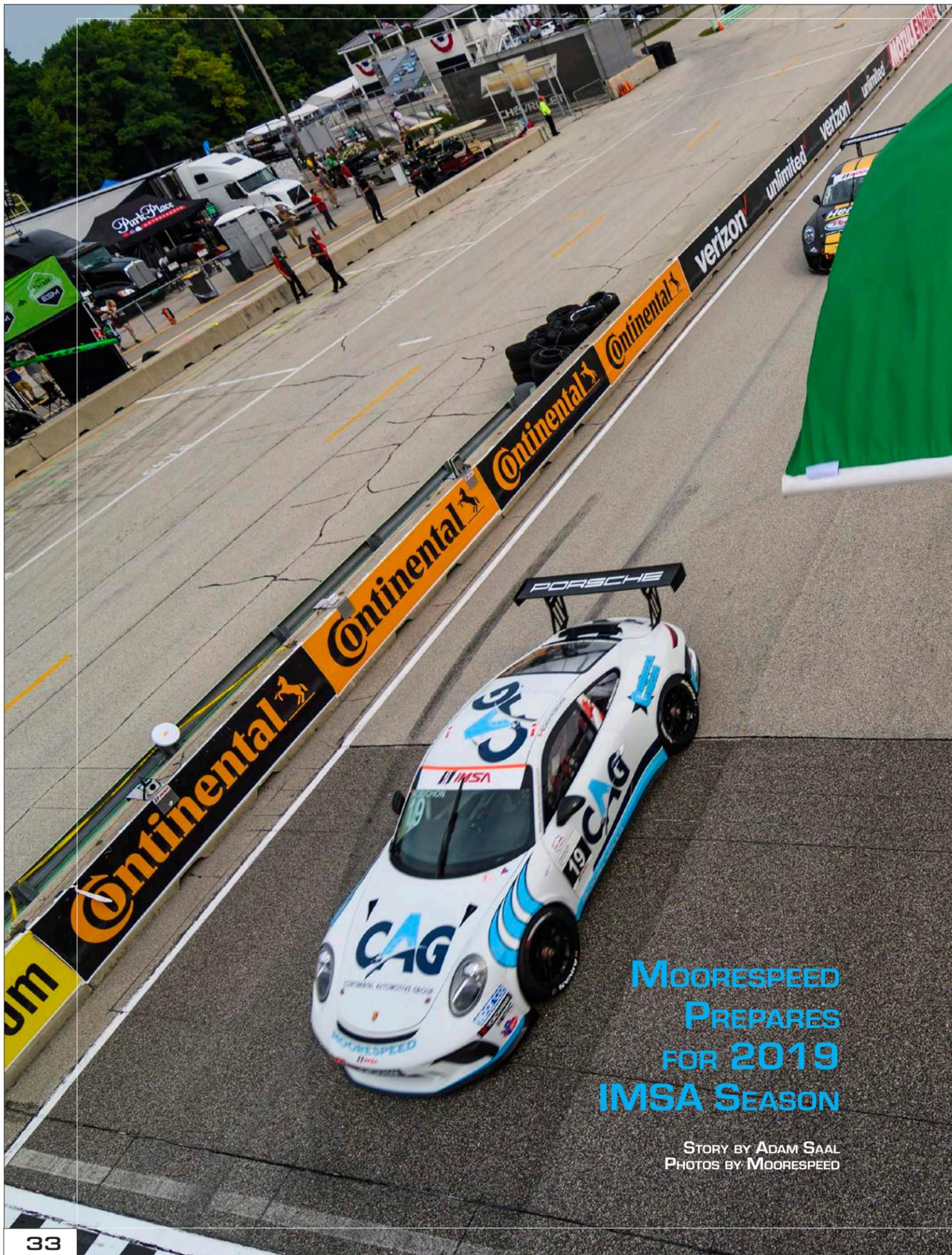


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## MOORESPEED PREPARES FOR 2019 IMSA SEASON

STORY BY ADAM SAAL  
PHOTOS BY MOORESPEED

Fresh off one of its best racing seasons in team history, Austin's own Moorespeed is already hard at work on its 2019 preparations and plans that include an expansion to the IMSA WeatherTech SportsCar Championship GT Daytona (GTD) class and an all-new driver for the team's established IMSA Porsche GT3 Cup Challenge USA by Yokohama program.

For both efforts, Moorespeed will rely on proven Porsche machinery, with a 2019 Porsche 911 GT3 R on order for the GTD campaign and 2019 Porsche GT3 Cup car that was delivered to the team shop in late October for the all-Porsche GT3 Cup series.

"Moorespeed was born out of racing Porsches on the track starting more than 30 years ago, but just as importantly we service more 911s than any other car at our workshop in Austin," said Moorespeed President David Moore, a former PCA Hill Country Region President. "We service a few other exotics too, but there is little doubt that our heart and racing heritage have always been with Porsche. We will run our GT3 Cup driver-development program concurrently with the GTD program as one team, one family so to speak, which we are really excited about. We are really looking forward to getting on track and up to speed in GTD."

The move to IMSA GTD continues into a fifth year a successful partnership between Moorespeed and fellow Austinite and team driver, Will Hardeman, building on several years of competing together in IMSA Porsche GT3 Cup Challenge USA.

"I'm looking forward to our 2019 IMSA GTD effort," Hardeman said. "Through the Moorespeed driver-development program, and the platform that Porsche GT3 Cup offers, we are prepared to make a championship run in the GTD field. Right now, my focus is on getting ready for the 2019 IMSA season as we complete our roster and search for potential sponsors. We plan to leverage synergies with the existing Moorespeed Porsche GT3 Cup program alongside our GTD effort."

For the 2019 IMSA GT3 Cup campaign, 16-year-old SKUSA S2 Pro Tour Karting National Champion Riley Dickinson has signed with Moorespeed for a full-season campaign in the top-tier Platinum Cup Championship.

A resident of New Braunfels, Texas, Dickinson has been one of the top karting competitors in Texas and beyond in recent years and is generally regarded as one of the Lone Star State's brightest prospects for future success in his move up to race cars.

"I could not be more excited to kick off the 2019 season with Moorespeed in the IMSA Porsche GT3 Cup Challenge USA by Yokohama," Dickinson said. "Even though the season opener is still months away, my primary focus right now is all Porsche GT3 Cup related. I have an increased level of confidence driving the 911 Cup car after our first test, which went extremely well. I felt quickly at home and comfortable in the car. I also feel the team and I clicked really well that day. With that being said, there is still a lot of work to be done."

Moorespeed's GTD debut will be in the inaugural IMSA WeatherTech Championship Sprint Cup season, with the possible addition of a full-season campaign to also include the North American Endurance Cup events.

"We are as pumped to be fielding the new Porsche 911 GT3 R in the IMSA WeatherTech Sprint Cup championship as we are competing with a driver we developed from scratch in our GT3 Cup program," Moore said. "One of our most important goals we set when first coming back into professional racing five years ago was to be able to build the racing culture in our home in Austin and help young drivers. Our first to graduate from our junior team to our next step, IMSA GTD Sprint Cup, will be Will, and don't be surprised if in a few years we see Riley make the same move."

Moorespeed wrapped up in early October its best season of competition to date in IMSA Porsche GT3 Cup USA. Hardeman won during the season-opening event weekend at Sebring International Raceway in March before this year's eventual IMSA Porsche GT3 Cup Canada Champion Zacharie Robichon took over the No. 19 CAG/Moorespeed Porsche GT3 Cup.

"Will was right there at that winning precipice when he had to step out of the car for family health reasons," Moore said. "It was really difficult at the time because we knew we were right there. Will had already won a race and we had a great test at Watkins Glen. So, it really hurt when he had to step away, but we rebounded and found a young man who needed some help in getting seen down here from Canada. Porsche gave us some advice on possibly making a deal for Zach to come down and see if we couldn't help the whole field step up the level of competition to get these guys ready for the next level. It was our goal to bring Zach in to go for race wins but also to help everyone in the field."

Contesting the year's final four doubleheader weekends, Moorespeed and Robichon were first to the checkered flag in perfect eight-out-of-eight races. They led the 2018 IMSA GT3 Cup series in team and



Left: Zach Robichon at Road America.  
Below: Zach Robichon and David Moore.



driver race wins and more than demonstrated the capabilities of Moorspeed's driver development program.

"We have built our Porsche GT3 Cup program specifically to help develop drivers to a level where they can compete confidently on the world stage, which we feel IMSA offers currently," Moore said. "One of the biggest factors in our move up was to find a more affordable step between the Porsche GT3 Cup championship and the big show."

With the new IMSA Sprint Cup championship, we get that opportunity now. The decision to introduce the Sprint Cup Championship is the shot in the arm from IMSA we needed to make this happen."

The move to GTD in 2019 comes after Hardeman's successful ascension through Moorspeed's driver development program the last four years, a process and program that Moore and Dickinson are ready to tackle.

"Right now, we simply want to focus on the job at hand,

and that is getting Riley ready to put his best foot forward when the championship starts," Moore said. "I'm confident if we all do our jobs that Riley and the team will be ready. From then it will be one turn, one lap and one race at a time, with an eye to be contenders for the podium."

Hardeman experienced top-tier Porsche GT3 competition this time last year as the first American driver to compete in the Blancpain GT Series Asia at the Shanghai International Circuit in China. Co-driving with longtime coach and Porsche factory driver, Earl Bamber, Hardeman finished second in the Pro/Am class and fourth overall in a Porsche 911 GT3 R in the weekend's second and final race.

"We ran a Porsche GT3 R in Shanghai for a round of the 2017 Blancpain series and had much success there, ending up on the podium," Hardeman said. "Since then, I knew stepping up to a ride in the GT3 R machinery was my goal."

Already a champion as a teenager, Dickinson will meet

his goal of stepping up to race cars from karts next year with Moorspeed.

In 2017, Dickinson captured the SuperKarts USA Pro Tour S2 National Championship, winning half of the season's races and scoring two more podium showings and a fourth-place finish to top a competitive field of 43 drivers.

SuperKarts USA - SKUSA for short - is the leader in national competition for North America in the karting world, with the SKUSA Pro Tour the organization's flagship national program. The best in the country, and many times the best in the world, come to compete at the highest level of kart racing in North America through the SKUSA Pro Tour.

The S2 category of the SKUSA Pro Tour, in which Dickinson captured the 2017 title, is one of the most competitive classes. It is strictly a shifter kart field, with the karts having six gears as opposed to a single speed kart.

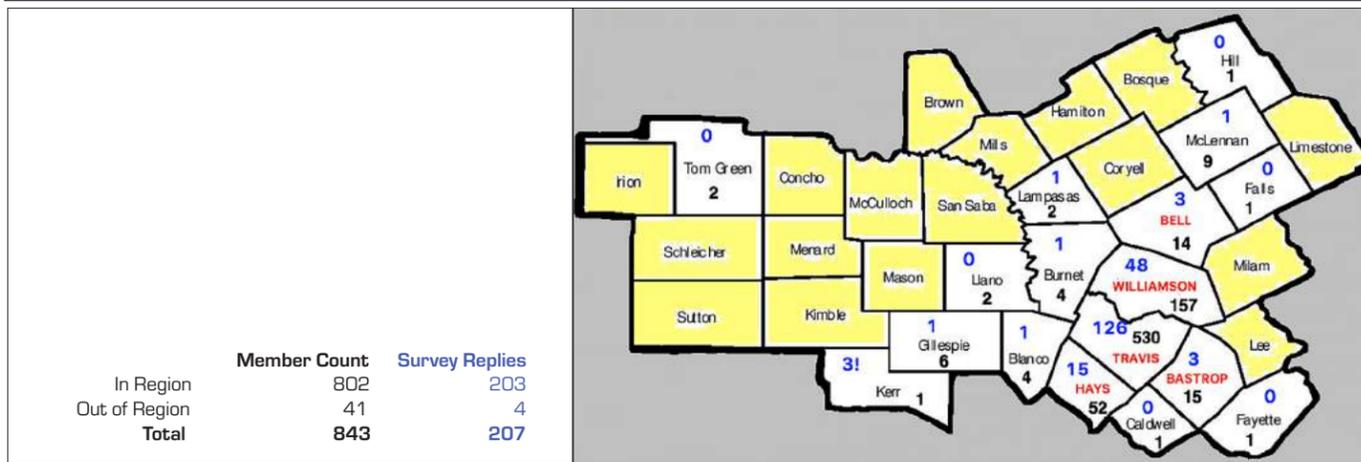
"I'm extremely confident that my experiences racing karts have prepared me for what's to come, especially after seeing how it translates to the Cup car," Dickinson said. "There have been so many invaluable things that I have picked up from karts that I know at some point I will be able to pull them out of my 'toolbox' and apply in certain situations."

In addition to signing Dickinson for the 2019 Platinum Cup season, Moorspeed is actively pursuing a Platinum Cup Masters or Gold class competitor to run alongside and assist in the development of its new teenage race car driver.

"Next year's plans are almost complete," Moore said. "The driver pairing for our GTD program has yet to be announced, and we are still interviewing for one more driver either in Masters or Gold to team with Riley. We'd like someone quick, a contender, but also someone wanting to help mentor a really fine young man. There are a few interested, one in particular is a good friend. If the planets align right, it would be really cool and a lot of fun."

# HCR MEMBERS SUPPORT STRATEGIC PLANNING PROCESS

BY GORDIE ROBBINS



At the February 2018 Hill Country Region Board of Directors meeting, a committee was formed to look at where Hill Country Region is now and to develop a vision and plan of where we want to be three to five years in the future.

John Boutsikaris, James Dilling and Gordie Robbins volunteered to lead this initiative. We immediately began to meet, elected John as the chair, and determined that in order to have an effective strategic plan that was relevant to our members, we needed to poll our membership for their needs and interests. So, our first order of business was to compile an HCR Membership Survey.

All three of us had some prior experience preparing surveys, but we wanted the questions to be effective and concise. The challenge was to obtain the greatest amount of valuable feedback from our members and affiliates without having them lose interest, drop out and not complete the survey.

We developed an internet-based survey comprised of 34 questions. We tested the survey on the HCR Executive Committee and Board of Directors prior to releasing to the membership.

The survey was publicized to our members in special and weekly e-news bulletins and was available online from April 9 through May 2, 2018.

A total of 207 respondents took the survey (194 primary and 13 affiliate members) This was a strong primary member participation rate of 24% out of a total of approximately 800. Other interesting overall statistics:

- Average time spent on the survey was 13 minutes
- 10% of the respondents were female.
- The average age of a respondent was 55.
- 86% of respondents owned Porsche sports cars, 11% SUVs, and 3% Sedans.
- On average there were 1.1 Porsches per respondent.
- The distribution of respondents across the HCR Region was roughly in line with our Membership's geographic distribution.

- Satisfaction ranges from 72 percent for communication down to 30 percent for charitable activities.
- Importance ranges from 80 percent for driving activities down to 38 percent for charitable activities.

At a high level, these are some of the survey conclusions:

- In general, the Member Survey was POSITIVE, especially in the following areas:*
- PCA National & HCR
  - Panorama and Horizons
  - HCR e-news (weekly communications value)
  - COTA events (track quality and location)

- There were several areas identified where respondents suggested FOCUSED IMPROVEMENT is necessary:*
- New Members welcoming and indoctrination
  - Follow up with Members who offer to volunteer
  - Website
  - Cost of COTA events and Franklin BBQ
  - Lack of lower-cost driving events: DEs, Club Races, Rallies, and Autocross
  - Event scheduling to support working members

- Many activities were positively perceived with thoughtful suggestions for OPERATIONAL IMPROVEMENTS:*
- Lunch Bunch should be more active; with guest speakers and introducing new members
  - Saturday Driving Tours are well appreciated, but need improved organization

- Lower cost DEs and Club races
- Schedule later-evening events

Members expressed a strong interest in supplementing our current program with the following NEW ACTIVITIES:

- Technical issues and self-repair of Porsches
- Less expensive private dinners
- Speaker Series
- An HCR LOGO merchandise program
- Weekend/Overnight Tours
- Street Survival for Adults
- How to Prepare for Racing and Advanced HPDE
- Wine event
- Rallyes
- Intro. to HPDE (classroom only)
- Autocross

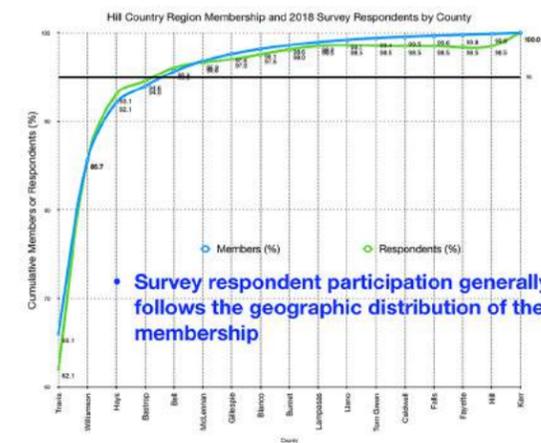
Members appeared strongly divided as to the appropriateness of, and/or their interest in participating in charitable activities in a car club.

A sampling of members' write-in comments follows:

- HCR Membership feels that PCA is a great organization!
- HCR does an excellent job in communications including weekly e-news and Horizons, but falls short on website and scheduling awareness.
- Members want more track events (races and HPDEs) both at COTA and at more affordable alternative venues (for those who feel priced out of COTA).
- Members perceive that autocross is a fun, affordable alternative to track activities and have a strong interest in support of an HCR Autocross program.
- Interest in rallies, concours, and street survival for adults
- Weekday Lunch Bunches are popular but hard to attend (and stressful, due to their time limitations) for working Members. The recent Sunday Brunch was well attended with a more relaxed atmosphere.
- Interest in more Saturday or Sunday social events, or a monthly/quarterly 7PM weeknight meeting with food available to order- for those who can't make luncheons or early evening happy hours.
- The cost of a private Franklin BBQ event socially excludes many HCR Members (and is completely out of line with the price of a fine Central Texas BBQ dinner available at many other venues).
- The Petrol Lounge does not have the capacity for an HCR Annual Party. Many Members were waitlisted, and many more were probably turned away by the waitlist.
- Membership is divided in the value of HCR involvement in Charitable activities.
- Some want "HCR volunteer boots on the ground" while others have their own charitable interests which they would prefer to keep separate from their "car club."
- Poor follow-up by HCR leadership with many Members who "offered to volunteer".
- New Members need to be introduced to, and/or mentored by current Members at any first (and subsequent) event that they show up at.
- The Petrol Lounge does not have the capacity for an HCR Annual Party. Many Members were waitlisted, and many more were probably turned away by the waitlist.
- Membership is divided in the value of HCR involvement in Charitable activities.
- Some want "HCR volunteer boots on the ground" while others have their own charitable interests which they would prefer to keep separate from their "car club."

The above results of this survey became a key input to the Strategic Planning process. A companion article in the next Horizons will discuss the Strategic Plan.

Any member or affiliate who has any additional feedback to HCR is always welcome to share it with the standing Strategic Planning Committee at [strategy@hcrpca.org](mailto:strategy@hcrpca.org).



## HCR 2018 Membership Study

Some Interesting Facts about our Region and Members

The membership survey conducted in conjunction with the 2018 HCR Strategic Planning process yielded some interesting information about our region and members. This data was an important input to the strategic planning process.

In particular, we analyzed the geographic location of our members within the region's area so that we could consider how to better geographically distribute our events.

- HILL COUNTRY REGION:**
- + COMPRISED OF 34 TEXAS COUNTIES CONTAINING A TOTAL OF 33,214 SQUARE MILES.
  - + TWELVE STATES ARE SMALLER IN AREA THAN HCR!
  - + RHODE ISLAND, DELAWARE, CONNECTICUT, HAWAII, NEW JERSEY, AND MASSACHUSETTS COMBINED WOULD FIT INTO HCR.

- OUR MEMBERS:**
- + MOST HCR MEMBERS ARE LOCATED IN, OR CLOSE TO, THE AUSTIN METROPLEX
  - + 96% LIVE WITHIN TRAVIS, WILLIAMSON, HAYS, BASTROP, AND BELL COUNTIES
  - + LESS THAN 40 MEMBERS ARE LOCATED IN 12 COUNTIES (11,291 SQUARE MILES)!
  - + ONLY 50% (17) OF THE HCR COUNTIES HAVE ANY PCA MEMBERS

# WHEEL & TIRE TECH SESSION WITH FINSPEED AND PIRELLI

STORY & PHOTOS BY JONATHAN HAGGAR



Clockwise from Top: Finspeed owner, Daniel Finke, describes wheel production; CNC machining center; HCR members learning about wheel production; Will Richards laser scanning a Williams Formula 1 wheel.



Tech Session for HCR members at their facility. Presentations from Finspeed and Pirelli provided insights on wheels and tires. Gary Bixler, founder of RideCache, also presented at the Tech Session - and details of his company, products and services will be featured in a future issue of Horizons.

### Finspeed Wheels

Finspeed designs and manufactures custom aftermarket wheels in the Austin area. Currently located in Pflugerville, they cater to performance applications as well as club and professional racers.

HCR members learned about wheel design and fabrication first-hand from the owner, Daniel Finke during our

visit. Finke relocated the company from Missouri hoping to attract local talent. The move was helped by pull from local customers who lobbied for the relocation to Austin.

Originally wanting to locate near the motorsport-centric Circuit of the Americas, the logistics just didn't work out. Finke considers the current space temporary while he actively seeks a larger facility with more space for production.

The Finspeed philosophy focuses on maintaining metal integrity, a differentiator for them. The design process strives to remove all unneeded material to reduce unsprung weight - and control rotational inertia to optimize performance.

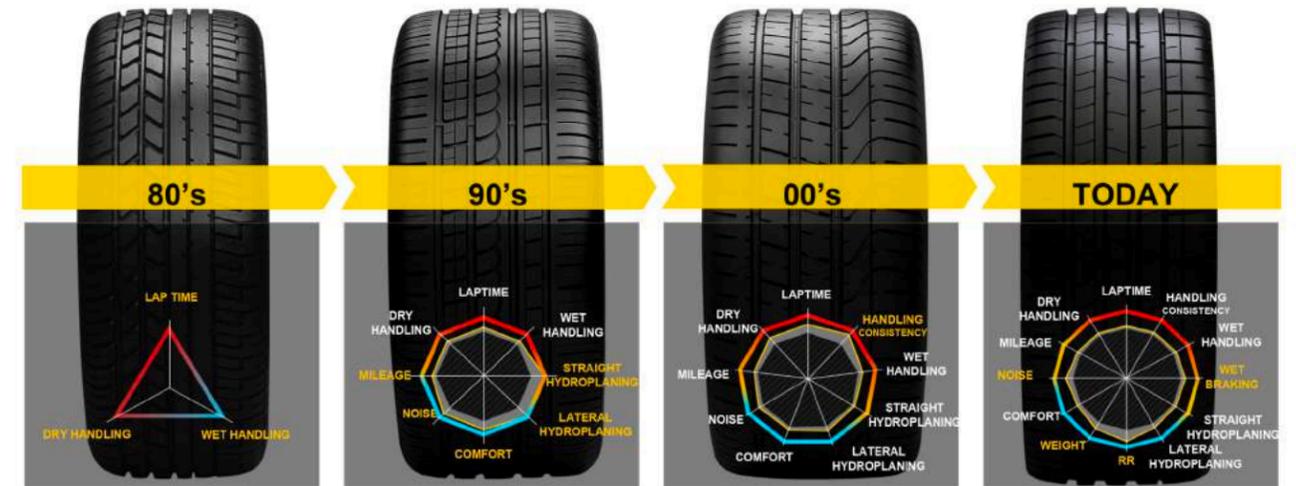
Finspeed designs their forged aluminum alloy wheels in-house, employing engineers who create and model their designs in 3D. The only production process not carried out



locally is forging of wheel blanks. This process is outsourced due to the massive presses required to flow metal under high pressure.

The wheel blanks are machined by Finspeed using modern CNC machine tools. Finspeed's machining demonstration was a highlight for HCR members. Meticulous cleaning, deburring, washing and bake-out take place next as the wheels are prepared for powder coated paint or anodization. The beautifully finished wheels are sold mostly direct, but Finke's goal is to sell exclusively to dealers in the future.

Finspeed's impressive capability and reputation has garnered interest



from some who race historic Formula 1 cars. Because custom wheels are no longer available from the original manufacturers, current owners have turned to Finspeed to reproduce them.

The reproduction process involves laser scanning the existing wheels - another popular demonstration during our visit. The scan is imported directly to 3D modelling software where engineers clean up the model in preparation for production. The wheels can then be fabricated using the same equipment and processes used for road wheels. Williams, Benetton and Ligier are among the cars that Finspeed is making wheels for.

### Pirelli Tires

Porsche and Pirelli currently enjoy a working relationship with a history dating back to the 1960s. In fact, Porsche was the first manufacturer to request tires specifically designed for its vehicles back in the 1980s. This led to the first custom designed tires for Porsche which are marked with an "N" code - often referred to as "N-Spec" tires. Pirelli Regional Sales Representative Jarrett Dawson spoke to HCR about their tire development process.

The Italian company currently invests more than 7% of its revenue into research and development. That development takes place in both Italy and Germany along with several universities, suppliers and original equipment customers. Pirelli's tire development is comprised of three distinct categories: Road, Lab and Math.

Road development involves the use of measurement equipment to assess real-world handling maneuvers prescribed by Porsche. Lab development seeks to use indoor testing and characterization to mimic and predict road behavior. Finite Element Analysis (FEA) is a computerized (math) method used to aid designers

in predicting how tires will react to forces, heat and other physical effects.

Development starts with an initial tire design and creation of a virtual prototype - done in partnership with Porsche. Computer analysis and simulations are carried out before evaluation tires are constructed. These tires will go through both indoor and outdoor testing where useful data is gathered. The data is analyzed and evaluated for conformance to design targets - and if design changes are necessary, it may require portions of the cycle to be repeated.

Tire technology and the desire for improved performance have grown significantly over the past 30 years. Dawson shared insight on this evolution where the number of critical performance characteristics has increased from three to twelve.

While outright handling is clearly a priority for Porsche, characteristics including comfort, noise, hydroplaning and mileage have also become essential.

Pirelli provides N-Spec versions of its P Zero tires for many of Porsches vehicles. The rear engine and increased rear axle camber of the 911 require a unique asymmetric structure to optimize tread contact and transfer of power to the ground. For the Cayenne, Pirelli optimizes the design and structure to manage the increased power-to-weight ratio. The idea of custom tires has served Porsche well with N-Spec models standard equipment on all vehicles.

HCR would like to thank our hosts Daniel Finke and the Finspeed staff for an informative tech session, and Jarrett Dawson for details on Pirelli tire development.

For more information please visit:  
[Finspeed.com](http://Finspeed.com) & [Pirelli.com](http://Pirelli.com)



**SCHNELL FEST**  
*A STORY IN PICTURES*  
PHOTOS BY JONATHAN HAGGAR



## RENNSPORT REUNION VI

STORY & PHOTOS BY JONATHAN HAGGAR



Gregory Campbell in his 1955 Devin Speedster

In 2015, I came across photographs from Porsche Rennsport Reunion V. These images included some of my favorite vintage Porsche cars - the 904, 917 and 935. When Porsche confirmed Rennsport Reunion VI for 2018 at Weathertech Raceway Laguna Seca, it became a new destination. The track is situated about 20 minutes inland from Monterey, featuring comfortable weather and proximity to the attractive coast.

Once we arrived, it quickly became obvious this was an event filled with everything Porsche - a must-do for enthusiasts. This year's gathering coincided with Porsche's 70th anniversary and embodies what Porsche is all about - celebration, competition and family.

Hosted by Porsche Cars North America, their presence was apparent with many displays and exhibits including a large merchandise store. Highlights included a large Porsche Classic exhibit and a massive Chopard Heritage Display with iconic race cars - Gulf Porsche 917K, Martini 935/76 and Brumos 934.5 to name a few. Vendor Row had independent retailers and exhibitors with everything from car care products to Porsche themed socks - and a few free hand-outs too.

Released at Rennsport was the new 935 from Porsche Motorsport - a modern rendition of the 935/78 and based on the current GT2 RS. On display for the first time was the Project Gold 911 Turbo - a brand new 993-generation model built by Porsche Classic from leftover parts. This car was subsequently sold in October for \$3.5 million at the RM Sotheby's Porsche 70th Anniversary auction.

One of the rarest cars was the 1939 Porsche Type 64. Built on the Volkswagen Beetle platform, this car was originally intended for an 800-mile race from Berlin to Rome which never took place due to World War II. Other rare cars included a 550A Prototype, 718 RSK, 904 Carrera GTS and 356B Abarth Carrera. Also

gathered together in the paddock area were twelve examples of the amazing 959 supercar.

Paddock access was available to ticket holders and it provided a great opportunity to get close to the cars that participated on track and others on display by owners and teams. On-track racing consisted of seven different categories including everything from 356s, to Le Mans-type endurance racers, to modern 911 GT cars. Racing took place throughout each day with an occasional interspersing of parade laps and exhibition runs.

The 919 Hybrid Evo - a high-downforce version of the retired Le Mans winning LMP1 car - circulated behind a camera car before setting the fastest lap times of the event. It currently holds the overall lap record at Nürburgring Nordschleife. Two current 911 RSR racers also circulated at speed, but perhaps the most popular exhibition was a group of 917 racers from the early 1970s.

Rennsport Reunion seems to bring together the best of all things Porsche - including those who race them. Hurley Haywood, Brian Redman, Jackie Ickx and Vic Elford were among the famed drivers from years past. Also, on hand were current factory drivers Patrick Long, Timo Bernhard, Kévin Estre, and Michael Christensen.

PCA had a large presence at Rennsport, including a hospitality tent with complimentary beverages. Volunteering there on one of the mornings allowed us to meet members from several regions. Members also coordinated some of the car corrals, each one organized by model. The 356 lot was the most impressive, with many impeccably restored examples.

Rennsport Reunion, Laguna Seca and the Monterey peninsula are a combination that made for an enjoyable few days of Porsche activities and local attractions. This experience is highly recommended when the next one comes around.



Two 550 Spydors



917K in iconic Gulf Oil livery



Wade Carter's 906 descending the corkscrew



Wrenching in the paddock



904 Carrera GTS

## THE EDITOR'S DESK

DEAR FRIENDS,

AS I LOOK BACK ON THIS YEAR THROUGH THE LENS OF ALL THE CONTENT CAPTURED ON THE PAGES OF HORIZONS, I CAN'T HELP FEELING PROUD TO BE PART OF SUCH A DYNAMIC AND FUN REGION.

WE'VE GROWN IN SIZE, ADDED MORE MONTHLY EVENTS, INCREASED OUR VOLUNTEER BASE, AND DEVELOPED A POSITIVE REPUTATION AMONG OUR LOCAL COMMUNITY-FOCUSED PROGRAMS AND ORGANIZATIONS. IT TAKES REAL EFFORT, TIME, AND PASSION ... MOST IMPORTANTLY, IT TAKES ALL OF YOU.

ON BEHALF OF THE ENTIRE EDITORIAL TEAM HERE AT HORIZONS, I WANT TO EXTEND A SINCERE *THANK YOU* FOR ALL OF YOUR CONTINUED SUPPORT, FEEDBACK, AND SPONSORSHIP OVER THE COURSE OF THIS YEAR. THIS GOES DOUBLE TO ALL OF OUR CONTRIBUTORS!

WE HAVE TRULY ENJOYED PRODUCING HORIZONS FOR YOU AND LOOK FORWARD TO ANOTHER YEAR OF GREAT STORIES, EVENTS, AND PROFILES. HAVE A WONDERFUL HOLIDAY SEASON AND NEW YEAR, AND WE'LL SEE YOU IN 2019!

CHEERS,  
VIPUL DARJI  
EDITOR, HORIZONS



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PLEASE SUPPORT THESE  
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MENTION THAT YOU FOUND  
THEM IN HORIZONS!

# HILL COUNTRY REGION CALENDAR

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						<b>DEC 2018</b>
<b>2</b>	<b>3</b>	<b>4</b> HCR BOARD MEETING @5:30	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> DRIVING TOUR #10
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> LUNCH BUNCH @11:30	<b>14</b>	<b>15</b> TECH SESSION
<b>16</b> CARS & COFFEE - C.O.T.A @ 8:00	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b> SW HAPPY HOUR @5:30	<b>21</b>	<b>22</b>
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
<b>30</b>	<b>31</b>	<b>JAN 2019</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b> CARS & COFFEE - WERKS11 @ 9:00
<b>6</b>	<b>7</b>	<b>8</b> HCR BOARD MEETING @5:30	<b>9</b>	<b>10</b> LUNCH BUNCH @11:30	<b>11</b>	<b>12</b>
<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b> SW HAPPY HOUR @5:30	<b>18</b>	<b>19</b>
<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b> NC HAPPY HOUR @5:30	<b>25</b>	<b>26</b>
<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>FEB 2019</b>	<b>2</b> CARS & COFFEE - WERKS11 @ 9:00
<b>3</b>	<b>4</b>	<b>5</b> HCR BOARD MEETING @5:30	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b> SW HAPPY HOUR @5:30	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b> NC HAPPY HOUR @5:30		



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