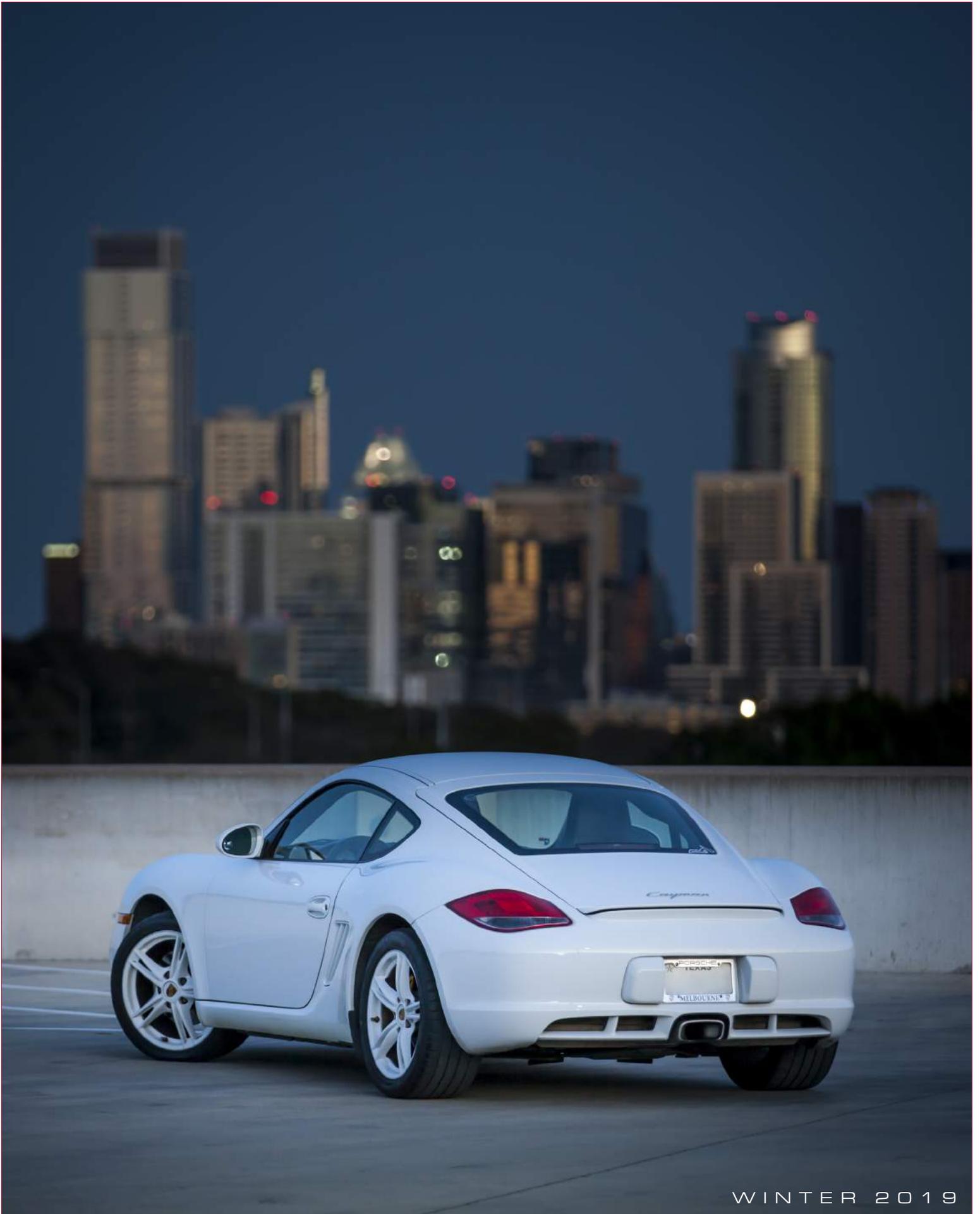


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Cover Image | Member Teresa Green's 2012 Cayman against the Austin evening skyline. Photo Credit: Jonathan Hagggar.

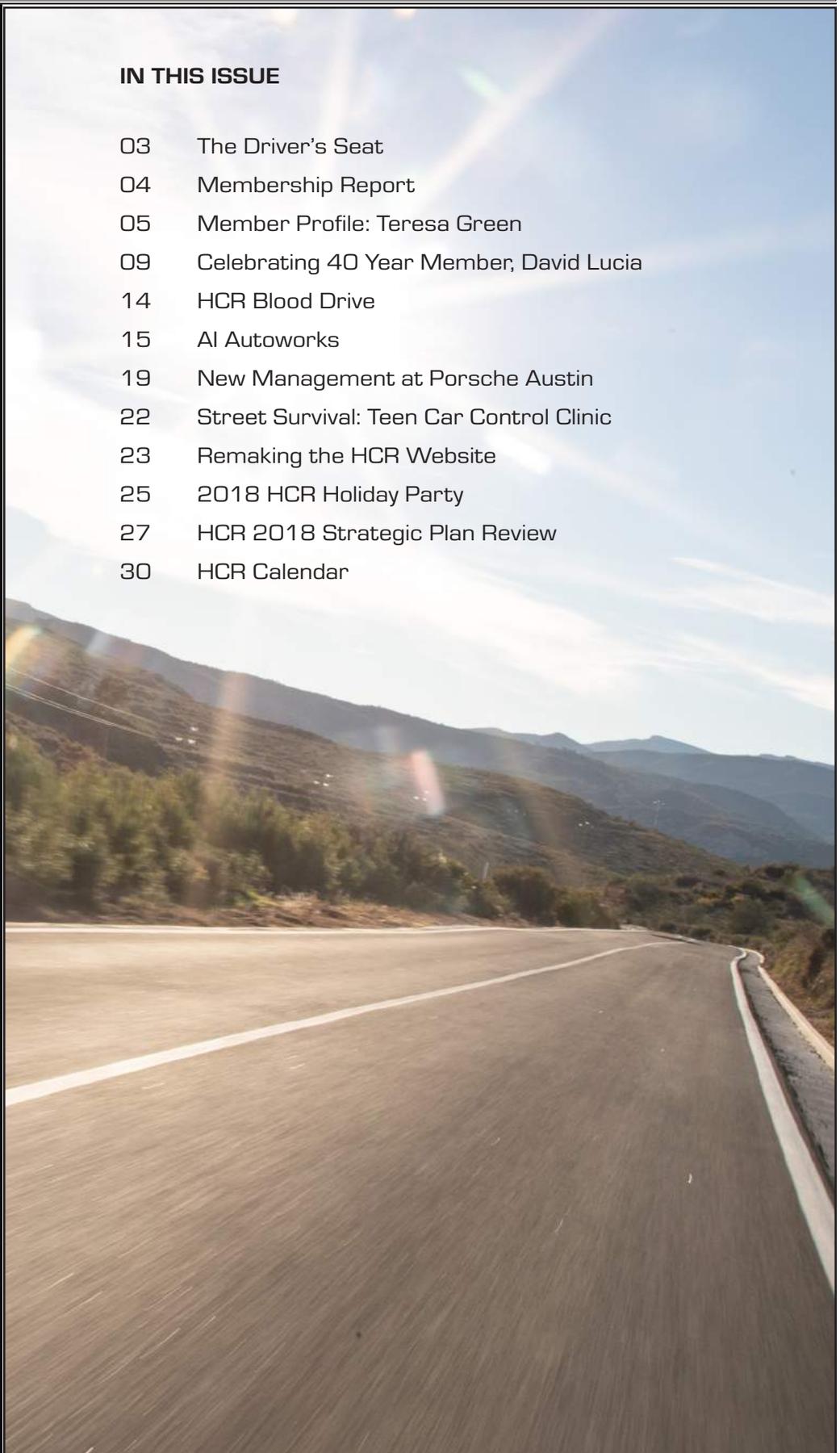


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# THE DRIVER'S SEAT

BY TUFFY VON BRIESEN

I hope everyone had a great Christmas or holiday and a wonderful New Year. 2018 was very busy year for Hill Country Region with the preparation of our Strategic Plan, new bylaws and a revised website. I must admit that after our HCR Holiday Party, I was ready for a break! But now as we move forward into 2019 with new initiatives and some exciting new events, my energy and enthusiasm are returning.

We started off 2019 with a visit to Porsche Austin. HCR's Dealer Liaison Jeff Moore and I met with General Manager Apollo Chang, Marketing Director Courtney Bartsch and Customer Experience Manager Arielle Vaughn. Our relationship with Porsche Austin continues to be very good. The dealership is our largest supporter, and management committed to continue that support through 2019. The best takeaway from the meeting was Apollo's comment that he wants Porsche Austin to make HCR members feel special.

Another very positive development was finalized in late January. HCR has been struggling to locate a venue to hold Tire Rack Teen Street Survival courses. HCR member James Dilling knew someone at Austin Community College (ACC) and suggested we reach out to them. We learned that ACC recently opened a law enforcement training center near Kyle that would be ideal for Street Survival. Past Presidents Lenny Zwik and Rob Price, Safety Chair Carl Rossi (also a Past President from the Allegheny Region) and I met with ACC representatives. A very cordial meeting resulted in a commitment for ACC to host two Street Survival courses and one Adult Car Control Clinic. The Car Control Clinic was icing on the cake.

Several of our members have asked about delivering this type of event. It's the perfect opportunity for those of you who have a Cayenne, Macan or Panamera to see how these vehicles react under adverse conditions. The Adult Car Clinic has basically the same curriculum as Teen Street Survival. No helmets are required, and all the exercises are low speed.

Another new activity we are launching in 2019 is our Distinguished Speaker Series. Zach Evans, previously the HCR Social Chair, is now back after a one-year sabbatical, and will coordinate this program. The first speaker on February 12 was Bruce Byron, Public Engagement Officer for the Austin District of the Texas Department of Transportation. Bruce has over 40 years' experience in public mobility and leads public involvement for the Austin District of TxDOT. Do you want to know the future of Loop 360, 620, I35 or TX 71, or any other road falling under TxDOT authority? Well, Bruce is the guy who can answer your questions. Tavo Hellmund has also confirmed as a speaker, probably for our May date. He is a former racing driver and promoter responsible developing the United States Grand Prix and building the track at COTA. He is also responsible for bringing back the Mexican Grand Prix.

The HCR 2019 Annual Meeting was held January 29. We had a different and more streamlined format this year. We introduced our Standing Committee Chairs and Event Coordinators but didn't ask them to individually describe their activities. Instead, we summarized 2018 and, in a nutshell, it was a great year! We look forward to an even better 2019. Steve Guzman highlighted our Strategic Plan that was formulated based on input from the membership. The full version of the Strategic Plan document is now posted on the HCR website. Bruce Harris delivered our Treasurer's report. We started 2018 with \$80,000 in our checking account and finished with \$75,000. The \$5,000 shortfall was due to unanticipated expenses and less than projected DE event revenue.

We are taking steps this year to ensure we continue our financial stability, including working to make as many events as possible revenue neutral. This may result in some events having a minimal fee to offset costs. We closed the meeting with a spirited question and answer session. The topics ranged from the DE Program to how to better communicate with new members.

This month HCR membership exceeded 1300 members—about a 30% increase over the past 3 years! 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. HCR's growth is a tribute to our volunteer corps and their dedication to providing HCR members a wide variety of well-organized and well-run events. We'll continue to focus on attracting and retaining more volunteers to ensure we have a solid support base. Nothing that HCR does would be possible without our volunteers.

Speaking of volunteers, we are implementing a more proactive approach to identifying and communication with prospective volunteers. Bob Hieronymus, our Lunch Bunch Coordinator, drafted a document outlining a process to recruit, communicate with and include volunteers in our activities. Bob has also stepped up as our Interim Volunteer Coordinator until we can permanently fill the position.

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 away from the Austin area or on to other interests. We want to be prepared to fill the new positions and the existing vacancies as they become available. If you are interested in volunteering, reach out to Bob at [volunteer@hcrpca.org](mailto:volunteer@hcrpca.org). Or you can contact any member of the Executive Council, Board of Directors or Event Coordinators. We'll work hard to find something you'll enjoy and doing while contributing to HCR.

As we enter 2019, I know I'm excited about the future. 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) or give me a call at 703-980-4839.

# MEMBERSHIP REPORT

BY GORDIE ROBBINS



MEMBERSHIP TYPE	Nov'18	Dec'18	Jan'19
PRIMARY MEMBERS	901	900	906
AFFILIATE MEMBERS	424	425	427
<b>TOTAL MEMBERSHIP</b>	<b>1325</b>	<b>1325</b>	<b>1333</b>

ANNIVERSARIES (years)	
(10) Hal Birkeland	(10) Neil Hodgson
(5) David Foreman	(10) JC Jammal
(5) Chad Glendening	(10) Courtney Rivers
(5) Grant Keelty	(15) Jed Brickley
(5) David Kil	(15) Terry Cobb
(5) Christian Mertens	(15) Andrew Duncan
(10) Alfred Freudenberger	(15) Mark Isaak
(10) Douglas Graham	(30) Robert Custer
	(30) Bob Hieronymus

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MARKETING	JEFF BARTLESON	
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## MEMBER PROFILE: TERESA GREEN

INTERVIEW & PHOTOGRAPHY BY JONATHAN HAGGAR



*We met Teresa Green at a few HCR events and it was immediately clear she was a very enthusiastic Porsche owner. Green was excited to share her story and how she acquired her 2012 Cayman.*

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

TG: September 2016

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

TG: I bought my car in 2014. I thought it was time for me to buy a nice car for myself. I had driven a Cayman S at Porsche Austin. That car was actually traded in by a 74-year-old man and had only 22,000 miles on it. When I test drove that car I felt like I was going back in time - 16 years old driving my first stick shift. I loved everything about the car. Since I'm only 4' 11", it was a perfect fit. The 911 felt like a family car to me since I'm so small. I looked on the internet and found nothing. I looked for a month - then I wrote it down on a yellow post it note. The next day the exact car was at a dealership in Melbourne, Florida.

I called and a young man answered, I think I may have been one of his first customers. The car was \$54,000 with 12,000 miles. I told him that I didn't need the car but loved it - and if he could lower the price by \$10,000 to call me back and surprise me with a photo of the car wrapped in a huge red bow and a sold sign on it. I didn't think I'd get the car but that night he called and sent me a photo of my new car with the biggest bow. I had never been inside the car, but they made sure it had a non-smoker previously. I had a private enclosed driver deliver my car to the house in Austin. I think I may have paid \$800 to \$1200 for delivery. The salesperson still sends me birthday letters.

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

TG: I love the simplicity of my car - the clean dash look.

**Tell us about a notable drive or road trip?**

TG: I really enjoyed the Hill Country driving tour to Fredericksburg and eating at the Hangar. I was new to the group and everyone was so friendly. I loved it.

**What makes your car unique?**

TG: Probably the driver.

**What drew you to this car?**

TG: I became interested in the Cayman for the body style and interior dimensions - for me it was a perfect fit. Once I test drove the Cayman I was sold.

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

TG: I put a huge wish out there and it came true, including the price.

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

TG: I've always liked Porsche design. I learned to drive a manual transmission when I was 16. Driving on San Francisco hills was tough. I was also lucky to drive a 1958 Corvette. My father got me interested in cars at a very young age. When I test drove the Cayman I felt exhilarated. Driving now is so much more fun with a Porsche.

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

I love the quality, performance and people I've met through the club.

**Do you own other Porsches? / What is your dream Porsche to own?**

TG: I'd love to own more Porsches. I'm obsessed with the new 911 Targa and love the new Mission E body style.

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

TG: I think being able to celebrate with our PCA group here in Austin. The annual party at Petrol Lounge is a magical experience since I love cars. It's always amazing and we're lucky enough to get up close and personal with the cars there. Anything from a vintage Mini, an F40 Ferrari and a 23 window VW bus.

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

TG: I do attend DE events at Circuit of the Americas and have joined the parade laps. I'm planning to do my first 2-day DE this year.





# CELEBRATING 40 YEAR PCA MEMBER DAVID LUCIA



INTERVIEW BY JONATHAN HAGGAR & PHOTOGRAPHS BY DAVID LUCIA



Auto-crossing in a 1977 911S

*We met David Lucia at a recent tech session and learned that he's been a PCA member for an amazing 40 years. Lucia was happy to share his many experiences with us.*

#### **When and where did you join PCA?**

DL: From August 1972 through August 1977, I was an Elementary School Physical Education teacher in Arlington, VA. I purchased my first Porsche in the fall of 1976, and

joined PCA in November 1978 after I returned from a one year teaching position in Caracas. I became knowledgeable of PCA as my best friend was driving a 914 at that time, but then upgraded to a 911S Targa. He informed me about the club and its numerous driving activities, which really piqued my interest to join and participate in PCA.

#### **How many different regions have you belonged to?**

DL: I've belonged to 5 regions during my 40 years of PCA Membership. These regions include: Potomac (1977-1980), Germany (1980-1989), Redwood (1989-1995), California Inland (1995-2012), and Hill Country (2012-current).

#### **What was the first Porsche you owned?**

DL: My first Porsche was one of the limited edition 1976 912E Coupes produced when Porsche discontinued the 914 and installed their remaining 4 cylinder motors into 911 bodies. This proved a good introduction to Porsche ownership, but the fuel cable often froze open during the cold Washington, DC winter. After a few months of ownership, I returned this vehicle to the dealer and purchased a new Guards Red 1977 911S Coupe.

I owned this car for a little over 3 years in the Washington, DC Area, and then shipped it back to the homeland when I accepted a Department of Defense Dependents Schools teaching position in Mannheim, Germany in August 1980. After more than a year in Germany, I found a used 1979 or 1980 911 in Karlsruhe, Germany with wide fender flares. The new look was so aggressive, I decided to purchase it and sell my US spec coupe.

#### **What other Porsches have you owned?**

DL: In addition to these first three, I've owned an additional 6 Porsches - 2 new 911s, a 914, and three 356s. I purchased my third new Porsche from the dealer in Karlsruhe; a 1984 Guards Red 911 Euro Spec Coupe with factory delivery, followed by another new US Spec 911 purchased in Mainz, also with factory delivery in 1987.

While in Germany, my appreciation and interest in Porsche 356s flourished and I decided to purchase one. In 1986, my father located a 1964 356 SC Coupe in Connecticut for a good price. Since the US Government allows overseas employees to ship another vehicle after 5 years of service, I shipped the 356 to Germany. My interest in 356s continued, and I purchased another European 356 - a 1963 356B Sunroof Coupe in 1988. The car was never drivable, as it was purchased as a chassis with no engine, and boxes and boxes of parts. It was later shipped back to the USA in 1989, the body restored at Stalltek in Iowa, and then sold in Spring 2014.

When I accepted a position as Community Recreation Officer at the Presidio of San Francisco in 1989, I shipped 4 automobiles back to the USA - 2 Porsches (911 and 356), and 2 Saabs (900 and 9000), plus the 356 chassis and its parts as household goods. After my arrival in the San



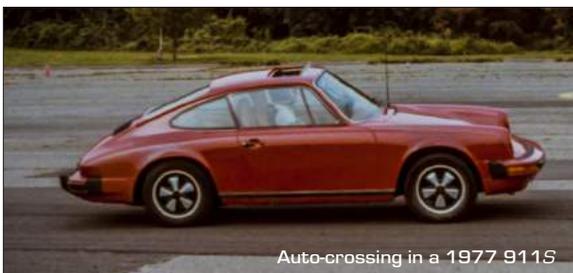
1965 356C



At the Porsche factory in 1981



David Lucia with his wife Chungnam



Auto-crossing in a 1977 911S

Francisco area, I joined PCA Redwood Region in August 1989, and soon purchased a 1972 914S to drive in autocross events - although I also drove my 356s in many autocross events. Following the purchase of the 914, I sold the 1964 356SC, and then purchased a one-owner 1965 356C near Redwood City. I owned this car 22 years until I sold it in July 2014 after a chance meeting at the Oasis Cars and Coffee. In total I have owned 9 Porsches, but I now feel as if I am in a constant state of angst or withdrawal since I haven't owned a Porsche since 2014. It's my intention to purchase another one within the next 2-3 years.

**What do you remember about PCA from the early days?**

DL: In my early days as a PCA member, I distinctly remember attending numerous Potomac Region meetings in the DC Area and participating in both Driver Ed at Summit Point and autocrosses in vacant Northern Virginia parking lots. After transferring to Germany in 1980, I changed regions to the PCA Germany Region which is no longer in existence. I have my best memories of PCA while associated with the Germany Region. Being in Germany, the number of events and types of events were unmatched to those in the USA.

The Germany Region remained in close contact with the Porsche Factory and their club liaison. Because of this, the region was able to conduct numerous events at Porsche AG facilities and with Porsche executives and drivers. In conjunction with Porsche, the region conducted many Tech Sessions, Factory Tours, and yearly Christmas parties were always held in Stuttgart with Porsche leadership and racers in attendance. The door prizes were incredible. In addition, the region conducted almost monthly events: Driver Ed, tech sessions, rallies, and trips.

Driver Ed events were conducted at the Goodyear track in Luxembourg, Hockenheim Ring, and other locations. Rallies were conducted on the main and forest roads around Heidelberg, Kaiserslautern, and Hanau. Tech sessions were held at RUF, Ludwigsburg, and Zuffenhausen, and tour destinations included the Tour de France, Nurburgring and gatherings conducted by other German Porsche clubs. Additionally, my Porsche was serviced at Reinhold Joest's official Porsche dealership and service facility in the Odenwald.

After returning from Germany in 1989, I participated in many autocross events around San Francisco and Santa Rosa, until spring 1993 when I accepted an overseas position in South Korea. I didn't ship my Porsches to South Korea, so they remained in storage through 1995 when I returned to Naval Air Weapons Station China Lake in the middle of the Mojave Desert.

I joined the California Inland Region, but didn't attend many events because of the driving distance involved. After China Lake, I transferred to Saudi Arabia in 1998, followed by Belgium, South Korea, and Honduras, not returning to live in the US until 2011. Although I proudly continued my PCA membership, I was unable to attend PCA events during those years - but continued to stockpile 356 parts. Therefore, my best memories of PCA probably far outdate

many current members or members that have joined PCA after 1990. I am very pleased and proud to remain an affiliate member of the PCA and Hill Country Region until I purchase another Porsche and return to being a primary member.

**What's the best thing about being a PCA member?**

DL: The best thing is the people - the members. The second best thing is the cars. The cars and their history initiate the existence of the marque, but it's the members, our interaction, and our similar interests in these beautiful vehicles that stimulate a need to discover more, experience more, and live more. From the age of 16, I was always interested in Porsche automobiles and their history - but it took me 10 years to purchase my first Porsche. PCA membership has had a significant influence in my life, and I plan to continue this membership, as well as membership in the 356 Registry and BMW CCA.

**What is your favorite PCA related memory or event?**

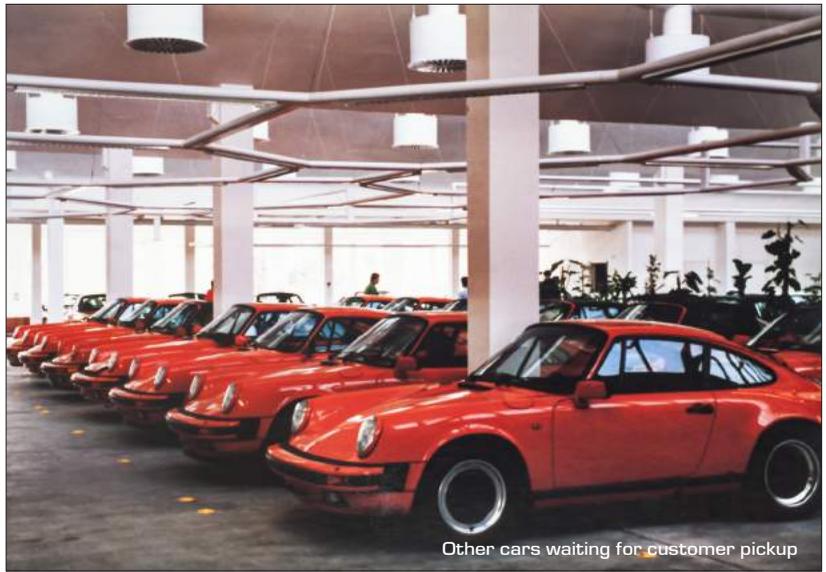
DL: My attendance at the 1990 Porsche Parade at Monterey, CA. I participated in 4 events including the concours, rally, 911 owners quiz, and autocross. Of the 3 Porsche Parades I've attended, the Monterey Parade was the only one where I actually participated. A Parade is a great event - nothing but Porsches and Porsche enthusiasts all week - lots of tech sessions, driving events, vendors, literature, vehicles and friends.

Working overseas for the US Government for more than 24 years, I've only been able to attend a few Porsche Parades and 356 gatherings, but I hope to attend more of these events in the next few years. An additional unforgettable memory, not my favorite, but one that should be told, is that of my second 911 (the one purchased in Karlsruhe), and my dangerous Autobahn experiences. There are several Autobahn routes in the Mannheim/Heidelberg area, and I would often drive on these.

This 911 started to experience unpredictable electrical failures completely shutting down the motor. I experienced these failures several times. They tended to occur upon entering the Autobahn, and when accelerating rapidly in the passing lane to pass trucks and other slower vehicles.

However, after passing vehicles, the motor would shut down, and I had to coast across to the right lane and shoulder as the vehicles I had just passed honked their horns for my dangerous maneuver. They must have thought I was crazy to pass them so quickly, but then drive to the side of the Autobahn and stop. This was a very scary and unbelievably dangerous experience as I had no idea if the motor would start again. After some time, the motor would normally start again, but I was towed more than two times from the Autobahn.

The Bosch Dienst (car service) was unable to assess what was causing this problem. I finally convinced ADAC (the German version of AAA) to tow my vehicle directly to Porsche in Zuffenhausen for diagnosis and repair. Porsche was able to determine the cause and installed a new DME



Other cars waiting for customer pickup



Factory delivery of 1984 Euro Spec 911

unit. This is definitely not the best way to enjoy driving a Porsche on the Autobahn.

**Which one was your favorite Porsche?**

DL: I would have to say that my 356s became my favorite Porsches. The simplicity with the quickness and power-to-weight ratio of these vehicles made them such a pleasure to drive, and they always attracted attention because of their age, appearance, and marquee. Driving these cars in autocrosses and at more than 100 mph on the Goodyear Track were exhilarating and rewarding experiences. That said, the torque and acceleration achieved when driving a 911, in conjunction with the added comfort, remains a close second.

Although there are numerous great automobiles available, my preference will always remain Porsche and to remain a member of PCA. No other affordable vehicle can equal the quality and performance of Porsche, or the vast opportunities afforded through membership in PCA.

Lucia is happy to talk Porsche and can be reached at: [DavidLLucia@hotmail.com](mailto:DavidLLucia@hotmail.com)

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## HCR BLOOD DRIVE PLANNED – A PERSONAL STORY

STORY BY ALEX SUAREZ

The Hill Country Region will be hosting a community blood drive soon. I wanted to a moment to explain why I am heading up this initiative and why it is so important to me.

Several years ago I brought my wife to the hospital for a common, minimally-invasive, surgical procedure. It was seen as routine by everyone involved - almost like getting a haircut, but with a copay. IV needles were stuck, vitals were taken, all the pre-op procedures completed and she was rolled away to the operating room. I sat in the designated waiting area and an hour or so later the doctor came by to let me know that my wife was in recovery and all went well and according to plan. Relief. I was given her room number and was told that she would be wheeled up there in a matter of minutes.

As I was about to learn, this routine surgery turned out to be anything but routine. Once in her room, the nurse began taking her vital signs. Her blood pressure was low—really low. This raised an eyebrow. Her blood pressure was taken from the other arm. Still bad. Maybe it was equipment problems. Another machine brought in—the same result. Long story short, my wife had severe internal bleeding and needed emergency surgery to save her life.

After the surgery, the doctor explained what had gone wrong and that it was resolved. She had, indeed, lost a lot of blood. The doctor said “she had to get four units of blood, plus platelets, just to get her back up to half full.” Thankfully, my wife eventually recovered fully.

I remembered that I used to donate blood when the blood mobile would come to an office where I used to work. I realized that because of the kindness of strangers donating blood, my kids still had their mother and I still had my wife, so I should donate blood. It was the least I could do. When I did, I got an online login and learned that, prior to that crisis, I had donated exactly four times. I found it to be a karmic coincidence that I had donated four times and she need four units. I made it my immediate goal to get back up to what I called “plus four” again. I have achieved that and wanted to take things to the next level by encouraging others to donate blood too. You never know whose life you might save. I will be forever grateful for those folks’ donations. Please join me in helping save lives.

The national PCA organization encourages Regions to get involved in their local community, not merely to hand out money to a charity and walk away. At its essence, giving blood saves lives. Nothing is more impactful than saving a life. And anyone in the community could be the next person to need a blood transfusion. Injuries from car accidents is a common reason for a person to need donated blood and we are a car club. We could be saving one of our own. On any given day, only about 38% of the population is eligible to donate blood. Join me on this important community involvement project. Thank you for considering a blood donation. It means the world to me.

Details about the Hill Country Region blood drive will be coming soon in the HCR weekly email notification. In the meantime, to learn more about donating blood in central Texas, visit [WeAreBlood.org](http://WeAreBlood.org).



Ryan Langston discusses paint protection



Paint protection film installation

# AI AUTOWORKS

STORY & PHOTOGRAPHS BY JONATHAN HAGGAR

Ryan Langston began his career in car care by repairing leather seats. His business, AI Autoworks, has grown to specialize in many facets of automotive detailing, restoration and protection. AI Autoworks, formerly Austin Interiors, hosted Hill Country Region in mid-December to explain the features and theory behind some of the popular products in the industry. In response to requests from HCR members, Langston and Tech Chair Charlie Sparks also worked in some do-it-yourself topics.

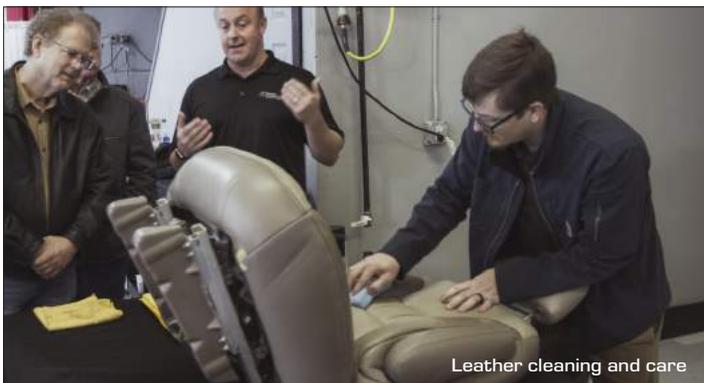
### Protection

Protection products for both interior and exterior seem to be growing in popularity as car owners - especially those with high-end vehicles - place more importance on appearance, ease of maintenance and preservation of value.

**Paint Protection Films** are clear polyurethane films that provide a physical barrier of protection when applied to the exterior paint of your vehicle. Typical thickness is about 0.008 inches (8 mils) - about the thickness of two or three sheets of paper. Their thickness and elasticity allows them to protect the car from impact such as stone chips, minor door dings and perhaps even from a key run along the surface.

Improvements to these films provide better resistance to yellowing, with best-in-class products offering a lifetime warranty. Some films even offer self-healing properties where minor damage can be repaired via heating, exposure to the sun, or just heat from the engine. Protection films are most popular on the front of a vehicle since that's where impacts are most likely to occur. While repainting your bumper cover might cost \$300 to \$500, you can protect it with film for about \$500 and preserve the original paint. Available package include bumper and headlights, partial front, full front and full car.

**Vinyl Wraps** are sometimes confused with paint protection film, but they have a different purpose. They're used used to change the color of your vehicle or add custom graphics. They are much thinner and less elastic than polyurethane protection films and therefore offer little in the way of impact protection.



Leather cleaning and care



Two-bucket washing system

**Ceramic Coatings** are another class of paint protection which are popular for exterior surfaces - primarily paint and wheels - but are also used on trim, glass and interior surfaces. These are very thin coatings which are applied in liquid form and allowed to cure - forming a chemical bond to the surface. Ceramic coatings are like a long lasting, higher performance wax - they offer superior gloss and make your car easy to clean.

When applied, they form a super-slick hydrophobic surface, meaning it repels water. This allows water to quickly run off the surface of your paint and leave it dryer than a non-treated surface. A dry surface picks up less dirt than a wet surface, so your paint stays cleaner. Additionally, ceramic coatings prevent dirt and contaminants from adhering as strongly to the paint, so the vehicle stays cleaner for longer, and washing requires less effort.

Higher level coatings products will achieve 9H hardness once cured compared to 3H hardness for typical auto paint. While offering little direct impact protection, they provide abrasion resistance, and most importantly, will help protect from swirls and micro-scratching which occur over time from routine washing and drying.

When used in the interior of the vehicle, coatings provide UV protection to help prevent fading. For leather seats, they protect against aging and wear caused from stains and dyes in clothing that can discolor and age the leather - as well as skin oil that can soak in and damage the leather. Proper cleaning and conditioning is still required.

AI Autoworks offers four levels of ceramic coating - from an entry-level Sport Package with a 6-month warranty - to the ultimate Gold Package with a lifetime warranty. They also offer individual packages for wheels and interior. For ultimate protection based on your needs, paint films and ceramic coatings can be used together.

Ceramic Spray Coatings have become popular - a DIY product that offers some of the benefits of ceramic coatings but with shorter duration. They are relatively easy to apply and can be used alone, or over the top of ceramic coatings to enhance or extend performance. Many HCR members purchased TEC582 Ceramic Detail Spray at the end of our session - while two members won free bottles courtesy of AI Autoworks.

**Window Tinting** is used to keep your vehicle cooler in the hot sun, and protect the interior from harmful UV rays that cause fading and aging. AI Autoworks offers both Ceramic Infrared Tint and Carbon Tint. Different levels of tinting and heat rejection are available with some products having almost no perceptible darkening.

A relatively new product is windshield protection film that is applied to the exterior of your windshield. Similar to paint protection films, this product is designed to protect your windshield from stone chips.

### **Interior Care**

Leather is perhaps the most important material to care for on the interior of your vehicle. Leather requires both cleaning and conditioning. Chris Simon of Dealer Industries recommends cleaning with a good quality, pH neutral vinyl and leather cleaning product sprayed into a microfiber towel or pad that won't scratch the leather.

Simon recommends a leather conditioner for older or well-worn leather. He suggests a product containing lanolin as opposed to those with silicone which will make the surface slippery. For severely worn or damaged leather, AI Autoworks offers repair and dyeing services.

### **Exterior Washing**

Many of us wash our own cars but experts believe this is where most micro-scratching occurs. AI Autoworks has some useful tips to minimize this damage to your paint surface. Get yourself two buckets and designate one as 'clean' and the other 'dirty'. Typical 5-gallon buckets work best as you can fit each one with a bucket insert such as those sold by Grit Guard. The insert helps to keep your wash mitt away from the bottom of your bucket where larger dirt particles will collect.

Put clean soapy water in the clean bucket. This bucket is used to soap your wash mitt before it touches your vehicle. Add water only in the dirty bucket and use this to rinse your wash mitt. When washing, start from the top - the cleanest area of your vehicle - and work your way down doing one panel or section at a time.

After washing each area, rinse your wash mitt in the dirty bucket to release dirt particles picked up from the vehicle. Then transfer the wash mitt to the clean bucket to soap it for the next section. Don't let the soapy water dry on your paint. If necessary, rinse a section or two at a time.

Soap is an important element in cleaning because you need lubricity to minimize scratching - but want to avoid stripping wax or leaving a residue. Use a pH balanced soap designed for car washing and follow the manufacturer's directions for mixing ratio.

AI Autoworks is an HCR supporter, so please consider them if you're in the market for auto protection, detailing or restoration services.

For more information visit [aiautoworks.com](http://aiautoworks.com)

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# NEW MANAGEMENT AT PORSCHE AUSTIN

STORY BY JEFF MOORE



## Porsche Austin Introduces New Management Team Members

Porsche Austin has added several new members to its management team during the past months, part of a continual process of providing its customers with the best possible experience. I recently spent some time at the dealership to meet and get to know them. It's clear they all share an enthusiasm for their role and being part of the team at Porsche Austin, and are very focused on taking care of customers!

### *Apollo Chang – General Manager*

Apollo has lived in 4 countries and 12 cities and has been in Austin since 2015. He has a 6-year-old daughter Chloe, and two unique dogs – a Shiba Inu named Donut and a Teacup Schnauzer named Toto. In his free time, he enjoys watching animated movies or playing mini golf with Chloe and trying out new restaurants in the Austin area.

Apollo is the General Manager of Porsche Austin. "The best part of my job is that I get to meet customers that come in through every department, regardless if they came to the dealership for a new car, used car, to service their car or to purchase a part, or just stop in to visit."

Describing Apollo as a car guy is an understatement. "I love all cars but particularly German cars. I instantly fell in love with Porsche when I got the opportunity to sit inside and eventually drive a Porsche 911 GT3 (991). Driving the high revving naturally aspirated engine has been an intoxicating experience. I exit the car every time with a big smile on my face."

Apollo currently drives a 2018 911 Turbo S. He has enjoyed driving a large variety of interesting cars in the past, including an Aston Martin DBS Superleggera, Bentley Continental GT S, T-R, Porsche 911 GT3, Ferrari 488 GTB, Porsche 911 GT3-RS, Audi R8 V10+, and several Lamborghinis including the Aventador and Gallardo. "My favorite is still the 991.2 Porsche 911 GT3-RS" he says.

### *Aldo Abad – General Sales Manager*

Aldo attended school in Mexico City and has lived in San Antonio since 2004. He currently lives in Boerne and is in the process of relocating to Austin. Aldo has been involved in some aspect of the car business for just over 20 years. He started his car career in sales, then worked his way to management, and has worked with Ford, Toyota, Nissan, Acura and Mercedes prior to Porsche.

Aldo manages new and pre-owned sales at Porsche Austin. The best part of his job? "I enjoy meeting and getting to know each customer and potential customer. The individual one-on-one interaction is important."

With all the many respected brands he has worked with, he has a special attraction to Porsche. "I admire that the Porsche community is so passionate and connected. Customer loyalty is impressive. Porsche is a very focused performance driven brand."

Aldo is excited about what the next year holds for Porsche—a refreshed Macan, new 911 and the highly anticipated release of the Taycan. "It's going to be a fun year!"

### *Steve Schermerhorn – Fixed Operations Director*

Steve is long-time Austin resident—since 1976. He has been married for 25 years and has two children. "When I was younger, I competed in running events and triathlons for 12 years completing over 400 races" said Steve. He has a background as an automotive technician and previously was an adjunct professor teaching automotive technology.

Steve was most recently with a Mercedes dealership in Central Texas. He has owned a 1967 Mercedes 200 as a daily driver, and his daughter has a very clean 1993 Mercedes with over 330,000 miles on it.

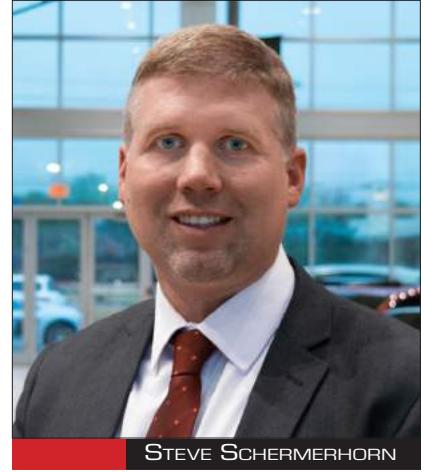
As Fixed Operations Director, Steve leads the Service and Parts Departments at Porsche Austin. "I enjoy working where the customers are passionate about what they drive, and where the employees are proud of the company and brand they work for. We have a great team here that



APOLLO CHANG



ALDO ABAD



STEVE SCHERMERHORN

is very customer focused and we are supported by great ownership” commented Steve.

About the Porsche brand, Steve explains that “Porsche has an innovative style and performance with a long race heritage that stays true to their brand image.” He has a clear affinity for German cars, and years ago was part of a local pro-sedan class race team which raced a Volkswagen Scirocco on a circle track race series.

*Alexander Ferreris – New Vehicle Manager*

Alex was born in Puerto Rico and has lived in Texas since third grade. After graduating from the University of Houston with a degree in finance, he started working in the car business in 2006. Alex has a wife of 15 years and three children. He has lived in Houston and spent four years in Greenville, South Carolina while managing a BMW and MINI store. He has worked with Volkswagen, MINI, BMW and now Porsche.

“My role at Porsche Austin as New Vehicle Sales Manager provides new and exciting challenges every day. From meeting interesting new people, to introducing first time Porsche buyers to the brand and leading a dynamic sales staff, no two days are the same.”

What especially attracts him to Porsche? “The heritage,

the engineering, their proven race history and their class leading performance are just a few things that stand out. It is truly an aspirational brand and one I am glad to be a part of” says Alex.

*Mike Presta – Pre-Owned Manager*

Mike is originally from San Diego and moved to Austin in 2008. He was raised in the car business, starting in the Parts Department with his dad’s Chevy dealership when he was in high school. He has worked with Hummer and Mercedes dealerships prior to Porsche. “I love the outdoors and exploring Austin with my dog Mike Jr.” he says.

“The first Porsche I remember up close as a kid was our next-door neighbor’s very cool silver 993 Targa. They loved it and would only take it out on the weekends. My dad being in the car business, he was always driving different cars and telling me about what’s new and exciting. I started out in domestic cars but over the years in the car business I’ve found a passion and appreciation for luxury German automobiles.”

He appreciates the heritage and engineering you see in every Porsche. “From the headlights to the ignition placement, Porsche has a reason for designing cars like they do” Mike commented.

As the Pre-Owned Manager at Porsche Austin, “I get to appraise every trade in, and we see some very fun cars come in. Recent trade-ins include a Lamborghini Huracan, a 1986 Mercedes SL, and not one but two GT2 RS’s. “The best part of my job has to be our clients, they are as much fun as the cars we get to see” said Mike.

Mike currently drives a Panamera Turbo. “The power and handling is so good I forget there is a back seat.”



ALEXANDER FERRERIS



MIKE PRESTA

# 2018 Porsche **Macan**



# 2018 Porsche **Panamera**



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Safety Training Center at Austin Community College to hold a Tire Rack Street Survival program for teen drivers. The event will be held at the newly opened Public Safety Training Center which is part of ACC's Hays county campus. Constructed and opened in September 2018, the facility is purpose built and dedicated to providing driver training for first responders and law enforcement. The facility is being made available for the first time to the community to help teen drivers develop the car control skills necessary to enhance their ability to safely navigate unforeseen and unpredictable situations that may arise while they are driving.

Hill Country Region Porsche Club of America and the Tejas Chapter of the BMW CCA are partnering with the Public

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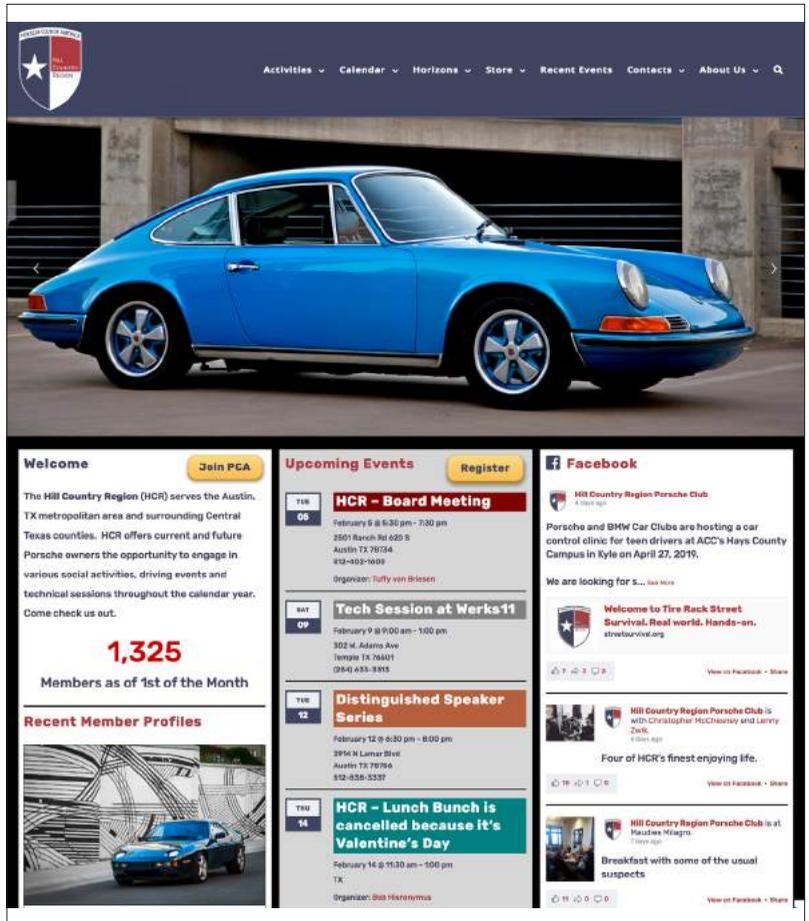
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# REMAKING THE HCR WEBSITE

STORY BY JOHN DEVINEY



In October 2018, the Hill Country Region Web Team launched a new and improved website. The website launch was the culmination of countless hours of research, planning, design, prototyping, implementation, training and support.

In January 2018 Satya Miller, Mary Ann Cooper, Alex Suarez and I met to begin discussions on what a new HCR website should look like and what platform it would be built on. The old website had been neglected for quite a while and the last webmaster who was well versed in Joomla was long gone. Joomla is the Content Management System (CMS) that was used to build and maintain the previous website.

The web team first came up with a list of core requirements which were run past the board of directors for feedback and updates. The requirements were broken down into a set of functional and technical requirements. The functional requirements included what type of content would be included on the website and how it would be organized. This included things like: club activity descriptions, calendar events, national and regional club stores, media gallery, recent event posts, member profiles, executive team and standing committee chair contact information, social media content, Horizons newsletter downloads, advertising, classified ads, etc.

The technical requirements included: ease of maintenance without the need for web development resources, selection of a CMS with wide industry adoption, support for secure content, support for reactive web design (compatibility with desktop, tablet and mobile devices), ability to export

or download calendar events, and website backup and recovery.

Long gone are the days of building static websites from scratch using hand coded Hypertext Markup Language (HTML), Cascading Style Sheets (CSS) and JavaScript (JS). Today there are a number of CMS platforms available to make it relatively easy for almost anyone to build a new website. A CMS is typically implemented in the PHP programming language and generates the HTML and CSS that is rendered in your web browser.

The web team then had to choose a new CMS. The team compared the capabilities of three of the most popular platforms in the industry: Drupal, Joomla and WordPress. Drupal is considered the most powerful platform of the three but requires a significant level of technical expertise to build and maintain a website. Joomla falls in the middle with regard to ease of use and it is also not as widely used as WordPress. Based on ease of use and heavy industry adoption the team elected to go with WordPress. The club's current hosting provider already had extensive support for WordPress so that was a plus. Here are some interesting statistics regarding WordPress:

- WordPress has 59% of the CMS market
- 27% of the internet is powered by WordPress
- WordPress sites make up 14.7% of the Top 100 Websites in the world
- There are 3,000+ free themes available for WordPress and many more premium themes

WordPress relies on a Theme to control how a website is displayed in a web browser and there are literally thousands of WordPress themes to choose from. Selecting a WordPress theme can be a daunting task. The web team spent many hours researching free and premium WordPress themes. There are several very good reasons to consider a premium theme over a free theme. Premium themes typically have these advantages:

- High quality and highly customizable
- Intuitive user interface without needing HTML, PHP and CSS skills
- Standards compliant
- Responsive design (desktop, tablet and mobile device)
- Periodic updates with technical support

When selecting off-the-shelf software and tools for an organization it really pays to do your research. Our research led us to consider Avada by Theme Fusion and several other offerings. Avada stood out with its large user base, wide range of features and powerful drag-and-drop design tool known as Fusion Builder. Avada also comes packaged with a number of useful third-party plugins which support features like: online forums, picture sliders, calendar events, management and contact forms. One feature requirement of mine was the ability to have complete control of the design of a web page without having to code custom HTML and CSS. Many WordPress themes offer a fairly static design template that can't be customized. Avada shines in this area with a dozen or so out-of-the-box design templates plus Fusion Builder. There is virtually no limit to how you can customize a web page using Avada Fusion Builder - it's fantastic.

At this point the team had compiled and reviewed a set of requirements with the board, selected WordPress and Avada for the technical platform and decided to stay with the current hosting provider. Now what? One item was missing from our requirements was a user interface design specification. All we knew for sure was that we wanted something that looked better than what we currently had. The web team and members of the executive council reviewed other PCA club websites for ideas. The list included PCA National, Potomac Region, Golden Gate Region, Lone Star Region, Maverick Region and others. User interface design really is an art and there will always be as many different opinions as there are people involved in the process. We did our best to gain a consensus on the pros and cons of each of the other web sites that we reviewed.

Here enters a timely new addition to the web team. I met Heide Osborne and her husband at the 2018 Hill Country Region Member Party at Petrol Lounge. The topic of website design for the club came up and that's when I learned that Heide works as a website designer for a local company. Heide also just happened to have experience with WordPress and Avada. Heide was kind enough to offer some time to help out on the new website design. Some people

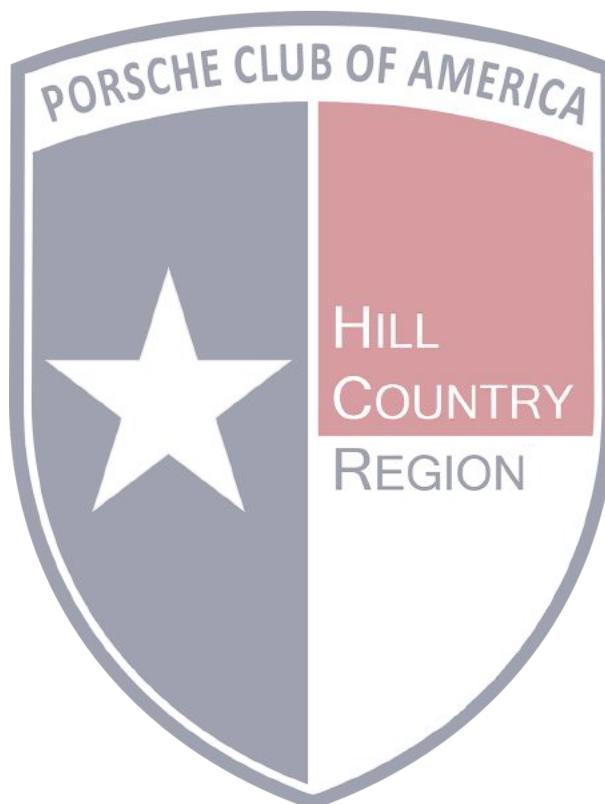
are really good at design and Heide is one of those people. We walked through what we liked and didn't like from some of the other web sites while incorporating some of our own ideas. Heide was extremely helpful in laying out the initial design as well as suggesting some third-party plugins to address WordPress security and incorporate social media as content. Heide helped out on implementation for a while then left the rest to the web team. I am very grateful for the time she volunteered to our project.

Now we're cooking. Well, almost. What good is a website without pictures and editorial content? Thankfully, I was able to gather literally hundreds of high-quality photographs from HCR members Jonathan Haggar, John Konakci and Alex Suarez. A huge thanks goes out to those guys for their contributions. As for editorial content, it's always challenging to keep a website updated with relevant and timely information. We're always looking for relevant stories and photos from our HCR members. We look forward to hearing from you and keeping you up to date on club activities in 2019.

If you have suggestions for content or website improvements, please send an email to:

[webmaster@hcrpca.org](mailto:webmaster@hcrpca.org)

or use the website Contact Us page.



# 2018 HCR HOLIDAY PARTY

STORY BY LISA MOORE

Once again, the PCA Hill Country Region successfully celebrated the holiday season with a jolly party held on December 1, 2018, at The Hills Country Club in Lakeway. More than 100 HCR members and guests attended the event and happily added to the holiday spirit of others by contributing toys of all kinds to give to the Lakeway Police Department Green Santa program.

Before the scrumptious buffet dinner, we enjoyed the bar and socializing while looking over the door prizes, the raffle prize, and items for purchase from Porsche Austin, like the coveted wall calendar.

With everyone enjoying dinner, the party continued. First up were the awards. The John and Edie Musgrove Volunteer of the Year Award went to John Deviney for his leadership and hard work in revising and updating the HCR web site into a user friendly, impressive site. Please see the separate article in this Horizons describing the website update process and contribution of several other HCR members.

The Scott Smith Enthusiast of the Year Award went to Christopher McChesney. Chris has worked tirelessly throughout the year planning, pre-driving, then leading several outstanding driving tours, including arranging for our large group to have lunch at fantastic restaurants throughout our area.

This year the HCR established a new award, the Rika Preuss award for service to the Hill Country Region. Rika Preuss was a beloved and devoted member of our region and we were all saddened by her sudden death in November at the age of 46. The first Rika Preuss award was given to the

very deserving James Dilling. James is open and friendly to all and is eager to help HCR wherever he is needed.

The door prize giveaway was next with several prizes donated by Porsche Austin and HCR members Holly Noel, Jonathan Haggar, and Lynn Friedman. Then, it was time to draw the winning raffle ticket for the grand prize, a 48-inch rechargeable electric toy Porsche ride-in car. The car was donated Tom and Pat Emr, who won it in the Continental Tire drawing at the annual PCA Palooza in Eureka Springs, Arkansas.

At the holiday party drawing, two generous members who won the raffle donated the car back to HCR. The third winner was Rick Clemens, who then donated the car to the Dell Children's Medical Center in Austin, where it will brighten the day of many children.

The proceeds from the raffle went to one of Rika's favorite charities, Foundation Communities, a local charity that provides affordable homes for families, veterans, seniors, and individuals with disabilities.

A thank you for the wonderful evening goes to the party greeters Kathy and Jonathan Haggar, raffle ticket sales Gordie and Barbara Robbins, door prize and raffle ticket caller Steve Guzman, and to Bruce Harris for emceeing the evening and for providing access to the Hills Country Club. Also, thank you to Tuffy and Sheri von Briesen for all their help setting up and throughout the night. We ended the evening with more socializing and pictures with friends in front of the sparkling decorations.



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# HCR 2018 STRATEGIC PLAN RECOMMENDATIONS AND IMPLEMENTATION

STORY BY GORDIE ROBBINS

## *HOW WE ARE USING OUR MEMBERS' FEEDBACK TO IMPROVE THEIR EXPERIENCE*

In the last issue of Horizons we described the results of the Member Survey and the useful information received from our members. This input, and significant discussions among HCR's Executive Council and Board of Directors, provided the basis for our Strategic Plan and recommendations. The Board has already started to implement many of the following thirteen recommendations!

The Strategic Planning Committee identified and recommended five key objectives, which will guide the future structure and operation of the Region. The Committee's recommendations are centered around these objectives.

- Camaraderie - Social and/or non-driving activities with the Membership.
- Cars- Activities where driving a vehicle is taking place, car related education, or showcase.
- Communications-Our various HCR/PCA communications products.
- Community- Non-member events that the Club sponsors, participates in, or engages with sponsors of the Club inclusive of charitable events and/or contributions.
- Club- The internal HCR/PCA organizational model

### **Recommendation #1: GROWTH - ORGANIZATIONAL MODEL**

Issue: HCR has undergone significant membership growth in the last 5 years. The current organizational model is insufficient to support the continuing growth over the next 3-5 years.

Recommendations: In order to address this growth we need to strengthen the organizational structure and process. Realign the Board around Camaraderie, Cars, Communications, Community and Club by creating Functional Chair Positions. Update the Bylaws and define a succession plan for the Executive Committee.

### **Recommendation #2: ESTABLISH VOLUNTEER CHAIR**

Issue: The most critical gating factor to successful HCR growth is generating sufficient numbers of volunteers and volunteer hours, which determines how many activities and events can exist in the Club's calendar, and drives satisfaction with Club events.

Recommendation: Establish a Volunteer Chair position on the Board who is responsible for developing and executing

a New Volunteer recruiting and mentoring program within the membership. Align volunteer requirements with member skills or assignments and promote cross-functional volunteering.

### **Recommendation #3: NEW MEMBER RETENTION**

Issue: HCR loses a disproportionate number of Members during their first two years. 55% of non renewals leave HCR during the first 2 years.

Recommendation: Establish quarterly New Member Orientation Meetings to be organized by Membership Chair. An EC member would speak individually with each new member attendee and determine their activity and volunteering interests. Would provide feedback to appropriate Chair who would promptly follow up. Immediate follow-up with members that fail to renew.

### **Recommendation #4: BUDGETING & RESOURCES**

Issue: HCR currently has no Pro Forma budgeting process or financial strategy in place to identify key spending requirements by event/activity for a budget year.

Recommendation: Chairs should be required to provide a revenue, cost rollup and volunteer resource requirement for each function for the calendar year. Require every HCR activity to be cost positive or neutral, unless planned for by the Board.

### **Recommendation #5: CHAIR RESPONSIBILITIES**

Issue: Chairs need a clearly defined set of responsibilities with respect to their individual and organizational activities.

Recommendation: Each Chair should review their individual responsibilities and budget and resource requirements with his/her Functional Chair, and document them on the HCR Website. Each Chair should perform an event assessment after each event using a standardized HCR Event Assessment form.

### **Recommendation #6: MARKETING FUNCTION**

Issue: Marketing, or the HCR Brand, is scattered across a disparate number of current positions on the Board. "What we promote" has no common voice in HCR today. Our 'message' is not clearly crafted to the overall

membership. Membership has asked that we broaden the offering of HCR products and promotional items in the HCR Goodie Store.

Recommendation: Establish a Marketing Functional Chair position on the Board, and align all marketing functions within the Board as functional responsibilities of the Marketing Chair. Align messaging, promotions, sponsors, advertisers and products to reflect 'one HCR voice'.

**Recommendation #7:  
COMMUNICATIONS**

Issue: Survey respondents feel that HCR does an excellent job in Communications including weekly e-news and Horizons, but, there is some room for improvement. Event information across HCR's communications platforms is inconsistent; with a competing Facebook page, dormant yahoo group, etc. Weekly HCR e-news is showing age.

Recommendation: Develop a HCR Communications Strategy and ensure resources to support it. Spruce-up weekly HCR enews (similar to ebrake).

**Recommendation #8:  
SCHEDULING**

Issue: HCR Members require better schedule awareness so that they can plan their yearly activities, including participating in HCR activities of their interest.

Recommendation: Improve HCR event calendar awareness, including weekly e-news events to push specific events to Members' calendars, and link to HCR website calendar.

**Recommendation #9:  
EDUCATION AND INFORMATION**

Issue: Experienced HCR members possess a wealth of knowledge about technical issues related to Porsche ownership, but transfer of that knowledge to inexperienced members could be more efficient. 67% of primary member survey respondents were interested in education and information.

Recommendation: Increase the emphasis on education and information via additional activities and formal communications. Increase the frequency, breadth, and depth of Tech Sessions, Information Sessions, Speaker Series, or other educational events. Establish a Special Interest Group for technical issues and self-repair of Porsches and provide a communication channel.

**Recommendation #10:  
COMMUNITY**

Issue: Members appear strongly divided as to the appropriateness of, and/or their interest in participating in charitable activities in a car club. Membership is divided in the value of HCR involvement in charitable activities. Some want "HCR volunteer boots on the ground", others have

their own charitable interests which they would prefer to keep separate from their car club.

Recommendation: Provide all funding to charitable activities through parade lap donations, raffle, or self-selected activities. Potentially query the Membership during the Election Process as to whether charitable giving by the Club is of fundamental interest to the Membership.

**Recommendation #11:  
OPERATIONAL IMPROVEMENTS**

Issue: Member survey feedback indicates that some of HCR's current events can be improved.

Recommendation: Chairs should consider the following suggestions: Lunch Bunch should be more active; with guest speakers and new members introduced to the group; Saturday Driving Tours are well appreciated, but need improved organization; HCR needs to select a larger venue than the Petrol Lounge for our Annual Party.

**Recommendation #12:  
NEW ACTIVITIES**

Issue: Members have expressed a desire to participate in a broader range of events and activities than HCR currently offers.

Recommendation: Based on survey interest, the EC should strongly consider adding the following activities (in order of survey interest):

- Special Interest Group for Tech Issues & Self Repair of Porsches
- Low cost dinner events
- Speaker events
- Weekend/overnight tours
- Street Survival type program for adults
- How to Prepare for Racing & Advanced DE
- Wine tasting event
- Rallies and autocross

**Recommendation #13:  
NEW MEMBER GROWTH**

Issue: HCR needs to grow its membership to increase volunteer resources (people and hours) and generate more revenue. To accomplish this, we need to reach out to the majority of other Porsche owners in our Region to encourage them to join PCA.

Recommendation: Offer limited events open to all Porsche owners and publicize on traditional media and social media outlets. Invite non-PCA Porsche owners to attend New Member (or Non-Member) orientation seminars. Determine how to attract more Cayenne, Macan, and Panamera owners to join. Consider a staffed PCA/HCR table at select car-related events in the area.



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# HILL COUNTRY REGION CALENDAR

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					<b>MAR 2019</b>	<b>2</b> 9:00 AM - 1:00 PM CARS & COFFEE
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b> 8:30 AM - 2:00 PM HCR RALLY #1
<b>10</b> 8:00 AM - 12:00 PM CARS & COFFEE	<b>11</b>	<b>12</b> 5:30 PM - 7:30 PM HCR BOARD MEETING	<b>13</b>	<b>14</b> 11:30 AM - 1:00 PM LUNCH BUNCH	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b> 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b> 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	<b>29</b> CARRERA OF THE AMERICAS CLUB RACE & ADVANCED DE	<b>30</b> CARRERA OF THE AMERICAS CLUB RACE & ADVANCED DE
<b>31</b> CARRERA OF THE AMERICAS CLUB RACE & ADVANCED DE	<b>APR 2019</b>	<b>2</b> 5:30 PM - 7:30 PM HCR BOARD MEETING	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b> 9:00 AM - 1:00 PM CARS & COFFEE  8:00 AM - 5:00 PM DRIVING TOUR #2
<b>7</b> 8:00 AM - 12:00 PM CARS & COFFEE	<b>8</b>	<b>9</b> 6:00 PM - 8:00 PM NEW MEMBER ORIENTATION	<b>10</b>	<b>11</b> 11:30 AM - 1:00 PM LUNCH BUNCH	<b>12</b>	<b>13</b>
<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b> 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	<b>19</b>	<b>20</b>
<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b> 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	<b>26</b>	<b>27</b> 8:00 AM - 5:00 PM STREET SURVIVAL
<b>28</b>	<b>29</b>	<b>30</b>	<b>MAY 2019</b>	<b>2</b>	<b>3</b>	<b>4</b> 9:00 AM - 1:00 PM CARS & COFFEE
<b>5</b>	<b>6</b>	<b>7</b> 5:30 PM - 7:30 PM HCR BOARD MEETING	<b>8</b>	<b>9</b> 11:30 AM - 1:00 PM LUNCH BUNCH	<b>10</b>	<b>11</b>
<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b> 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	<b>17</b>	<b>18</b>
<b>19</b> 8:00 AM - 12:00 PM CARS & COFFEE	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b> 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	



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