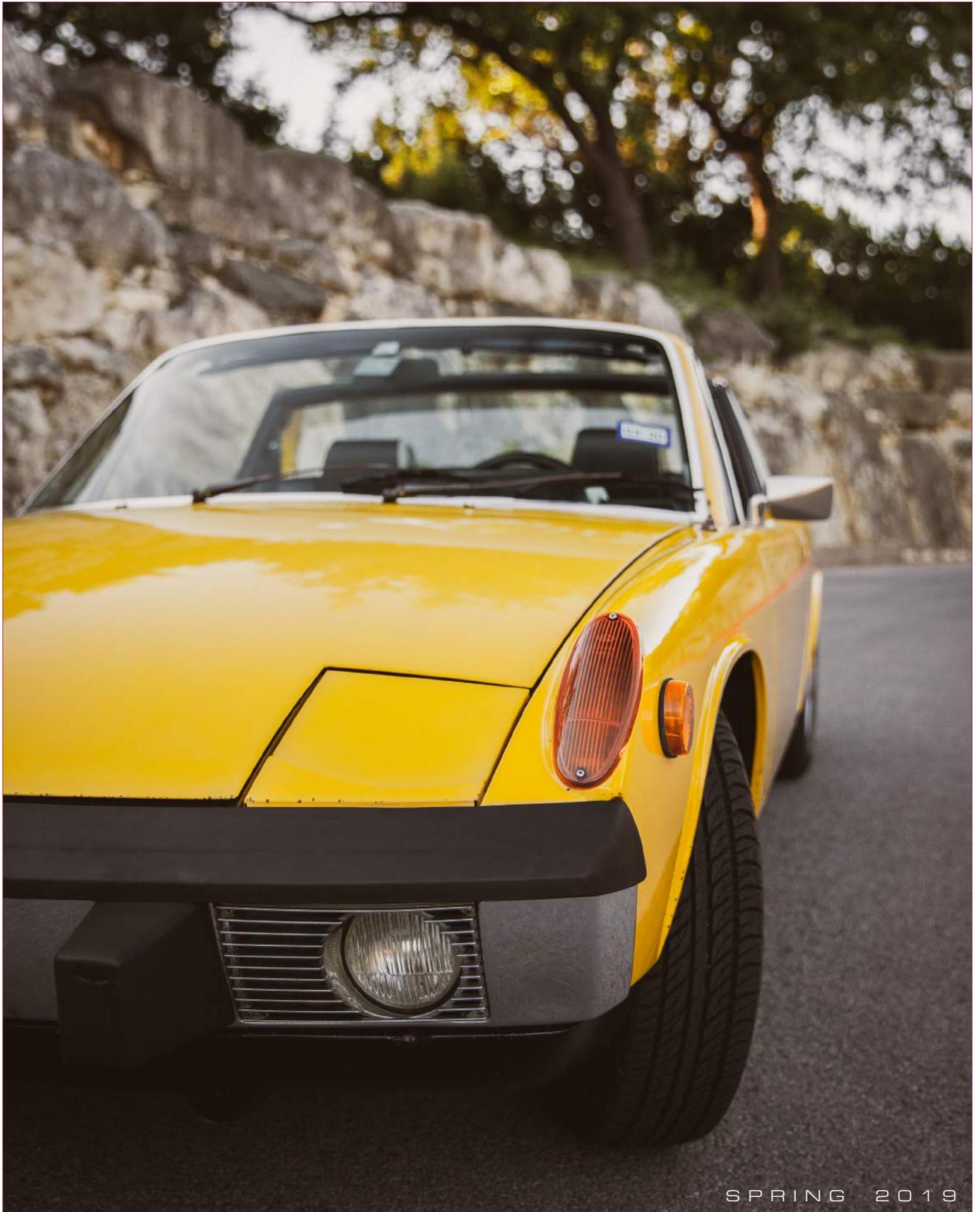


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Cover Image | Member Charles Dennis's 914 welcoming the Springtime in Austin. Photo Credit: Jonathan Haggar.



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THE DRIVER'S SEAT

BY TUFFY VON BRIESEN

It's all about you!

Hill Country Region (HCR) continues to grow. As I write this, we are at 1,370 total members. This number fluctuates throughout the month, but the trend continues to be increased membership. The HCR Executive Council (EC) and Board of Directors (BOD) believe one of the ways to continue this upward trend is proactive communication with our membership, especially our new members. PCA research shows that if we can retain new members past the one-year mark, there is a very good chance that a new member will become a long-term member. New member retention is critical to the continued health of HCR. Those new members form a pool of potential new volunteers and bring new and creative ideas to the table.

There are five components to our Region's membership strategy:

- Focus on welcoming and engaging our new members;
- Reduce the number of members who don't renew;
- Develop and implement new activities that provide interest and appeal to the entire membership;
- Increase proactive communication with our existing members;
- Maintain a strong slate of volunteers to manage and deliver our events.

New member engagement and member retention falls squarely on the shoulders of Gordie Robbins, our Membership Chair. I know the amount of time Gordie spends on membership and I know he has a serious commitment to what he does. One of our new activities this year was a New Member Orientation. Our goal was to provide an event focused on new members but with participation from all members, where we could give them a chance to hear about our programs and ask questions of our Standing Committee Chairs and Event Coordinators.

Subsequently on April 9, HCR presented our first New Member Orientation under a new format. About 75 new and experienced members attended - an awesome and enthusiastic turnout! Gordie developed a masterful presentation that summarized everything we do. And our Standing Committee Chairs and Event Coordinators did an outstanding job communicating this to the new and experienced members that attended the orientation. The presentations were followed by an extended question and answer session. It was great to see the interest in our programs displayed by those attending!

The second piece of this strategy is member retention. Sometimes we have as many members not renewing their PCA memberships as we have new members joining HCR. We have discussed numerous ways to reduce the non-retention rate. I know the PCA National organization sends an email to those who memberships are due for renewal. We have also decided to send an email from HCR leadership as well. We have had one or two complaints about getting two emails about the same subject, but we feel the local communication from HCR is important. Our goal is not to pester you into renewing, but to

get feedback from those who may not renew. If you have issues with HCR or PCA, we would like to know. I can promise you we won't ignore your comments. We are constantly seeking input from the membership about how HCR operates. An example is the membership survey we sent out last year. If you responded to the survey, thank you - and know that we considered all of your suggestions and acted on many. The majority of the new activities this year are a direct result of your responses from that survey. We hope you'll continue your membership, but if you don't, please let us know why.

The third component of the strategy is to develop new activities and improve existing ones to ensure continued member interest in our programs. We are working diligently to do this. One example is our Distinguished Speaker Series. Tavo Hellmund, the gentleman that made F1 in Austin possible, is our next speaker. Our upcoming Adult Car Control Clinic is another example. We constantly discuss identifying new and interesting things to do. If you have an idea, let us know.

The fourth component, a vitally important one, is to continue proactive communications with our more experienced members. These members have the benefit of years of PCA experience, not only in HCR but often in other Regions across the U.S. They provide valuable ideas and input. Many of them form the nucleus of our volunteer corps. And it is this group that eventually moves into leadership positions within HCR. We also have several experienced members that don't want to move into a committee chair or event coordinator position, but they provide a valuable service by contributing as committee members, getting to know both new and experienced members, identifying ideas for new activities and encouraging those who might want to move into responsible volunteer positions.

The final strategy piece is maintaining and growing our volunteer base. We continue to refine a proactive approach to identifying and communicating with prospective volunteers. Bob Hieronymus, our Lunch Bunch Coordinator, 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 on. 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. 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 that will contribute to HCR's vitality.

As we move further into 2019, I know I'm excited about the future. In my time with PCA, especially while serving as National Awards Coordinator and Porscheplatz Coordinator, I've met folks from many Regions across the U.S. Thanks to you and your support to HCR, our volunteers and our activities; HCR is among the best in PCA.

If you have any comments or questions, please email me at dvb0415@gmail.com or give me a call at 703-980-4839.

MEMBERSHIP REPORT

BY GORDIE ROBBINS



MEMBERSHIP TYPE	Feb'19	Mar'19	Apr'19
PRIMARY MEMBERS	905	916	911
AFFILIATE MEMBERS	427	434	432
TOTAL MEMBERSHIP	1332	1350	1343

ANNIVERSARIES

(5) Aditya Srikanth	(5) Jeff Moore	(10) Louis Hesselt Van Dinter
(5) Andrew Potemski	(5) Larry Stein	
(5) Brett Funderburg	(5) Michael McGann	(15) Edward Gross
(5) Erik Strelnieks	(5) Michele Hart	(15) Joel Culp
(5) Gary Domrow	(5) Randy Frederick	(15) Thomas Erdmann
(5) James Hubbard	(5) Roger Huth	(15) W Wilson
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MEMBER PROFILE: CHARLES DENNIS

INTERVIEW & PHOTOGRAPHY BY JONATHAN HAGGAR



We met Charles Dennis at a recent PCA event after learning he owned a 1973 914. Dennis shares the story of purchasing his 914 from new and his longtime membership in PCA.

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

CD: PCA 1973, the Magnolia Region in Mississippi (see membership card) - and HCR in 2016 when my wife and I moved back to Texas from Mississippi.

How and when did you acquire your Porsche 914?

CD: I bought it from Carmichael Volkswagen in Meridian Mississippi. Carmichael was also the Porsche dealership in Meridian. The car was new and had seven miles on the odometer. The \$25 deposit for the car was made on September 21, 1973. The balance was \$5,407.14 and was paid when I took possession of the car on September 28. I was 31 years old when I bought the car - I'm now 77.

What drew you to this car?

CD: Price. I never expected to own a Porsche - they simply cost too much. When the 914 was introduced, a Porsche was possible. The reason I've had the car so long is that I've been very careful with it - I thought it would be the only Porsche I would ever own. The fact that it was a VW-Porsche did not detract from its desirability for me.

What is your favorite thing about your car?

CD: Fun. This is a car that makes you smile when you're driving it. It's not too powerful but it goes fast enough and is responsive to the driver's input. When you stop for gas people come to talk with you about the car.

What makes this car special to you?

CD: Longevity. The yellow 914 has been in my family for 46 years. That is longer than many Hill Country Region members have been alive.

What makes your car unique?

CD: It's a one owner VW-Porsche, and there aren't many around.

Has your car had any restoration?

CD: I had two fender dents repaired and painted a long time ago. Werks 11 in Temple, Texas powder coated the wheel rims. They also repaired and painted the front pan and trunk.

Have you done any modifications?

CD: I threw the air conditioning unit in the dumpster - and replaced fuel injection with dual carbs. It currently has a new 2.0 liter engine. The original 1.7 liter engine had two rebuilds and was ready for a "life" outside the car. RIP.

How did you become interested in Porsche?

CD: In 1958 I bought half of a new Triumph TR3A - my mother bought the other half. I joined the Beaumont, Texas Sports Car Club. There was a member with a 356 Porsche Speedster. That was the beginning of my interest

in Porsches. That 356 Speedster was the most beautiful car I had ever seen.

What do you love about Porsche cars?

CD: An old Porsche and a new Porsche are similar. They're classic. They're fun to drive. They're works of art. They can easily be identified on the highway and make you smile deep down every time you pass one. Porsche sports cars make you happy.

Do you own any other Porsches?

CD: Yes, in 1987 I bought a new red 1987 Porsche 911 Targa.

Which of the two is your favorite?

CD: The 1987 Porsche 911. Having said that the 914 and the 911 are not comparable. I love them both.

Do you regret ever having sold a Porsche?

CD: I have never sold one. Make me an offer? Just kidding.

Was there ever a Porsche you missed out on?

CD: So, what is this, a trick question? I missed out on all of them except my 914 and 911. The good news is that I still have some money in the bank because I missed out on them and did not sell my old Porsches.

What is your dream Porsche to own?

CD: Let's be realistic here. I will just maintain what I have. That goes for my two Porsches and my wife of 54 years.

Tell us about a notable drive or road trip.

CD: In November 2004, my friend, Charles Hogrefe, and I departed on a ten-day trip from Hattiesburg, Mississippi to the Grand Canyon. Hogrefe and I met in the U.S. Air Force at Blytheville, Arkansas in 1964. As fate would have it we were now both employed at the University of Southern Mississippi - I as a Professor of Finance and he in the University Computer Center. We stopped in Archer City, Texas to visit Larry McMurtry's bookstores. Mr. McMurtry and I were born in the same hospital in Wichita Falls, Texas. We visited friends in Pagosa Springs, Colorado and Zion National Park. At the Grand Canyon we hiked to Phantom Ranch (ten miles), spent the night and hiked out the next day. Charles and I agreed that we would never do that again. The trip was 4,275 miles.

What is your favorite Porsche or PCA related memory?

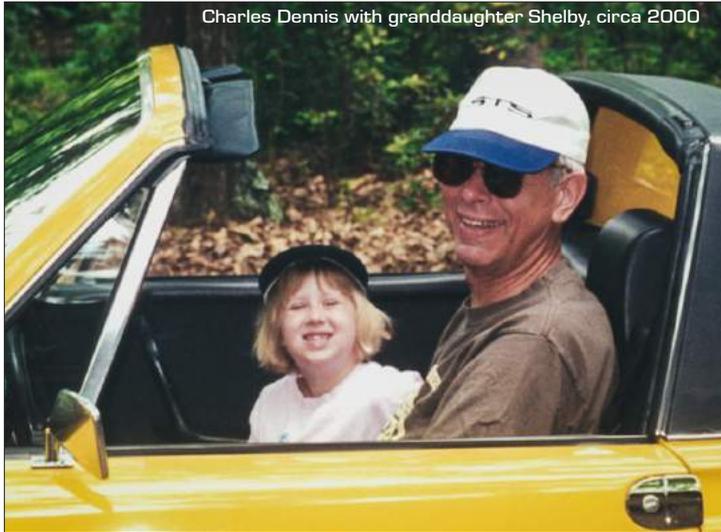
CD: In early March of 1988, I participated in a Porsche sponsored Precision Driving School with Derek Bell at the Texas World Speedway. At that event Brian Redman was my instructor. He drove my then new Porsche 911 to show me how it's done, and I then spent the rest of the weekend trying to do what he did.

Do you participate in driving events?

CD: Yes, in the 1970's I did rally driving with various navigators - once with my wife (note the word once). Currently, I have excelled at driving my cars to events where food is served.



Charles Dennis with granddaughter Shelby, circa 2000



Dennis and granddaughter together again with his 914



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IT'S ALL ABOUT THE SPEED: RALLY REPORT

STORY BY GEORGE HANSEN

The weather forecast in the days leading up to HCR's first rally of the year was looking dismal - 40% chance of rain...50% chance of rain...70% chance of rain and the possibility of localized thunderstorms, severe at times. But then Mother Nature decided to give us a break. Rain on Friday, moving through the Austin area early Saturday morning.

Rally day, Saturday, March 9th and the weather outside the Rallymaster's window at 6:00 AM looked pretty good, nothing but light rain - rally on! Sixteen teams and two solo drivers came to the same conclusion - rally on!

What is a rally? According to HCR President Tuffy von Briesen, a rally is a Tour that requires you to think. So, like a tour, a rally involves driving your Porsche. That's a good start. Unlike a tour, which may focus on scenic byways, Porsche-worthy turns, or an interesting destination, a rally has a competition or challenge component.

The classic time-speed-distance rally requires drivers and navigators to drive from checkpoint to checkpoint, while maintaining very precise speeds and elapsed times, sometimes down to tenths of a second. A gimmick rally may require you to decipher route instructions, determine checkpoints, observe and record specified things along the way, or be a scavenger hunter.

In any case, rallies are a new event for HCR, and the turnout for the It's All About the Speed Rally was encouraging. With the weather still threatening Saturday morning, everyone who registered turned up for the rally check-in, with the exception of one solo driver.

So, what was the thinking part of the rally? It wasn't trying to avoid the local officer and his radar gun while speeding down the road. Each team received a set of route instructions, but no map. Each team started from the Oasis Restaurant parking lot in two-minute increments, which meant no group drive. In

fact, drivers were cautioned not to simply follow the car ahead. Who knows, the team ahead might make a wrong turn and, if you follow, you're both off the course. More than one team took unintended scenic tours of Jonestown when they missed the turn onto Nameless Road from RR 1431.

The real thinking challenge required teams to observe and record all the speed limit signs they passed on the route. Enforceable speed limit signs carried a plus value and cautionary speed signs carried a negative value. Add up all the pluses and minuses - 105 signs in all over the 71-mile drive to Flat Creek Estate Winery - and turn in your score to the Rallymasters.

Seems pretty simple right? One team reported 475, another 2,040, while another team anchored the high end at 8,235! Two teams tied for first place with scores of 530, only 40 points off the Rallymaster's official score of 570.

After a tie-breaking round of questions about Porsche cars and Austin, the driver/navigator team of Al Leffler and Tom Emr emerged the winners. Opportunities to win a prize didn't end there. Participants competed for prizes in Porsche and St. Patrick's Day themed quizzes.

The sun was shining at Flat Creek Estate Winery as owner Madelyn Nabor and staff treated us to a wine tasting, caesar salad and wood-fired pizza for lunch. Participants had fun with the speed limit sign challenge, enjoyed the drive even if they got lost, and made lunch magically vanish before our very eyes.

Join us for The Riddler Rally on June 15th.

Rallymasters LD and George Hansen have joined forces with Commissioner Gordon of Gotham City to help foil the Riddler: You'll need to solve clues to stay the course, collect proof you found all the destinations along the way, and solve riddles for bonus points. Sign up now on ClubRegistration.net.

HAGERTY - MORE THAN CLASSIC CAR INSURANCE

STORY BY JEFF MOORE

Photo Credit: Jonathan Haggart



To us car people, Hagerty is a name most associated with classic car insurance. We've seen Hagerty's presence at car events around the country, and their advertisements in multiple media, including as a new advertiser in our Horizons newsletter. But when you look more closely, Hagerty is much more than insurance.

Hagerty has significant history and credibility with the classic car and collectible car community and has been insuring classic and collectible cars since 1984. The company is based in Traverse City MI, with offices in Ann Arbor MI, Stamford CT, Golden CO, Toronto and London; as well as many remote employees all around the country. Sean Walker is Hagerty's Regional Territory Manager in Central Texas.

Sean relocated to Austin last year after having served the Regional Manager role in the Dallas/ Fort Worth area. Hagerty management saw the flourishing car culture in Austin and wanted to be part of it. Sean's role is to connect with customers and car-minded people in the area, so if you haven't already you will soon meet him at an area car show or event.

Frank Hagerty started this business out of his basement after not being able to find adequate coverage for classic boats on Lake Michigan. Frank, and a hand full of people in those early days, began branching into cars soon after. Frank was a true car guy and raised his son Mckee (the company's current CEO) to be the same.

Mckee famously bought his first car (a 1967 Porsche 911S) with \$500 he saved from mowing lawns and restored it with his dad's help. He still owns that car today. Mckee took over the reins of the business after Frank's passing and has continues to run it to this day as a family business.

Today, Hagerty is engaged in several facets of our hobby in multiple ways. Hagerty features it's Driver's Club that welcomes members from all walks of life. Whether you have one car, many cars or just dream of the day you finally buy one, there is a place for you with

Hagerty. By joining, members enjoy Hagerty magazine 6 times a year; free valuation tools, discounts on car related items such as car covers, tires, car transport and more. You can check out their website and see what's offered. In Central Texas and the Hill Country, Hagerty plans to invite those members to exclusive events and give them preferred parking for ongoing events as well.

While Hagerty has branched out in their business, their insurance product continues to be the core of the business. Hagerty can cover anything "collectable" regardless of its year. Whether you have a classic or maybe a 2018 "weekend car", as long as there is collectability to it, Hagerty can insure it for what it's really worth.

Sean explains: "We will not depreciate your car; don't need appraisals, don't need odometer readings and will cover an incident whether you are coming from a car show or driving the hill country on a beautiful Saturday!"

Hagerty is proud to partner with the PCA at national and local levels and "we look forward to continuing to give auto enthusiasts what they need as well as what they want! Contact me anytime and I'll be happy to help," says Sean. He can be reached at Swalker@hagerty.com or (469) 404-1282.

HCR VOLUNTEER OPPORTUNITIES



Hill Country Region needs your help to continue to grow and expand the list of available activities for our members. Please consider volunteering for one of the open positions listed below.

- WEB EDITOR
- STREET SURVIVAL SCHOOL VOLUNTEER POSITIONS
- NEWSLETTER ADVERTISING MANAGER
- COMMUNITY AND PUBLIC RELATIONS COORDINATOR
- PORSCHE ROAD RALLY VOLUNTEER POSITIONS
 - HCR'S RALLY REGISTRATION AND RALLY AWARDS DISTRIBUTION
 - HCR'S RALLY STAGING AND RALLY SCORING
 - HCR'S RALLY THEME DEVELOPER
 - HCR'S RALLY ROUTE DESIGNER

If you see a task or activity that you think might interest you, or if you know of a club activity in which you would like to explore possible opportunities, send an email to volunteer@hcrpca.org describing your interest. One of our volunteer coordinators or event chairs will contact you.



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LUCK FAVORS THE PREPARED *OR THE MODIFIED*

STORY BY RYAN YARD | PHOTOGRAPHY BY JONATHAN HAGGAR

In early spring when the weather is cool, it is the perfect time for being outside, and an even better time for being at a track in a Porsche. Every spring, loyal PCA members from the Hill Country, Lone Star, and Maverick regions take part in the annual Carrera of the Americas held at Circuit of the Americas.

The track is one of the most challenging in the U.S., and the only Formula 1 venue in our country. The 3.41-mile racetrack is designed to challenge the world's most exacting competitors while providing a thrilling spectacle for audiences. The 20-turn, counterclockwise circuit takes advantage of the naturally undulating landscape, including an intimidating 133-foot hill at Turn 1 that must be seen in person to be believed.

The Carrera of Americas is a combined High-Performance Driver Education (HPDE) and Club Race, which brings the two PCA programs together. PCA is first and foremost a car club, that also decided to go racing. The HPDE program was designed to provide a safe, structured and controlled teaching and learning environment. Participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety.

Club Racing provides competition classes for all Porsche sports cars, both street and modified. The racing is intended to be fun, safe and clean. This mission is embodied in the strict enforcement of the 13/13 rule which imposes a 13-month probation for causing an incident, and disqualification from racing for 13 months for a second offense while under probation. For Club Racing, it doesn't matter who you are, the rules apply to all racers. Both HPDE and Club Racing are about the camaraderie and fun of driving Porsche's with friends.

An event like Carrera of the Americas can show drivers how progression through the HPDE program can provide a path to Club Racing. If you want to race a Porsche wheel-to-wheel, participating in HPDE is the best place to start. Once you feel confident, the next step is a check ride from your local Chief Driving Instructor, someone like the magnificent Philippe Oberti from the Lone Star Region. A visit with your healthcare provider is needed to complete the medical portion of the application. Next step is the pleasure of meeting and speaking to Susan Shire, who makes chasing our passion possible - and provides your Club Racing License. Complete your novice class, and you are ready to go racing.

Your car will need to conform to the class rules. As mentioned, every Porsche sports car can fit into one of the PCA Club Racing classes. The Stock class includes any vehicle sold by Porsche to be registered for use on public highways and prepared for racing in conformance with the safety provisions outlined in the rule book. Prepared class vehicles must meet the criteria for Stock but may have one or more modifications.

The Spec class is limited in the number of models and differs in the modifications allowed. The Modified class is for cars that exceed the modifications allowed in the Stock, Prepared or Spec classes. The cars in the Modified classes do not have to be street registerable, but they must meet accepted safety requirements. At selected events, there may be a Vintage class which includes only 1983 or older air-cooled cars: 356, 911, 912 or 914.

With all that completed, you're ready to start setting lap records and stand on the podium. Here is a sampling of what needs to be considered for a race weekend. We covered some of the rules and licensing requirements, but they can change, so make sure you stay up-to-date. Buy good quality gear and keep it in good working order. This includes suit, helmet, HANS device, shoes, communications and cooling. Car setup and alignment are critical for competitive racing, as are tires, fuel and spare parts. You might also need to consider sponsors, training, coaching, testing, practice, nutrition, family, friends, crew, scrutineers and stewards. It can seem involved and sometimes feel overwhelming, so some racers opt to hire race client support to help with logistics. Austin based Gradient Racing can provide this service and allow racers to focus on the things that will make them better on track.

A racer can prepare and improve with lots of seat time - both on-track and via a simulator such as the iRacing online simulation. This allows you to try different lines and braking points, review video and analyze data. Driving requires athleticism and can be physically taxing. Cycling, weight training, running and swimming are great ways to increase endurance and stamina. A healthy diet and nutrition go hand in hand with physical training. Each car has a weight minimum - the closer you are to the minimum the better. Better power-to-weight ratio equals better performance. Books on racing, such as Psychology of Motorsports Success, and those about racecar engineering and design will also help improve your racing ability.

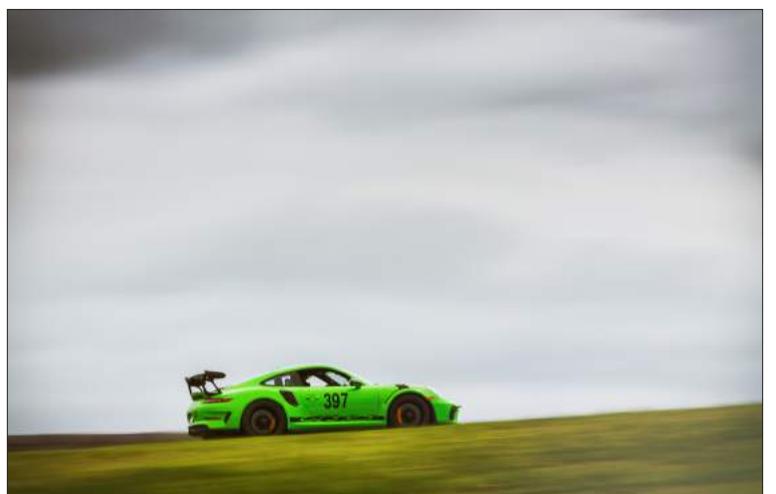




With a ton of support, preparation, hard work and some good luck, anyone can become a Porsche racer through the PCA HPDE and Club Racing programs. Events like the annual Carrera of the Americas provide PCA members an opportunity to enjoy the technical challenges, camaraderie, and fun of racing high performance Porsche cars with friends.



Ryan Yard progressed through the PCA DE program, from Green to Red, and ran his first PCA club race in the 2018 Carrera of the Americas. Coming back to this event in his GTB1 Cayman was very special for Yard, the anniversary of his first race, and another milestone in the journey to achieving his life goals, of losing over 137lbs and competing in wheel-to-wheel racing in a Porsche



**HCR WELCOMES ... NEW MEMBERS!
JAN 2019 - APR 2019**

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PORSCHE & PAWS

From one of our contributing authors, Kent Ketterman ...

"My wife and I took our Pyrenees mix, Duchess, to the Porsche dealer for the Porsches and Paws event on National Pets Day. It was a fundraiser for Austin Pets Alive."

Duchess, you look great!

And thanks for representing the HCR at the event! Thank you, Kent, for your support of Austin Pets Alive and for sharing this photo.





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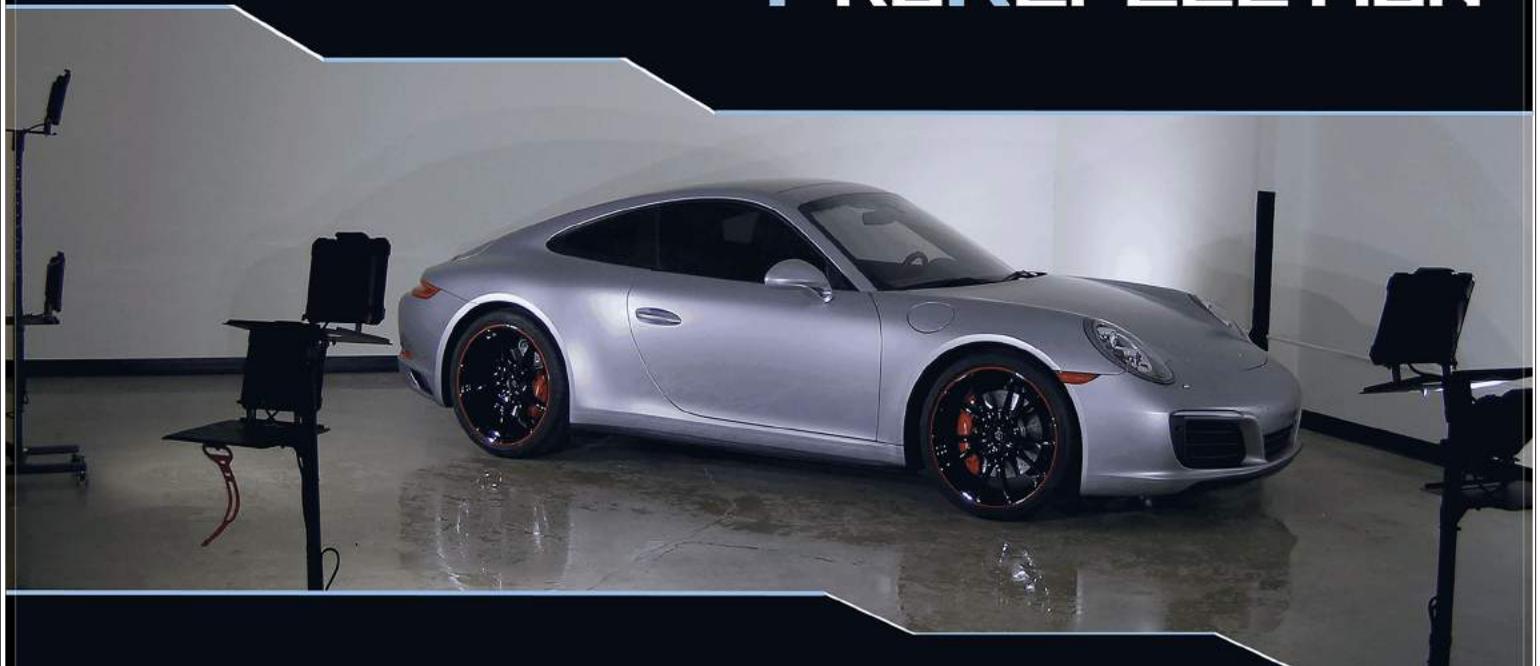


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Checking for oil leaks on a first generation 911

BUYING A USED PORSCHE, PART 1 (1966-1999) AIR-COOLED

STORY & PHOTOGRAPHY BY JONATHAN HAGGAR



Julian Avent answers questions from members



Jacking points for air-cooled 911

Looking for a used Porsche can be a daunting task, especially for those without intimate knowledge of what they want to buy. Julian Avent of Werks 11 in Temple hosted Hill Country members in February to provide guidance on the process. This is the first in a two-part series on what to look for in pre-purchase inspection and covers the air-cooled 911. Part 2 will deal with the newer water-cooled models from 1997 onward.

Avent began working on Porsches at age 17, when he acquired a 914. He has worked on Porsche cars for over 25 years and has owned more than 30. At Werks 11, Avent and his team of Porsche specialists offer OEM restorations, hot rod builds, and mechanical servicing.

General

Being informed as a buyer is a good place to start, so spend time researching and learning as much as you can. Knowing about common issues, part availability and aftermarket options can help you understand what you're getting into and inform you on price. One suggestion from Avent is the scour the technical articles and forums on the Pelican Parts website.

Avent strongly recommends buying the best example you can find. He emphasizes that any restorations can be costly. Take this into consideration when evaluating a car for purchase and use any issues you find to negotiate on price. It's important not to let emotions influence your decision. Be objective and know when to walk away from a purchase that just isn't right.

Another consideration is to be informed about your expectations of owning a vintage car. Avent points out that "older air-cooled cars are worlds apart" from modern cars in terms of comfort and convenience. Most of them don't have air conditioning, and even when equipped it doesn't function like a modern system.

Older cars relied on the owner to perform routine maintenance - tasks like valve adjustment and carburetor balancing. While some owners genuinely enjoy the experience, others will be put off by the performance, ride, handling, upkeep and lack of modern conveniences.

Avent outlined specific items to look for when considering a car for purchase. The air-cooled models are covered here in two sections.

Early Air-Cooled, 1966-1973 (Original 911)

Engine

Check for oil leaks around the sump, drain plug, valve cover and timing chain cover. Also examine the oil cooler, exhaust covers on bottom sides of the motor and oil return tubes. Some leaks can be expensive to fix, so be sure to identify where the oil is coming from.

These engines came with Weber or Zenith carburetors. You want the originals - early Webers can cost \$6K to \$10K, and about \$2-3K for Zenith. It's always best for the engine to be in running condition - they don't do well without regular use. Find out when the engine last ran and know that an average rebuild may cost \$13,000.

Body

Rust is common since factory rust protection wasn't used until 1976. Try to determine if the car has original paint. Layers of paint can hide issues and this should be cause for concern. Original paint in rough condition is better than a shiny respray that is hiding rust or improper repairs.

Trim and Glass

Carefully check chrome trim and rubber seals. Pitted chrome is expensive to refinish or replace. Rubber seals are very expensive and aftermarket options typically don't work well or last long. Check door fitment for consistent gap lines and alignment. This can be an indication of frame or body repair due to a collision.

The condition of windshield and rear window glass is not a concern, as good aftermarket options are available at reasonable prices. Be aware that door, side window and vent glass are expensive.

Interior

Look for an original radio as replacements are expensive. Avent recommends an internet search to find the correct model for each year. Be sure to save the original radio if you decide to upgrade to a more modern unit. Early gauges, through 1967, had green numbers - later gauges had white markings. Used gauges can cost \$325 each and then another \$100 to \$300 for restoration.

Door panels changed often and will therefore vary by year and be expensive to replace. Some reproduction panels or parts can be up to \$1,000 each and are "not that great" according to Avent. Headliner replacement may seem simple but is labor intensive and therefore expensive. It requires all the glass to be removed and new seals are sometimes needed.

Carpet sets are \$300 to \$400 and are easy for most people to replace by themselves. Dashboards also changed often and like door panels, it can be hard to find the correct one. They can be re-covered if there's no warping or heavy cracking.

Jack Points

Avent cautions never to use the use original jack-spur on air-cooled cars. Rust often causes the metal to weaken and collapse if you attempt to jack from this point. The center front crossbar shouldn't be used either. The best option is to use the pinch welds at the rear suspension mounting points along with the front pinch welds (see photo).

Later Air-Cooled, 1974-1999 (G-series, 964 and 993)

Engine

Fuel injection via a continuous injection system (CIS) was introduced on these models. Air leaks are somewhat common and result in a rough idle and running rich. Check the injector seals and vacuum lines.

The 2.7L cars are lower in value due to a history of heat induced engine issues. To meet emissions requirements, Porsche utilized a 5-blade fan and thermal reactors on the exhaust to increase temperature and burn fuel more completely. The engine itself is not faulty and can be updated to remedy this issue.

Body

Porsche started using full galvanization in 1977 for rust protection. If the car has galvanized metal, you may not want to strip it to bare metal since you'll sacrifice this protection. Rust was still common around the base of the windshield. This is okay if it's minor and doesn't penetrate below the surface but will be problematic when it's extensive. The battery is in the very front of the trunk on the left side and didn't have a vent tube. If the battery tray is corroded, you need to look more closely underneath as rust can extend to the suspension point.

Fuel tanks utilized a swirl tank - essentially a cage around the fuel pickup. Residue will build up over the years and gumming will cause fuel pickup problems. This will require fuel tank replacement. It's harder to find un-modified cars in this era - both exterior and interior - and it's expensive to restore them to original condition.

Trim, Glass and Interior

Trim is not as much of a concern as the pre-1974 cars but follow the previous guidelines for glass. Headliner replacement still requires glass removal.

Jack Points

Use the same guidance as the previous generation but be careful to avoid oil and A/C lines that run down either side of the underbody. You can also jack from the mounting points of the rear sway bar.

Electronics

Computer driven electronics were first seen on 964 generation cars from 1988, and the first-generation systems can be problematic. Most on-board diagnostic (OBD) codes are very generic and typically require additional diagnosis which can be complex and expensive. Water can collect under the seat where the ECU is located and damage it. If you sense there are issues, Avent recommends having a more in-depth inspection done.

Pre-Purchase Inspection

This guide is intended to give potential buyers awareness of known areas of concern. However, it won't make you an expert and is not intended as a substitute for a pre-purchase inspection (PPI) from a reputable shop. According to Avent, a basic PPI will start around \$110. Additional services such as compression test, engine history or specific inspections will cost more. This can be money well spent, especially considering the current prices to purchase and restore a vintage 911.

Part 2 of this article, covering water-cooled models, will appear in the next issue of Horizons.



Photo Credit: Chris McChesney



BOXSTER TECH SESSION

STORY & PHOTOGRAPHY BY KENT KETTERMAN

One of the benefits of membership in PCA, and active involvement in our Region's activities, is sharing our abundant collective automotive and Porsche knowledge and experience.

To that end, Chris McChesney gathered nine Boxster owners into his garage on a windy, stormy Saturday to give us an informal Boxster maintenance show and tell. Chris obviously is an experienced Boxster guy but when he told us what he intended to accomplish during the session I will have to admit it sounded very ambitious. Of course I based this assessment on my previous struggles at sports car maintenance. Happily, my concern about Chris' pace of repair was proven to be unfounded. Several member's 986s, 987s and a 981 were represented at the session.

Chris' car is a 2010 987.2 so any details in this article are specific to his 987. The session started with a demonstration of how to remove the headlight module using the tool provided in the tool kit. Once the trunk liner is moved out of the way, the tool can be inserted into the socket, rotated with some force until the entire headlight assembly pops out giving access to the bulbs.

Chris moved to the cabin air filter replacement next. This is a very easy DIY item. The air filter is located on the right (passenger side) of the front trunk at the bulkhead. A gridded plastic cover hides it from view. Once the battery cover is removed, the air filter cover is easily removed and then with removal of a few fasteners, the filter can be replaced. This was the first indication for me that you need to have numerous Torx bits on hand because we encountered many during the session.

The engine air filter replacement was next on the agenda. Although it is relatively easy to replace, it is more difficult to uncover than was the cabin filter. There are several steps required after putting the convertible roof in the service position. For the 987 this means the convertible top is at its highest position and the rear cover is as high as it can go (at about a 45-degree angle). You then have access to disconnect the cables and push rods holding the fabric top to the mechanism.

Once these are disconnected, the fabric can be moved out of the way. Allegedly the strap you'll run across can be used to hold the fabric top out of the way but we weren't able to make this happen. If possible, my suggestion is to disconnect the fabric with the help of someone that has done it before, otherwise your 30-minute filter replacement job may become an all-afternoon odyssey.

The second person can also help hold the soft top out of the way while you dig into the engine compartment. Removing the rear shelf covers (plastic clips) and then the engine compartment cover (Torx fasteners) reveals the filter itself. The filter is held in its housing by screws, once these are removed, the filter can be wrestled out of the housing and the new one installed. Chris used a lubricant on the end of the new filter to aid the installation process.

As a side note, the plastic ball joints on Chris' soft top push rods broke earlier in the week causing the convertible not to open/close automatically. Those ball joints can be purchased from ISIPlanet for \$25. The kit comes with instructions detailing the replacement steps. Consider doing this replacement as a preventative measure before the joints break possibly saving an expensive dealer repair. Thanks to Glenn Reed for the tip!!

The drive belt was next on the hit list. Being a first time mid-engine car owner, it was a novelty to see how the front of the engine can be accessed through the passenger compartment. Move the seats as far forward as possible and then remove the carpet panel. This may require a separate trim piece removal if you have the Bose system installed in your car. There are upholstery tool kits in the marketplace that would make this process easier. Small, plastic forked tools can be used to pop the carpet fasteners instead of using screwdrivers, fingernails or any other flat object! Behind the carpet panel is the engine compartment cover.

Removal of the metal cover is straightforward and the drive belt is then in view. Tension on the tensioner pulley must be relieved using a socket and a breaker bar. In this case, once the tension

was off, the pulley remained in position and had to be moved back to the tension position once the belt had been replaced. The group was not sure if this was by design or whether the tensioner would "snap" back into place on its own.

If we learned nothing else, we learned to take clear photographs of the serpentine belt before removal. We did do this and the photos saved the day as Chris installed the new belt. Don't forget the water pump, which is below the bottom of the opening and can be easily missed when installing the new belt.

John Boutsikaris offered up his 2000 986 for replacement of the front rotors and pads during this session. Next to the cabin filter, brake pad replacement is among the easiest DIY items in the list of routine maintenance items for the Boxster. The pads have wear sensors built in which must be disconnected, small pin

clips must be pulled out with pliers and a small pin must be tapped out with a mallet and drift pin (or screwdriver) allowing removal of the pads.

The caliper can be lifted out of the way once the two hold down bolts are removed. There are two small screws holding the rotor in place, really these are just locator screws. Then - you guessed it - do this in reverse with the new rotors and new pads. Chris used a vacuum pump to remove just enough brake fluid to prevent spillage when the new, thicker pads go into place. (On a personal note, I have also used a turkey baster.)

Aside from comparing a 981 exhaust note to a Brombacher installed on a 987 and watching the heavy rain run off our wax jobs, this was it for the tech session. Thanks much to Chris for leading this session!



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HCR SPONSOR PROFILE: TPWS

STORY & PHOTOGRAPHY BY JEFF MOORE

TPWS Inc. is a long-time member of the Central Texas Porsche community, and well known by many HCR members. Many of their customers have been customers for decades, trusting TPWS with multiple vehicles, old and new.

TPWS is a family owned and operated company that has been in the Porsche business for over 40 years. The company started in 1970 by the name of Targa Porsche Workshop. The original founders wanted an independent shop to service their air-cooled 911s and 914s. As Austin grew, so did the business. It is now TPWS Inc. (Targa Porsche Work Shop). The current owner started as a technician at the shop in 1980 and is still enjoying his passion. The company has evolved and expanded from working on air-cooled 911's to servicing and repairing the newest models.

With their long history and diversity of customers and their vehicles, TPWS has seen and solved a lot of challenging issues. They have also had the opportunity to be involved with many unique endeavors. During my recent visit, two projects stood out.

First was a matte-black Cayenne customized for movie production, with a large articulating camera boom mounted on the roof and extending well in front of the hood. This project involves customizing an extended rear window to allow the film crew better visibility to the camera position while filming

Also in progress was a Boxster engine conversion from a 986 S to a 996 S Carrera, increasing engine displacement from 3.2 to 3.6

liters, and adding a 987 exhaust. Once customer specifications are established, it's up to the creative and persistent staff at TPWS to make it happen. Not only is a proper physical fit important but getting the electronics to continue to communicate with the rest of the vehicle components can be a challenge.

The pride of TPWS is their employees. Their motto, "the true test of a good technician is one who sees everything and overlooks nothing!" speaks to the talent of their technicians and their desire to offer personalized service.

Matt Hazlett has been the owner of TPWS since 1980. Not only does he have several decades of experience ("I've seen pretty much everything" says Matt) but he also has relationships and connections throughout the national Porsche community. "It's helpful to our customers for us to be able to reach out to other Porsche specialists to help solve a particular problem."

Frannie serves as office manager, project scheduler and overall coordinator to help ensure the shop runs productively to allow the techs to focus on their projects and customers. "We have been fortunate to have employed people who are truly passionate about Porsches. These employees treat each vehicle as if it was their own. With so many years of Porsche experience, the team has the knowledge to repair any model; any vintage." Older Porsches are unique and often customized, so many repairs and upgrades require additional time and patience.



L to R: Matt, Chris and LeAnn



Film production Cayenne

Chris, Senior Technician, started at TPWS when he was still in middle school during summer break. Instead of sleeping in and hanging out with his friends, he would be helping his dad in the shop and learning all about Porsches. He has evolved into a technician who is not afraid of a challenge. Chris now has over 10 years of hands-on experience. He focuses on always educating himself on the newest upgrades and technology and building relationships with aftermarket vendors to be able to assist customers who want to personalize their Porsche. "I love solving problems and the satisfaction of figuring out a solution" said Chris. He also is a multiple champion in go-kart racing.

LeAnn, Technician, started working at TPWS as a Senior in High School. Her early immersion and passion for Porsches steered her career. She strives to help customers enjoy their vehicle to the fullest. She is a graduate of the ACC technical course and several other Porsche-specific technical training courses. She was recently featured in the PCA newsletter in October 2018,

which described her involvement with Club Racing as a crew member.

TPWS offers any service - large and complex, or small and routine - that might be required: complete engine rebuilds, convertible top repair and replacement, IMS upgrade and replacement, annual maintenance, track tech inspections, tires, even factory key replacements. They offer drop shipment on tires, computerized four-wheel alignments, and pre or post purchase inspections. They also provide complete restoration services.

TPWS works exclusively on Porsches. Employees are trained annually on the latest models and have been cross-trained to work on the classics. They will work with the customer to help reconcile the repairs needed with the budget available and agree on a cost-effective solution. TPWS will work with any extended warranty programs.



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CIGAR AND SCOTCH TASTING AT CASA DE MONTECRISTO

STORY BY LENNY ZWIK | PHOTOGRAPHY BY CASA DE MONTECRISTO



Casa de Montecristo was the host for HCR's first premium cigar and scotch tasting event. Open just shy of two years, Casa de Montecristo offers a comfortable lounge outfitted with six large screen TVs showing a variety of sports, news or whatever the patrons wish to watch. They have a large humidor containing a wide variety of premium cigars at a variety of price points.

The lounge's manager, Geoff Stiles, has been in the business for many years and is extremely knowledgeable about all aspects of the cigar industry - from how the tobacco is grown, harvested and aged, to how different cigars are constructed and how the many variables ultimately affect a cigar's taste. Some might characterize him as a cigar sommelier. Casa de Montecristo also offers free coffee and liquor setups, so you're free to bring a favorite bottle to enjoy with a favorite cigar.

On Wednesday, April 17th, twenty PCA members gathered to enjoy a tasting of four scotches paired with an excellent cigar chosen by Stiles for the occasion. Stiles also provided cheese, crackers and dark chocolate to nibble on while guests sampled the scotch. Several new members attended, so it was good to see a mix of new and familiar faces.

The first scotch was a 14-year-old Balvenie single malt aged in

Caribbean rum casks from the Speyside region. Next was Oban, a 14-year-old single malt from the Highland region located on the coast. Kilchomin Machir Bay was the third sample and a bit of a ringer. It's from the island of Islay and the first distillery opened in Islay in the last 125 years.

The fourth bottle was tasted blind and proved to be not only the favorite for many of those gathered, but the least expensive bottle as well. Named Monkey Shoulder, it's a blend of single malts from the Glenfiddich, Balvenie and Kininvie distilleries. The name stems from the shoulder injuries incurred by many of the workers on the distilleries' malting floors because of repeatedly turning the malted barley as it dries over smoldering peat.

Just goes to show that the most expensive whiskey or cigar may not prove to be your favorite. Based on guest feedback, the tasting was very popular and there were requests for more similar events. Stay tuned for similar events whose theme may revolve around other types of whisky.

Casa de Montecristo is an HCR supporter, so please consider visiting their unique and welcoming lounge.

For more information, visit casademontecristo.com/austin



HILL COUNTRY REGION CALENDAR

JUN JUL AUG | 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						JUN 2019 9:00 AM - 1:00 PM CARS & COFFEE
2	3	4 5:30 PM - 7:30 PM HCR BOARD MEETING	5	6	7 SPRING SCHNELL FEST DE @ COTA	8 SPRING SCHNELL FEST DE @ COTA
9 SPRING SCHNELL FEST DE @ COTA	10	11	12	13 11:30 AM - 1:00 PM LUNCH BUNCH MACAN REVEAL PARTY AT PORSCHE AUSTIN	14	15 8:00 AM - 5:00 PM THE RIDDLER RALLYE
16	17	18	19	20 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	21	22 9:00 AM - 12:00 PM TECH SESSION @ GT INTERNATIONAL
23	24	25	26	27 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	28	29
30	JUL 2019	2 5:30 PM - 7:30 PM HCR BOARD MEETING	3	4	5	6
7	8	9	10	11 11:30 AM - 1:00 PM LUNCH BUNCH	12	13
14	15	16	17	18 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	19	20
21	22	23	24	25 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	26	27
28	29	30	31	AUG 2019	2	3 9:00 AM - 1:00 PM CARS & COFFEE
4	5	6 5:30 PM - 7:30 PM HCR BOARD MEETING	7	8 11:30 AM - 1:00 PM LUNCH BUNCH	9	10
11	12	13	14	15 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	16	17
18	19	20	21	22 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	23	24
25	26	27	28	29	30	31

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