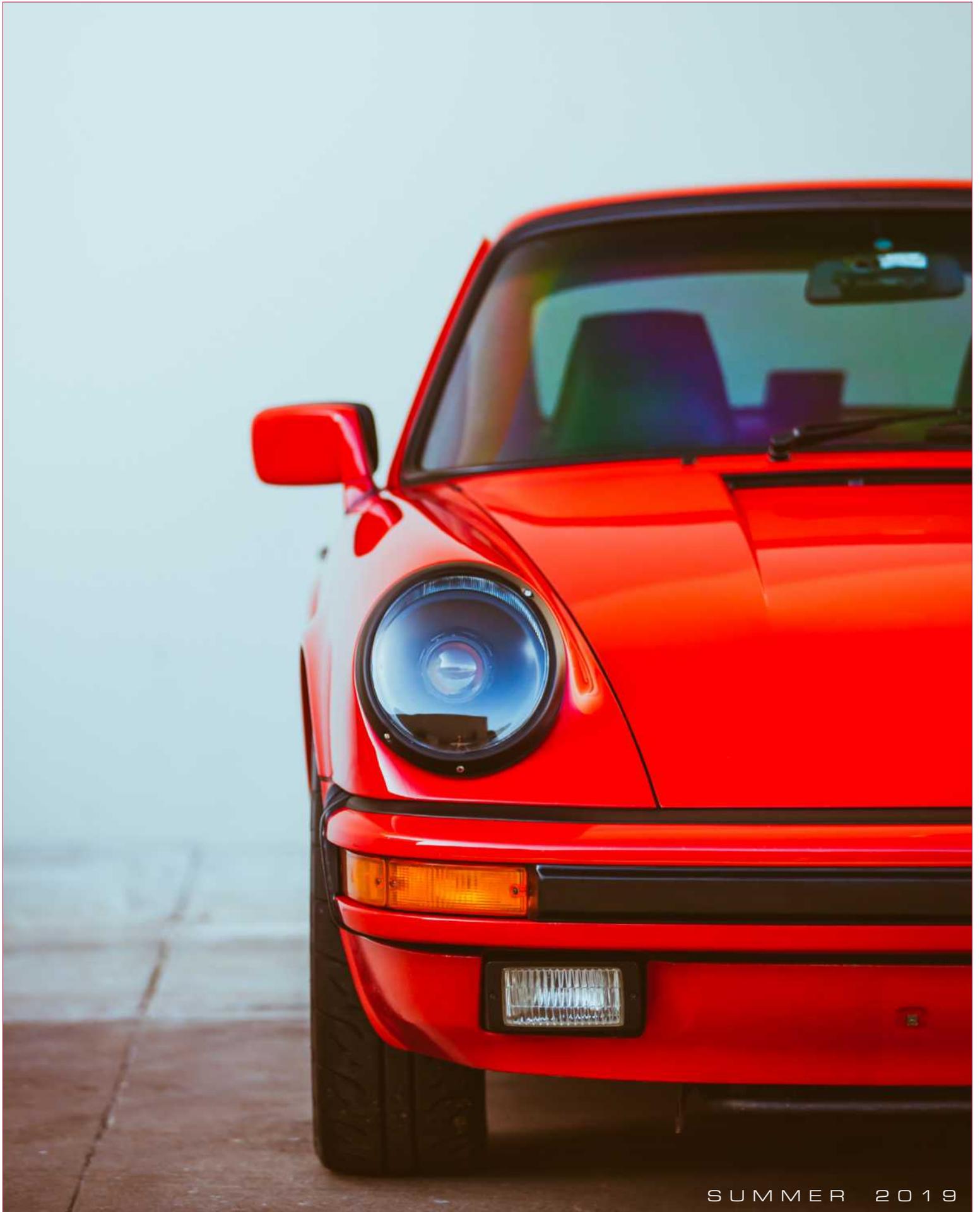


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Cover Image | Member Chris Casias 's 911stares back.
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THE DRIVER'S SEAT

BY TUFFY VON BRIESEN

It has been a fast and furious spring and summer, with lots going on from both a Hill Country Region (HCR) and a personal perspective. Many of you recall that HCR member Rika Preuss passed away in November of last year. In May we celebrated her life with our Run for Rika. About 90 HCR and Mini Club members drove through the Texas Hill Country and ended up at the Stagecoach Inn for lunch where we raised a toast to Rika.

Recently, we were saddened by the loss of another HCR member. Ron (RT) Todd, our former Tourmaster passed suddenly in June. I attended the recent memorial service for RT, joining many others to celebrate his life.

In getting to know both Rika and RT, I appreciated their passion for life. Although Rika and RT expressed that passion in different ways, it was clear they made an impact on the people around them. Both also shared a passion for Porsches and the people of HCR. It's tough to lose friends who have that kind of passion.

From a positive standpoint, HCR continues to grow- striving toward 1400 members as of last month. This growth is directly attributable to the fantastic group of volunteers that drive HCR's activities. I know I go on and on about volunteers, but we wouldn't be where we are today without them.



One outstanding example is Webmaster John Deviney, who revised and renovated our website starting in early 2018. John was assisted by several other members, but he was the driving and creative force behind the development. John's talent and perseverance was rewarded at this year's Porsche Parade. HCR was awarded second place in our division in the National Website Contest. Congratulations to John and team!

Chris McChesney is another of our standout volunteers. After RT got sick, Chris helped RT with the tours. When RT had to step down, Chris took over as Tourmaster and has done an exceptional job. Chris has come up with some new and unique ideas for tours.

Sincere thanks to all of our other volunteers- from Digital Media, Track Events, Lunch Bunch, Happy Hours, Tech Sessions, Rallies, Street Survival, Social, Horizons, Safety, Marketing, Membership and all the other activities; we are lucky to have this cadre of dedicated volunteers that allows HCR to provide a wide variety of activities to our membership. And we are fortunate to have identified several new potential volunteers to fill some of our vacant positions.

As always, if you wish to consider volunteering, or if you have any comments or questions about your HCR membership, please email me at dvb0415@gmail.com or give me a call at 703-980-4839.

MEMBERSHIP REPORT

BY GORDIE ROBBINS



MEMBERSHIP TYPE	May'19	Jun'19	Jul'19
PRIMARY MEMBERS	917	924	939
AFFILIATE MEMBERS	432	437	443
TOTAL MEMBERSHIP	1343	1354	1382

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
(5) James McGarry	(5) Ross Garber	
(5) James Sue	(5) Steven Johnson	(20) Jack Hirschhorn
(5) Jason Herring		(20) Jon Hornaday

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MEMBER PROFILE: CHRISTOPHER CASIAS

INTERVIEW & PHOTOGRAPHY BY JONATHAN HAGGAR

We met Christopher Casias at a recent tech session after noticing his fine 1987 911 Carrera coupe in Guards Red. Casias shares the story of finding his car, and his long drive home from California.

When did you join PCA? /

When did you join Hill Country Region?

CC: I became a member on September 1, 2017

How and when did you acquire this Porsche?

CC: This is my first Porsche and it was purchased in California on August 10, 2017. I had been in search of a G-body Carrera for a while, never really committing until about 1-½ years before buying. I'm sure most people have similar stories of searching endlessly and coming to a point when you were ready to give up. That was me looking every night for hours only to pass up a car because the pictures were not that great. I stalled for weeks, not finding new cars meeting my criteria: G50, coupe, Guards Red, Granite Green or Zermatt Silver - and most importantly, unmolested. I finally emailed that one car I'd skipped over for months, and to my surprise it was a one owner car, completely original and low mileage - as if it were a sign.

What drew you to this car?

CC: The car was a clean, low mileage, single owner car. It was entirely original with the exception of the Blaupunkt radio and aftermarket alarm.

What is your favorite thing about your car?

CC: It's air-cooled and the glorious sound it makes toward redline! And especially the fact that you have to work to drive it fast - a drivers car.

What makes this car special to you?

CC: After talking with the original owner I found out he purchased the car at the age of 43 years old and kept it for 30 years. I was buying the car around 19 days before my 43rd birthday. I just hope I get to keep the car for 30+ years before passing on to the next person to enjoy her.

Has your car had any restoration?

CC: No restoration, unless you count paint correction as restoration. As I work on suspension or mechanical maintenance items I do clean and in some cases blast and repaint parts as a rust preventive measure.

Have you done any modifications?

CC: I intend to rebuild all the suspension and upgrade the AC system soon. Currently I'm doing upgrades for usability, preservation and some safety. The list of modifications include:

- Multi-step paint correction of original paint, interior and engine bay
- and wheels off fender detail by Motoring Concierge in Round Rock
- Full car paint protection film with Suntek PPF Ultra by Sunbusters in Austin
- Ceramic coating with CarPro CQuartz, 2 layers + 1 layer Gliss topcoat by Motoring Concierge
- Suntek ceramic window tint and clear film on windshield by Sunbusters
- Flat6 illumination xenon projector headlights
- Eibach Front/Rear sway bars
- H&R Trak 23mm Rear spacers
- Rennline fire extinguisher and phone mounts
- Focus 9 Technology Solid State DME relay
- Continental TR7412UB-OR radio
- Ceramic coatings of various parts including belly pain, whammy bar, front condenser cage, headlight rings and oil cooler/oil lines with a heat dissipation coating by Engima Coatings in Leander

How did you become interested in Porsche?

CC: I was interested in motorsports coming out of high school. As with most car people they find a marque - that was originally Datsun/Nissan for me. I was a Z fan, I raced a 1991 300ZX TwinTurbo in drag and auto cross for a few years, all the while reading and watching Porsche racing. The push to evolve a sports car to its pinnacle of performance attracted me. And from what I had read and heard, the air-cooled generation was the most



engaging with no nannies, and required a driver's full attention. This is what drew me to my G-body Carrera.

What do you love most about Porsche cars?

CC: The engineering of refining and evolving the car for speed.

Do you own other Porsche cars?

CC: No

Was there ever a Porsche you missed out on?

CC: I had considered making the jump to Porsche back in early 2010 with a 356 coupe. I regret not making the jump sooner and especially passing on that white coupe.

What is your dream Porsche to own?

CC: I have it! But I would love to someday own a newer Carrera S or GT3.

Tell us about a notable drive or road trip?

CC: My most memorable was my drive home from purchasing my Carrera. Driving from Brentwood, CA up north to Klamath, CA on the first night was crazy with 16 hours or so of flight and driving. But after a good night's sleep seeing the redwood trees for the first time and experiencing the car in that forrest set the tone for an amazing trip. I planned each day the night before in my hotel room attempting to find any path home that had as many curves and scenic views as possible. I visited 6 states, upward of 12 National/State Forests, at least 2 gorges, 1 cavern and every notable scenic overview or location on a side of the road that I could find. In total I traveled just over 3,100 miles driving my new-to-me Porsche home to Texas.

What is your favorite Porsche or PCA related memory?

CC: One of my fun PCA memories is one of the first HCR events I attended - a drive where we were halted by some cows on the road. I waited for Chris McChesney to honk or get out and chase them away for us to get moving. But after waiting for what I thought was way to long for cows, I got out and chased them off so we could resume the drive. Sadly I had to do it again on another drive after I passed them, only to see them walk in front of the ladies behind me. I was more afraid that I'd be tagged as a cow herder or whisperer, than the cows were of the ladies in the convertible.

Do you participate in driving events (i.e. tours, rallyes, autocross, HPDE track days, club racing)?

CC: I've attended 2 Hill Country rallyes and Porschepalooza in Arkansas. Of course there are the various bluebonnet tours and other drives with HCR.





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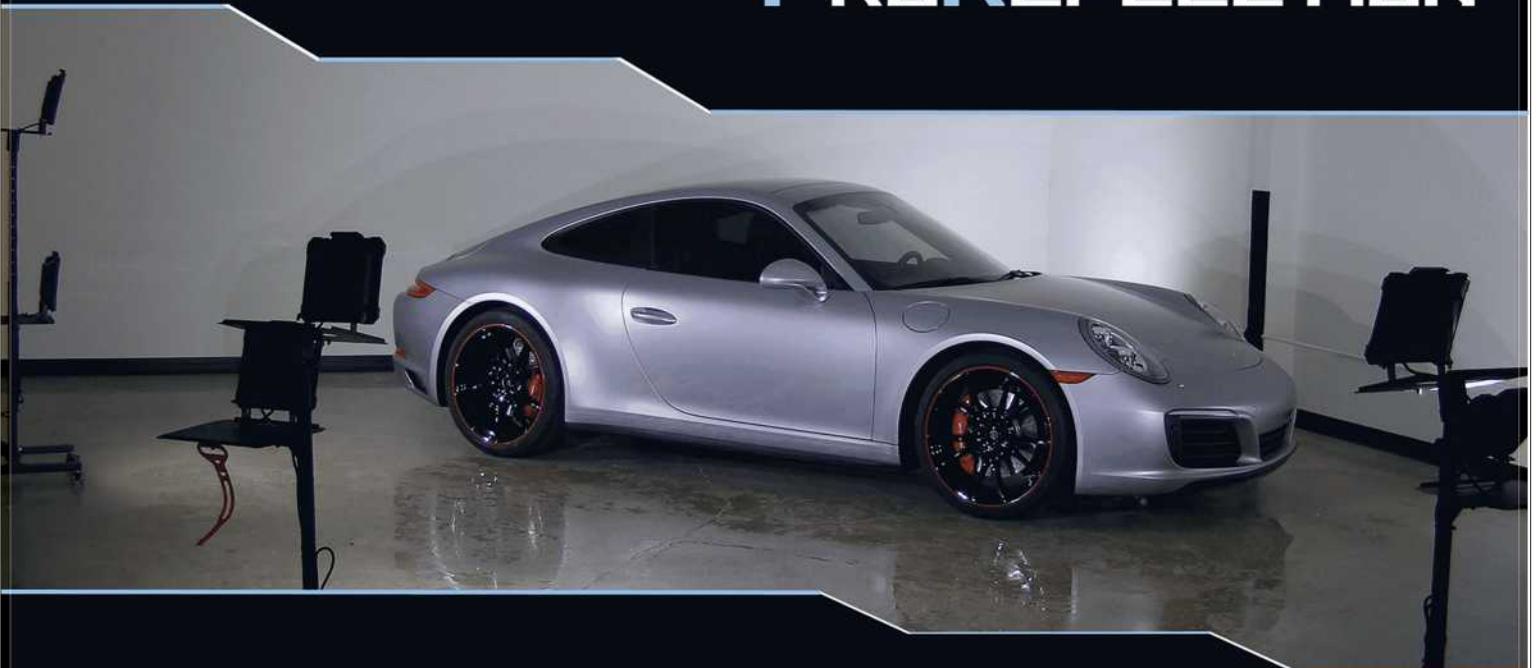
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CAYENNE PROJECT

STORY &
PHOTOGRAPH
BY MICHAEL
RAWLINS

Editor's Note: The author is a PCA HCR member and currently attends Texas A&M School of Engineering as a member of the Class of 2022.

The vehicle that started our obsession with Porsche was the 2016 Cayenne S e-hybrid, which replaced our family's 2012 BMW X5 diesel - although Dad says it was that brown 911 that sat across the street from the beach house in 1973. We loved the hybrid technology, with the science fiction noises the electric components of the drivetrain made. Because of our satisfaction with the e-hybrid, my parents started thinking about a used Cayenne as a car for me, as a minor rear collision with a massive truck proved to us that a Cayenne is tough.

After some time, we found a 2008 Cayenne base model in Meteor Grey with a black interior near Dallas. Upon seeing the car, many flaws were revealed: the car lacked any written service records, the tires were bald, the interior was trashed, and the oil was pitch black and questionable. We wondered if this was what we could expect from a ten-year-old Cayenne. Our search continued.

We started exploring other Cayenne models in the area, searching eBay, Auto Trader, and other sites. We finally found a promising example closer to home on Porsche Austin's website. Ironically, this car is also Meteor Grey with the Turbo wheels, however the interior is a much more interesting steel and stone grey, with the optional Porsche Communications Management and dual zone climate control. The best part was that the car was a one owner, and was being sold through a Porsche dealership. The car felt very solid on the test drive, with only the windshield washer pump not working. That night we decided to buy this Cayenne! After delivery, the Cayenne looked even better.

The drive home went smoothly, although the tricky PCM took some time to master. Of course, we can't leave any of our cars alone, and only two weeks passed before my Dad and I started tinkering with the newly purchased Cayenne. The faulty windshield washer pump was replaced, enabling the windshield to be cleaned. The air filter, which looked brand new, was replaced with a K&N unit. Finally, the oil was changed, which was quite a messy endeavor, as the oil filter assembly is upside down, and taking the cap off, even using the cap drain, makes a huge mess, with oil splashing everywhere, although, we saved the t-shirt I was wearing as a memento to working on Porsches.

Other projects and upgrades we did later on were to change the fuel cap, as the tether was broken, install a full WeatherTech interior kit, StopTech slotted sport rotors with EBC red stuff pads, OEM Porsche aluminum pedals, and LED parking lights. We also replaced the PCM knobs, as the "soft touch" coating had become sticky with age, and restored the headlights, wrapping them with WeatherTech lamp guard protection film.

Over time, we began to really appreciate the incredible capabilities of the Cayenne - despite its size, it feels like a sports car through twisty roads, and is tough enough to go off road, as well as tow and carry heavy loads. It's spacious enough to carry all my belongings while moving to and from Texas A&M. It is also a great cruiser, as we've taken it on many road trips with the only complaint being the overly optimistic range estimate. It also handled severe weather with ease, even taking me to school through snow, which is a very rare occurrence in Texas. The Cayenne also maintains grip exceptionally well during severe rain, which is not a rare occurrence.



One day while driving around College Station, I heard the infamous "dwarf hammering the center console" sound while accelerating. The problem lies with the driveshaft, as its support bracket degraded over time. Being an hour away from any Porsche specialist and getting a quote of \$1600 for a new driveshaft, I decided to try the driveshaft "Jimi Fix" which is widely known in the DIY first generation Cayenne circles. The repair entailed cutting the aged rubber out of the driveshaft center bearing support and replacing it with a bundle of radiator hoses. While this sounded like an awful idea at first, the testimony and results of many people who performed this job convinced me of its credibility. Looking at the solution from an engineering perspective made me realize that both density and surface area would increase by using the hoses, and there isn't a direct force acting upon them, so the assembly shouldn't fall out.

So, one weekend I set off to repair the driveshaft support in my university parking lot, continuing the family tradition, as my Dad also worked on cars while attending a university - underneath a 1971 TR6. Although I got used to working on cars using a two-post lift, after some struggle, I successfully completed the repair, putting my Cayenne back on the road. When telling my friends about the repair, they were amazed that I drive a Porsche, let alone work on one. Once fixed, the Cayenne was back to completing each task perfectly, such as towing broken British cars and taking friends to airports.

I can strongly recommend a first-generation Cayenne, especially the restyled 957 model such as mine, as it provides a driving experience like no other vehicle and looks much newer than it is.

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TAVO HELLMUND: A LOCAL RACING HERO

STORY & PHOTOGRAPHY BY JONATHAN HAGGAR

Hill Country PCA members had the privilege of hearing from Tavo Hellmund at the Distinguished Speaker Series event on May 30, 2019. If you have enjoyed an event at Circuit of the Americas (COTA) - from Formula One to the PCA Schnell Fest, you have Hellmund to thank. He is responsible for bringing Formula One to Austin, designing and naming COTA, and has been called North America's F1 hero by Automobile Magazine.



While Formula One racing has a long history in the United States, it has never enjoyed a venue quite like Circuit of the Americas. The combination of world-class racing circuit and hip city of Austin make it a favorite amongst Formula One drivers, teams and fans. COTA has hosted other high-profile racing series, track days, club races, driving experiences, concerts and even soccer.

Hellmund spent most of his childhood here with his mother, a native of Austin. Summers were spent in Mexico City where his father was a promoter - his event company was responsible for both the Mexican GP and FIFA World Cup in 1986. Hellmund's father introduced him to Bernie Ecclestone in 1979 and he went on to spend seven summers working for Ecclestone - first as an assistant and eventually moving to the office. This allowed him an up-close view of the Formula One business during his high school and college years. His dream was to race cars, with the ultimate goal of Formula One - but he also found cars to be a common thread that bonded people.

Racing in the SCCA gave Hellmund confidence that he was good, but he knew that moving to Europe was necessary to reach Formula One. Believing that talent alone could carry him, Hellmund went there with little backing and roomed with several fledgling drivers including Helio Castroneves and Rubens Barrichello. He competed in the British FF-1600 and Formula Vauxhall from 1991-94, then Formula 3 Championship in 1995 and 1996. Although he won a few races, Europe proved to be a rude awakening - there were many quick drivers who were also well funded.

Feeling somewhat defeated, Hellmund returned to the US where he soon met Tim Beverley who had just purchased Darrell Waltrip's NASCAR team. Early success led to attention from Jack Roush's rival team and a chance to compete for a drive. Hellmund won the opportunity but chose to stay put - only for Beverley's team to close its doors a short time later.

Now in his 30s, Hellmund began to think about giving up racing and possibly starting an event company. Around this time, Ecclestone and Tony George agreed to a deal for Formula One at Indianapolis. It would be held on a newly constructed road course that utilized portions of the 2.5-

mile oval. Hellmund considered moving to Indianapolis when Ecclestone asked him to run the event, but ultimately didn't feel it was the right place for Formula One. Instead, he started to consider Austin as a future home for Formula One in the US.

By 2006, Indianapolis was nearing the end of its 8-year run as host to the USGP. Hellmund took this opportunity to float his Austin idea to Ecclestone, knowing there was a mechanism in Texas to provide government reimbursement for major events. Ecclestone would eventually agree to give him a shot, so Hellmund set out to make his idea a reality.

For the next several years, Hellmund and his company, Full Throttle Productions, got to work planning the project and securing the necessary pieces to make it a reality. Between 2007-2010, he quietly got two 10-year contracts for Austin - with Formula One and MotoGP. He had Formula One added legislatively to the Major Events Trust Program, now known as the Major Events Reimbursement Program. Additionally, he designed and named the track - and hired engineers for initial assessments of three different properties.

The initial track layout was drawn on a napkin at the Salt Lick in 2006 - and Hellmund is proud of the resemblance to the circuit that was eventually built. But building a Formula One caliber racing circuit is no small feat and Hellmund knew that an experienced firm was a must. He turned to the German engineering firm of Hermann Tilke, known for their work on several other F1 circuits.

The original location was at the intersection of TX-130 and US-290, and featured Decker Lake as a backdrop. It also had more elevation than the current land at COTA. Soil samples were taken there for over a year before a decision was made to choose the less costly land in Del Valle. Tilke would successfully navigate the construction challenges presented by the local clay soil.

As the 2012 Formula One season was approaching, friction developed between some of the partners. With his father dying from cancer, Hellmund considered his options and oversaw a successful inaugural race in Austin. With a check mark in the win column, he would sell his shares and move on to the next challenge - bringing back the Mexican GP - the very event his late father had run nearly 30 years earlier.

Hellmund is quite optimistic about the future of Formula One here in Texas. With the major event fund, the USGP is the only privately-owned Formula One event to receive government support. He believes that Formula One, especially now with American ownership group Liberty Media, needs a presence in the US.

Today, Hellmund prefers to spend more time at home and with family - involvement with the sport he loves can be demanding. Work continues with his company, Event Partners Marketing, LLC, with a focus on improving fan engagement in motorsports.

Horizons would like to thank Gordie Robbins and Zac Evans for planning and hosting this special Distinguished Speaker Series event.

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BUYING A USED PORSCHE, PART 2 (1997-2005+) WATER-COOLED

STORY & PHOTOGRAPHY BY JONATHAN HAGGAR

This is the second in a two-part series on buying a used Porsche. Here we cover the newer water-cooled models from 1997 onward. Julian Avent of Werks 11 in Temple hosted Hill Country members in February and provided guidance on the evaluation and pre-purchase inspection process.

Avent has worked on Porsche cars for over 25 years and has owned more than 30 examples. He and his team of Porsche specialist at Werks 11, offer OEM restorations, hot rod builds, and mechanical servicing for Porsches only.

General

Making a good purchasing decision starts with being as informed as you can. Take time to research and learn about the model you wish to buy. Use reputable internet sites and reach out to others in the Porsche community, especially those who are local. Knowledge will help you use any issues you find to negotiate price. The least expensive cars in this group are the 986/996, but prices can vary greatly.

Unlike their predecessors, water-cooled generation cars have non-studded wheel hubs that utilize wheel bolts. This can make wheel dis-mounting and mounting challenging as the wheel hub has nothing to rest the wheel on. A special guide bolt can be purchased for about \$10. The threaded end screws into one of the bolt holes to help you align and temporarily hold a wheel while you install or remove the remaining wheel bolts.

Be aware that the mating surface on wheel bolts have a radius rather than a taper. Using incorrect generic bolts will create a high pressure point that can cause wheels to crack. Alloy wheels should be properly torqued to 96 FT-LB.

Engine

The engines on water-cooled cars are not very accessible but look for oil leaks which are common from the cam cover, valve cover, rear main seal (RMS) and spark plug tubes. RMS replacement is fairly involved as it requires dropping the transmission - it's recommended when replacing the clutch. The spark plug tube seals harden and crack over time, but this is an easy DIY repair. Ignition coil packs can also develop cracks, and this is relatively easy to do as well.

Look for coolant residue around the coolant cap and smell for coolant in the trunk area. These are signs that the coolant reservoir has developed a leak from micro-cracks in the plastic. Replacement requires the engine to be lowered - sometimes removed. Check the radiators for leaves and other debris that can block them and inhibit cooling.

The shifter cable linkage at the transmission may fail and will sometimes require replacement of the entire cable. In some cases, it can be repaired via an aftermarket solution. The air-oil separator will need replacing eventually, and continuous blue smoke is an indication that it may need to be replaced. This repair requires the transmission to be removed. But please note that a small amount of blue smoke on startup is typical for flat-six motors.

The intermediate shaft (IMS) bearing is a common talking point around 986/996 engines. The intermediate shaft is used to drive the camshafts from the crankshaft. Air-cooled Porsche engines had them, but their bearings were lubricated by engine oil. The IMS bearings in water-cooled engines use sealed bearings which are intended to have lifetime lubrication. Unfortunately, the seals on some bearings degrade and allow

the essential grease to escape. According to Avent, regularly driven cars that have reached 55,000 to 60,000 miles and have been properly serviced, tend to be fine.

The 996 Turbos, GT3s and 997 Turbos have coolant lines that are glued in and will eventually fail. It's recommended to re-glue and pin them to avoid catastrophic failure. Works 11 can TIG weld them, but this is a time-consuming and expensive process.

Body

Check panel fitment - especially the doors - for signs of collision repair. Also check for over-spray which is typically found in the wheel wells. Standard headlights are reasonably priced, but the upgraded b-Xenon units cost about \$1000 for used replacements. Check for proper function of door window micro-switches. The glass should lower slightly when the door handle is pulled.

On Boxster models, inspect the seals below rear window and visually check that the drain holes are clear. Clogged holes will cause water to collect and cause corrosion. Walk away from a car that has flood damage where it has been submerged above the bottom of the door line. This means that sensitive electronics will have been under water.

Interior

The heating and air conditioning screen may become pixelated - and the plastic radio knobs often become sticky. Colored (non-black) interior pieces were coated with a soft-touch latex paint that will typically come off with wear. Grey leather is more susceptible to fading than other colors. The seat bottoms in 996 models have a rubber membrane that splits and

drops but can be repaired. Please note that dismantlers sell colored seats in pairs, so they match.

Jack Points

Fortunately, the jacking points are more intentional and obvious, but Avent recommends using a hockey puck or piece of wood between the jack and vehicle.

Pre-Purchase Inspection

This guide is intended as a guide to give buyers awareness of known areas of concern. Many buyers will be well served to obtain a PPI from a reputable shop. According to Avent, a basic PPI starts at \$110, with other services available at additional cost.

Horizons wishes to thank Julian Avent and Werks 11 for hosting HCR and providing valuable buying advice.



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BOXSTER SHIFTER CABLE REPAIR PROJECT

STORY & PHOTOGRAPHY BY KENT KETTERMAN



Driving home in my 2010 Boxster S after the Macan Reveal Party at Porsche Austin, I found myself slogging through 45 minutes of stop and go traffic on US183 as I headed north. Dozens of shifts were required, 1-2-1, 1-2-3-1 for example, with a few shifts to higher gears. Finally, I broke free of the going home jam and sped to the house. Little did I know that one of the shift cables had reached its breaking point and would do so as I attempted to shift from 2nd to 1st while entering my driveway. At that point, the gearshift became a useless appendage and flopped backwards and forwards without resistance and would not move from side to side at all. I didn't know what had happened at the time but found out later the transmission was in second gear and was going to stay there until the next day.

I did some research on a couple DIY blogs (Pelican Parts Forum and Boxster Register). It didn't take long to realize the symptoms I experienced were common to other 987.2 owners. My approach to diagnose my specific problem would be to remove the center console, inspect the cable connections and move to the transmission end if necessary to look for anything obviously wrong. Of course, I was hoping for an easy fix such as a disconnected cable at the gear shift.

Before starting to tear into the car I learned the cable at the gearshift on the passenger side connects to the driver side of the transmission and vice versa for the other cable. Also, the cable connected to the left side of the transmission is responsible for the vertical legs of the H shift pattern, 1-2, 3-4, 5-6 and the other cable is responsible for the shifts which pass through neutral, 2-3, and 4-5. Most likely the 1-2, 3-4, 5-6 shift cable was the culprit based on the behavior of the gearshift.

There is a step-by-step center console removal description on the Boxster Register making a tedious job much simpler, thanks to Lithium. Upon inspection, the cable connections to the gearshift assembly looked intact so I moved to the other end of the cables, the transmission end.

To my inexperienced eye, both cables look intact but obviously somewhere between the gearshift and the connection to the transmission there was a break. I just couldn't see it.

I surmised that the driver side cable was the culprit based on behavior of the gearshift, but access to the cable sheath beyond the crimped housing was tight to say the least. I was unable to pull on the cable in either direction to determine where the break was. The transmission mounting brackets are very difficult to access let alone remove so I was slowly and reluctantly coming to the realization that I would need professional help to replace the cable. A further discovery was that the replacement cable is available as part of a bundle so both cables must be replaced to repair the one broken. Also, Porsche now sells an upgrade kit to enhance the OEM design realizing there is an inherent weakness in the original design. As expected, the OEM bundle and upgrade kit are available for a princely sum.

While under the car, I was amused (no that's not the right word!) to see that someone previously used zip ties under the car to hold the cable sheathing in place. Not a recommended permanent fix! Also while under the car, with my wife's help working the clutch pedal, I was able to move the transmission into neutral. This facilitated loading the car on a flatbed trailer for transport to TPWS.

TPWS did their magic and replaced the cable bundle and bracket and readjusted the gearshift to ensure it was centered properly. After a few days, the car was ready.

There aren't many problems that occur to the Boxster that I would consider chronic enough to recommend for proactive replacement. This may be the first one for me. I've now read enough blogs about identical cable failures that I would have considered a proactive replacement had I known about it. It seems, so far to be isolated to 987.2.

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A PORSCHE TALE

STORY FROM 111 PORSCHE STORIES THAT YOU SHOULD KNOW BY WILFRIED MÜLLER
PHOTOGRAPH BY NEWSROOM.PORSCHE.COM



Janis Joplin was famous for singing about her wish for a Mercedes Benz. In real life, she was the owner of a distinctive Porsche. Joplin purchased a 1964 356 SC Cabriolet in 1968 for \$3,500.

Living in California and in keeping with her personal style, she had it repainted with the help of a roadie-artist friend. It was transformed into a psychedelic depiction of astrology - the eye of god, and nature. The art piece was entitled 'The History of the Universe'.

In 1965 the car was stolen. The thief, attempting to literally cover his tracks, spray painted the car gray. Despite this, the car was quickly recovered by the police and returned to the owner. It was promptly

repainted to the original 'History of the Universe' theme. Joplin drove the car until she died tragically in 1970.

The 356 was driven by her manager for a time, and then passed to Joplin's brother and sister who painted the car gray. Joplin's siblings shared the car until they clocked 140,000 miles on it, upon which it was retired.

In the 1990s the car was rediscovered and restored once again to the 'History of the Universe' livery. Joplin's family decided the car's driving days were over and donated it to the Rock and Roll Hall of Fame in 1995. A decade later the iconic 356 was auctioned by Sotheby's, with an estimate of \$600,000. The gavel fell at \$1,760,000 in December 2015.

TEXAS BURN SURVIVOR SOCIETY SUMMER CAMP

STORY & PHOTOGRAPHY BY TUFFY VON BRIESEN

On Wednesday July 10th, Chris McChesney, Alex Suarez and Lenny Zwik decided to take a nice leisurely drive down to Kerrville to visit the Texas Lions Camp where every summer the Texas Burn Survivor Society hosts a one-week camp for children ages 7 - 16 who are burn victims.

The Texas Burn Survivor Society is important to Chris because he has given his time in the past to support this organization and thought perhaps HCR at some time in the future could support this unique organization.

Chris contacted Sue Dodson, the camp's Executive Director, who invited Chris to come to Kerrville and visit them at Texas Lions Camp. So, the upshot was Chris, Alex and Lenny hopped into their Porsches and drove to Kerrville. When they arrived, it was clear that this was a gathering of juvenile burn victims. But what impacted them was the way all the kids were laughing, playing and dancing by a fire department pumper truck,

where the fire fighters were spraying them with a hose. It was evident that no one was concerned that they were burn victims. Many of them ran up and hugged Chris, Alex and Lenny in a thinly veiled attempt to make sure the three of them also got as wet as possible.

After touring the Lions Camp, the three were impressed by the care and dedication that the Texas Burn Society put into the camp, offering the kids a chance at the type of activities any other youngster would have. The three of us discussed a few ideas with the Camp Director on ways HCR could support next summer's camp. They agreed to follow up later this year. Chris's thoughts were to schedule a tour to the camp next July, have some type of food available to the tour participants, let the kids clamber all through the Porsches and then vote on which Porsche was their favorite. This sounds like a very worthy event for next year and the HCR Board of Directors will support Chris in his efforts to put this together.



For more information, or to explore ways that you can help, please contact the Texas Burn Survivor Society:

Texas Burn Survivor Society
8531 N. New Braunfels, Suite 204, San Antonio, TX 78217
(210) 824-8499 | <https://texasburnsurvivors.org>

2019 MACAN REVEAL PARTY & HCR PREVIEW AT PORSCHE AUSTIN

STORY BY LISA
MOORE
&
PHOTOGRAPH
BY HAYLEY
HOLMES



Porsche Austin was the scene of the newly redesigned Porsche Macan Reveal Party on June 13. Our own PCA Hill Country Region members were invited to preview the Macans on display and attend the event an hour before it was open to the public. Two sparkling new Macans were the centerpiece in the Porsche Austin showroom, while flanking the sides were a scrumptious food buffet, quenching drinks, a music DJ, and a display of Kendra Scott jewelry for sale.

The party attendees were welcomed by Jeff Moore, our HCR Dealer Liaison, and Apollo Chang, Porsche Austin General Manager. Lachlan Collins gave a walk around the Macan and explained the many new features including the most visible changes- the full width rear lightbar and the new standard LED headlamps with 4-point daytime running lights highlighting a revised and simplified front fascia. Inside, the biggest and most welcome enhancement is the 11- inch touchscreen display with full HD resolution and voice control. The Macan S comes with a new engine, a 3.0-liter V6 with a single turbocharger positioned in the V for better torque. Mechanically, the refreshed Macan is largely unchanged from its predecessor, but certain chassis components have been converted from steel to lighter

aluminum, and were tweaked to further enhance and sharpen driving dynamics while at the same time improving smoothness.

The thrilling new Macan did not disappoint. Besides the exterior and mechanical upgrades, the Macan has everything expected from a Porsche; the solid door closing, the sharp dashboard and controls, the perfectly proportioned and positioned steering wheel, and the bolstered seats that allow for control while driving. Party attendees were able to sit in the Macan to try it on for size and open all doors to see the cargo capabilities. During the party, many people signed up to test drive a new Macan around the neighboring streets. The test drivers were automatically registered to win a partial Xpel paint protection film installation on their next Porsche purchase. No one left empty handed, however. Before leaving every guest received a reusable bag from Porsche Austin containing a phone charger and HighTech Motor Cars insulated cup.

With the new styling and traditional Porsche quality, it won't be long until we see the beautiful new Macan all around Austin.



TIRE RACK STREET SURVIVAL | TEEN DRIVING SCHOOL

On April 27th, Hill Country Region, joined by the Tejas Chapter of the BMWCCA held its first Tire Rack Teen Street Survival school (TRSS) after a year's absence during which we searched for a new facility at which to hold the school. Thanks to James Dilling, who discovered the newly constructed Public Safety Training Center (PSTC), it appears that the club has a new, permanent home at which to host this school.

The Public Safety Training Center was constructed and opened in the fall of 2018 and is a part of ACC's Hays County campus. It was built using a tax payer approved bond issue. The center's mission is to provide personal defense, firearms and car control training for law enforcement and first responders. Because it is a part of a public institution, elements of the center are available to the public as well. The Emergency Vehicle Operations Center (EVOC) is a 19-acre driving course and skid pad which, for the first time, were made available to HCR to hold the TRSS.

TRSS is a national program supported by Tire Rack, the BMWCCA Education Foundation and Michelin. Collectively these companies provide the curriculum, logistics and materiel support as well as financial subsidies to local host organizations who plan and execute the schools. Available to licensed drivers between the ages of 16 and 21, the curriculum includes both classroom and on-course driving exercises using the student's car to teach the physics and vehicle dynamics that result from the driver's inputs and influence the control of a driver's vehicle.

Led by past presidents Lenny Zwik and Rob Price, Josh Butts (BMWCCA

Pres.), Charlie Sparks and a group of certified instructors, dedicated volunteers and PSTC staff, 29 students, in two groups, spent the day practicing the concepts they learned in two, hour long class sessions. The students also had two hour long driving sessions on course which had four elements: an emergency braking exercise, a slalom, a skid pad and an emergency lane change exercise.

Two of these elements were modified for the afternoon sessions. The emergency braking exercise was modified by changing the stop box from a straight line to a curve to demonstrate the effects of ABS maintaining steering control, while gates on the slalom course were offset from the morning's layout.

At first apprehensive and somewhat unsure why their parents made them get up so early on a Saturday morning, it was gratifying to see the students' excitement build and smiles appear on their faces as the day progressed. The feedback received was overwhelmingly positive with all the participants feeling that the event was an extremely beneficial endeavor.

Porsche Austin generously contributed to sponsoring the event, providing a donation, shirts for the participants and bottled water which was appreciated by all on that warm and sunny day. HCR has plans to hold another Teen Street Survival School on Saturday, October 12th at the same venue. So, stay tuned and keep your eyes on the calendar and at www.streetsurvival.org.

HILL COUNTRY REGION CALENDAR

SEP OCT NOV | 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
SEP 2019	2	3	4	5	6	7 9:00 AM - 1:00 PM CARS & COFFEE
8	9	10 5:30 PM - 7:30 PM HCR BOARD MEETING	11	12 11:30 AM - 1:00 PM LUNCH BUNCH	13	14 FALL RALLY
15	16	17	18	19 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	20 FALL SCHNELLFEST DE @ COTA	21 FALL SCHNELLFEST DE @ COTA
22 FALL SCHNELLFEST DE @ COTA	23	24	25	26 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	27	28 9:00 AM - 1:00 PM CARS & COFFEE
29 MONTHLY INFORMAL BREAKFAST	30	OCT 1 5:30 PM - 7:30 PM HCR BOARD MEETING	2	3	4	5 TIRE RACK STREET SURVIVAL CLINIC
6	7	8 NEW MEMBER ORIENTATION	9	10 11:30 AM - 1:00 PM LUNCH BUNCH	11	12 TECH SESSION @ PORSCHE AUSTIN
13 ANNUAL MEMBER PICNIC	14	15	16	17 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	18	19
20 CARS & COFFEE @ COTA HCR FALL BRUNCH	21	22	23	24 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	25	26
27 MONTHLY INFORMAL BREAKFAST	28	29	30	31	NOV 1	2
3	4	5 5:30 PM - 7:30 PM HCR BOARD MEETING	6	7	8	9
10	11	12	13	14 11:30 AM - 1:00 PM LUNCH BUNCH	15	16 TECH SESSION @ WERKS 11
17 CARS & COFFEE @ COTA	18	19	20	21 5:30 PM - 7:30 PM HCR S/W HAPPY HOUR	22	23
24 MONTHLY INFORMAL BREAKFAST	25	26	27	28 5:30 PM - 7:30 PM HCR N/C HAPPY HOUR	29	30

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