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PORSCHE CLUB OF AMERICA • HILL COUNTRY REGION

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PORSCHE 911 RSR AT THE 6 HOUR LONE STAR LE MANS RACE

PHOTO CREDIT:  
JONATHAN HAGGAR



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As I sit here drafting this, we are in the second month of the massive coronavirus pandemic that has impacted all of us. I haven't seen my grandson in six weeks. Our weekly coronavirus email lets us know that very few HCR members have been infected by the virus and those that have are doing well. Some of the stories our members have shared make you proud of our region.

And now it looks like things are beginning to level off. On April 27 Governor Abbott released new guidelines to put Texas on the road to a more normal life. We are hopeful that we can start to hold events sometime this summer. As we move towards again holding events, I wanted to talk about PCA event insurance coverage. I've had several questions about this recently.

I have taken much of the material I'm sharing with you from Section 7 of the PCA Regional Procedures Manual (RPM). Please refer to this for a detailed explanation of PCA insurance coverage and PCA risk management guidelines. All of you have access to the RPM through your PCA National account. I also had a conversation with the PCA General Counsel and Insurance Chair about insurance and risk management and some of his comments are included.

Insurance is designed to protect PCA and you from having to pay an award of damages if you are found to be at fault for causing injury to another. However, it cannot keep you from being sued. PCA has procured the right types of insurance for the Club and ALL its members, whether those members are serving as board members or officers (both National and Region), as instructors, or in any other capacity.

PCA's liability insurance expenses are the Club's second largest national expenditure. PCA carries coverage for negligent acts that result in bodily injury

and property damage under its Motorsports Liability program, with limits of liability up to \$10 million. PCA also provides Participant Accident coverage that is in effect at all moving car events. This coverage provides injured participants with excess medical expense reimbursement, and accidental death and dismemberment coverage. You must exhaust your personal coverage before the PCA coverage can be used. It also includes loss of income coverage, but this is very minimal. The specific coverage limits are contained in the RPM, Section 7.7.

Coverage is generally for two categories of events: *moving* car events and *non-moving* car events. Moving car events are as the name implies... any time a car moves. This obviously includes events like Driver's Education or Tours. But it also can include tech sessions or other similar events. Any event where a car moves up or down (i.e. on a lift) is also considered a moving car event. Non-moving car events are any event where car movement is not present (i.e. picnics, lunches etc.).

While we are all insured for liability arising out of Club functions, the Regions must do their part to ensure we follow event guidelines. This includes obtaining a certificate of insurance if required and obtaining properly executed waivers from all attendees to ensure that coverage is in effect for a specific event. Even if a certificate of insurance is not required, coverage exists without having to fill anything out or get any waivers signed. This is the case for most non-moving car events.

For coverage to be in effect for moving car events, of having everyone present covered by the correct and current waiver cannot be stressed enough. If the Region does not have such a system in place, and the waivers are not completed, coverage for the event is

excluded. Please also note that a participant must have signed a Release and Waiver form in order to be eligible for the Participant Accident coverage.

There are certain types of injury and damage that are not covered under the event liability coverage. The policy does not provide coverage for damage to automobiles participating in the events and does not provide coverage for the repair/replacement of structures damaged at the event location during the event. Also, the policy does not cover certain popular activities such as hill climbs and karting. While it is technically possible to obtain insurance for such events, the prior experiences of other clubs have demonstrated that such events frequently result in significant losses.

So that is where "risk management" comes in. Risk management is taking all reasonable steps in conducting our affairs to minimize risk and thereby minimize our exposure to legal liability for injuries to others. In short, you need to have both: good risk management to limit exposure, and if an accident occurs, even though we have tried our best to act reasonably, the right insurance with adequate limits.

PCA stresses risk management. PCA has various committees and positions designed to help Regions manage risk. All these committees and individuals have as one of their primary functions the establishment of guidelines and procedures to be adopted and followed by the Regions so that risk of injury and damage will be minimized. Regions have a significant responsibility to ensure adherence to the national standards. Regions may also determine whether higher standards are appropriate.

Risk management is especially important during the current pandemic, and as society begins to emerge

from the recent restrictions. As we start to hold events during these times it is imperative that we follow State, County and Municipal guidelines as well as PCA guidelines. The risk is significantly increased during this timeframe and we should take the conservative route when we start to hold events.

Maintaining PCA's excellent history of safe and enjoyable events is the responsibility of each member. PCA National's insurance costs will mirror the attention to safety that is shown and prompt completion of the appropriate forms by its members and Region officers will support that goal.

Remember, responsibility for maintaining PCA's excellent history of safe and enjoyable events rests with each member of each Region. Have fun and manage those risks.

I hope this was informative. And as always, if you have comments or suggestions, whether positive or negative, please let me know. You can contact me at [dvb0415@gmail.com](mailto:dvb0415@gmail.com) or 703-980-4839.



**THE DRIVER'S SEAT**

TUFFY VON BRIESEN

# MEMBERSHIP REPORT

GORDIE ROBBINS

	FEB 2020	MAR 2020	APR 2020
PRIMARY	1031	1021	1014
AFFILIATE	484	486	482
<b>TOTAL</b>	<b>1515</b>	<b>1507</b>	<b>1496</b>

## HCR EXECUTIVE COUNCIL & LEADERSHIP TEAM

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## ANNIVERSARIES

50 Years	Paul Harmatuk
40 Years	Ralph Renkert
35 Years	Barry Horowitz
25 Years	Gregory Skalla
20 Years	James Dean Keith Matteson
15 Years	Paul Norwood Charles Zombro
10 Years	Donald Howard Lane Holloway Truell Hyde Sergio Montemayor
5 Years	Douglas Saylor Christian Briggs Carl Hamstra Ron Igou Russ Kampfe Randall Roach David Tremblay James Williams Phillip Balli Tony Dee Jay Haire Richard Harris Scott Kehm David Phillips Nicholas Steinour Robert Whyte Alexander Chan Gregory Harrington Steven Loudon Logan Moon Hector Sanchez
1 Years	Larry Targosh Brian Brinker Daniel Dugas Corey Garman Russell Hayes Charles Holbrook Kent Ketterman Lance Ransom Harold Reed Ryan Ritchie Tony Siress Eric Stein Kirby Walls Sidney Anderson Robert Cohan Rodney Cox Ross Crossland Gary Gallagher Joel Hefner Joann Rosebaugh Hank Smith Dan Temple Don Wilkerson Kayhan Ahmadi Vijay Anantula Edwin Bailey Matt Bice Billy Cash Steve Chamness Ryan Collins Michael A. Fabacher Wesam Hoblos Eric Jones Matt Kessel Brian Lawrence Greyson Oliver Michael Skinner Chad Viggers

## WELCOME! NEW HCR MEMBERS

Andrew Brotherman	2003 911 Carrera
Tim Nice	2003 911 Carrera 4 Cabriolet
Reed Campbell	2006 Boxster
Robert Heath	1999 911 Carrera
Craig Williams	2016 911 Turbo S
Rick Kipp	1980 911 SC
Benson Sainsbury	2019 911 GT3 RS
Jordan Layne	2018 911 Carrera 4S
Stan Graham	2010 Boxster S
Nick Slough	2010 911 Carrera S
Chris Sutton	2014 Cayman S
Todd Welker	1986 911 Turbo
Don Adams	2006 Boxster S
Scott Coburn	
Bjoern Langmack	2017 911 Targa 4S
Caleb Ross	2010 Boxster
Terence Fernandes	2018 Macan Turbo
Mark Kelley	1984 944
Todd Lawson	2016 911 Carrera S Cabriolet
Mario Gonzalez	2013 911 Carrera S
Doug Hess	1998 Boxster
Ralph Stromme	2008 Boxster S
Pierce Brandan	1988 928 S4
Jeff Williams	2003 911 Carrera Cabriolet
Benjamin Muchoki	2016 Cayenne GTS
Riccardo Bronzini	2011 911 Carrera 4S
Glen Nordell	2007 Cayman S
John Payne	2013 911 Carrera S
Rick Zimbelman	2016 Cayman
Austin Jaksa	2018 718 Cayman GTS
Jon Mercado	2002 911 Carrera 4S
Javier Robles	2012 Boxster
Randy Lennan	2009 Boxster S
Tim Moore	2014 Cayman S
William Gunn	2007 Cayman
Brandon Metcalf	2020 911 Carrera S
Mack Bari	1999 911 Carrera 4
Gary Fisher	2020 911 Carrera 4S
Michael Lamb	2003 911 Carrera
Allen Rohner	2015 911 Turbo Cabriolet
Larry Ouellette	2014 Boxster
Ken Kalin	2001 Boxster
Faheem Siddiqi	2016 911 GT3 RS
Felix Bernard	2006 Boxster
Keith McDonald	1990 944 S2 Cab.
Hank Smith	2003 911 Turbo
David Tremblay	2018 911 GT3
Shawn Veach	2002 911 Turbo
Terry Vermillion	1986 944

## CARRERA OF THE AMERICAS CLUB RACE AT COTA

DAVID GROSS & TUFFY VON BRIESEN

PHOTOS BY JONATHAN HAGGAR



This year's Carrera of the Americas Club Race took place during the final weekend of February. We welcomed racers and advanced solo HPDE drivers from all over the country to Austin and the freshly resurfaced track at Circuit of the Americas (COTA). We enjoyed great racing weather - sunny and mild days with high temperatures between 60 and 70 degrees.

COTA spent the entire month of January doing an extensive track resurfacing. The weekend prior to our event, COTA hosted a WEC race. We heard rumors from the WEC racers that the track surface was excellent and that drivers were effortlessly exceeding their personal best lap times because the new surface was that good. As you can imagine, we were all very excited about getting out and driving the new surface. It did not disappoint!

Several drivers reported that in their first sessions of

the weekend, while not even pushing their cars, they equaled their best-ever laps. And, when focused, they reported that "personal bests" were beaten by as much as 2 to 4 seconds! The resurfaced track is a dream and will continue to be so as COTA continues to focus on providing a world class track!

The event features two race groups and two advanced solo HPDE run groups. The Club Race schedule is exactly what you would expect in most large PCA Club Races. It includes practice and practice starts on Friday, two sprint races on Saturday for each race group, and two 60-minute endurance races on Sunday.

Because there are only four run groups, we are able to schedule a generous 2-hours of track time per day for each of the two HPDE run groups. We think this is extremely important because COTA is a destination track and we want this event to appeal to both club

racers and HPDE drivers. Many of the club racers enjoy bringing friends and family members who are HPDE drivers. And we have club racers who participate in the DE in addition to the club race. It makes for a great weekend for both, and because racers and HPDE drivers alike get plenty of track time, it is worth a long drive to Austin. At this year's event we hosted groups of drivers from San Francisco, Los Angeles, Milwaukee, New York and several other locations on the East Coast.

Over the years we have made improvements to this event. One of the most significant is revising our load-in process. In our contract with COTA we pay for the right to access the paddocks and the Formula 1 garages starting on Thursday morning. We can begin load-in at 10:00 a.m. on Thursday. This makes it a leisurely process - no long lines - no waiting at the gate as was the case sometimes in the past. As participants arrive, they are promptly parked. This

freed them up to unload, get into their garages, prep their cars, connect with fellow participants, and then head to Austin for a taste of Texas hospitality.

We realize that providing club racers and HPDE participants a quality driving experience is critical to the success of this event. One of the ways we showcase our Texas Hospitality is by providing a Pizza and Beer Celebration and a Driver's Dinner. Friday evening after the track goes cold, we provide pizza and beer for everyone. The club racers, race crews, HPDE drivers and guests can renew old friendships and make new ones while enjoying our hospitality. Saturday night showcases our Texas hospitality at our annual Driver's Dinner. David Moore, the owner of Moorespeed, opened his first-class race shop for our dinner. We served a barbecue meal consisting of Texas brisket, sides and Texas beer to the club racers, DE Drivers and their guests. We have it on good authority that the brisket was outstanding.

Another improvement we made was to ensure podium finishers leave Texas with recognition of their efforts. We know that podium finishers are rightfully proud of their achievements, so we wanted to ensure that each left COTA with something tangible in recognition of their performance. At the Driver's Dinner we awarded trophies to all podium finishers in the Sprints based on cumulative point totals for both races. Every podium finisher received a real trophy in recognition of their effort and success at COTA.

These improvements are only a few of the ways we say thank you to racers and DE drivers that have made the trip to COTA. We realize we couldn't do this without you, and we want you to know we thank you.

Since its inception in 2013, the Carrera of the Americas Club Race has been jointly sponsored by Hill Country (HCR), Lone Star (LSR) and Maverick (MAV) Regions.

The event is staffed by about 100 volunteers from all three regions. Many thanks to the volunteers who planned, organized and worked at the event, and to the Presidents and members of HCR, LSR and MAV for their support. We also acknowledge and appreciate the support of the primary sponsor of the event, Porsche Austin.

Planning and preparation has already begun for the 2021 Carrera of the Americas Club Race and Advanced-Solo HPDE. We'll again hope to schedule it very early in the Club Race Calendar, hopefully at the end of February or beginning of March. Please plan on joining us in Austin next year to race and drive with us at COTA!

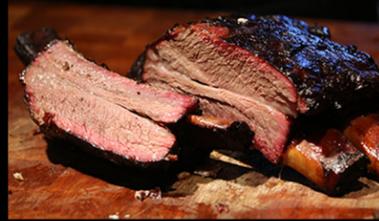
We are always open to your suggestions on continuing to improve Carrera of the Americas. If you have suggestions or comments, please contact HCR President and Co-Race Chair Tuffy von Briesen at [dvb0415@gmail.com](mailto:dvb0415@gmail.com) or 703-980-4839.



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## SPONSOR SPOTLIGHT : DENT STAR

### INTERVIEW & PHOTO BY JONATHAN HAGGAR

#### **Tell us about your business.**

JT: Dent Star has been in business since 2003 and I do strictly retail and word-of-mouth business. I don't service any dealerships. My clients are mainly those with high-end cars where I'll come to their location to make it convenient for them. My business is just me because I don't want to lose control over quality - I fix everything myself and can make sure everything is done 100 percent to my satisfaction. The only time I've used subcontractors is when there have been hailstorms.

#### **What are customers looking for in choosing you for their Porsche needs?**

JT: I started out with Porsche and Mercedes and liked working on them. Porsches are a little more difficult and I'd like to say I've perfected what I do with them. I know that Porsche owners want their cars perfect and I strive for perfection myself. I'm not in business to make quick money, I enjoy working on nice vehicles and want my customers to be satisfied.

I started with Porsche cars 18 years ago and I've worked with them as they've changed - they now use a lot more aluminum. There are some special tools for aluminum, and you need to use heat on the panel rather than pushing it while it's cold.

#### **What's special about your business?**

JT: We don't drill holes into panels or use plugs. When working a panel, you sometimes scratch the e-coat from the inside. We put a coating back on to keep it from corroding. We take the time to take things apart when necessary and then remove any sweat, smudges or streaks that happen from working on the car. Any scratches or imperfections in the paint, will be buffed out.

#### **What is your connection to Hill Country PCA?**

JT: As a kid, I told my grandma that I was going to buy a red Porsche. I really don't remember saying it, but she reminds me. A friend who also advertises with HCR said, "you really gotta advertise with these guys". After I called, I got a call back asking if I could do a demonstration. (Fillman did a demo at our HCR Tech Session at Petrol Lounge in early 2019).

#### **What are the future plans for your business?**

JT: What I've realized in business is that a lot of people get burned out or tired and hire people to run their business. Having a body shop background, I learned that you lose control over stuff at a certain point. I still enjoy what I do and want to keep doing it while picking up more business.

#### **Is there anything else unique about dent removal on a Porsche?**

JT: The doors have big rounded contours and door bracing which makes them challenging. As I said, Porsche owners can be perfectionists. Every car is a challenge and I enjoy satisfying my customers. When I fix a door, I enjoy when owners are amazed and say "how did you do that".

#### **Are you able to continue offering service amid the current COVID-19 situation?**

JT: Everything has slowed down, but if the customer doesn't have symptoms and feels comfortable, I'll work. As long as I can be covered up with a mask and gloves and the customer wears a mask and gloves, I'll do house calls.

#### **Are there guidelines around what types of dents are repairable?**

JT: In general damage on the edge of a body line, broken paint or damage caused by a collision can't be repaired using PDR.

#### **Do you need to see a car to determine if dent repair is possible or can you tell from photographs?**

JT: About 85 percent of the time, I can tell from a photo. Sometimes I see a photo and I'm not sure, so I'll arrange to meet with the customer so I can look at it. People tend to take photos standing in front of the dent and you see their reflection. The best thing is to find a shaded area, stand 3 or 4 feet away and take a picture of the panel from an angle. Three pictures are good as I need to see the location of the dent, what panel it's in, and where it is on that panel. A quarter panel is going to be different to fix than a door or hood.

#### **What is the best way for members to contact you for service?**

JT: The quickest way is to send me a text message at 281-960-7585. People ask me why I have a Houston number with an Austin-based business and it's because I had the number before I moved to Austin. When I started the business, I had an Austin landline, but got rid of it because people were trying to send texts to it. Everyone knows me at the Houston number. People can contact me pretty much any time and I'm available Saturdays and Sundays. I want to take care of people in the Porsche club.

#### **If you could own any Porsche, which would it be?**

JT: It would probably be a 911 Carrera - in red.

For more information visit [AustinDentStar.com](http://AustinDentStar.com) or call/text 281-960-7585



JT Fillman became interested in body repair at age 16. He took auto paint and body classes in high school and then earned a certificate in college. In the evenings, he worked for a body shop where he learned to paint which led to his own body repair business in the late 90s where he employed a few people. He eventually saw someone doing Paintless Dent Repair (PDR) and knew it was something he wanted to do. After getting trained and working for another business, he started Dent Star, his own PDR business in the Austin area.

CALL/TEXT: JT FILLMAN (281) 960-7585

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## IN HINDSIGHT

BY HANS FALK HCR HISTORIAN

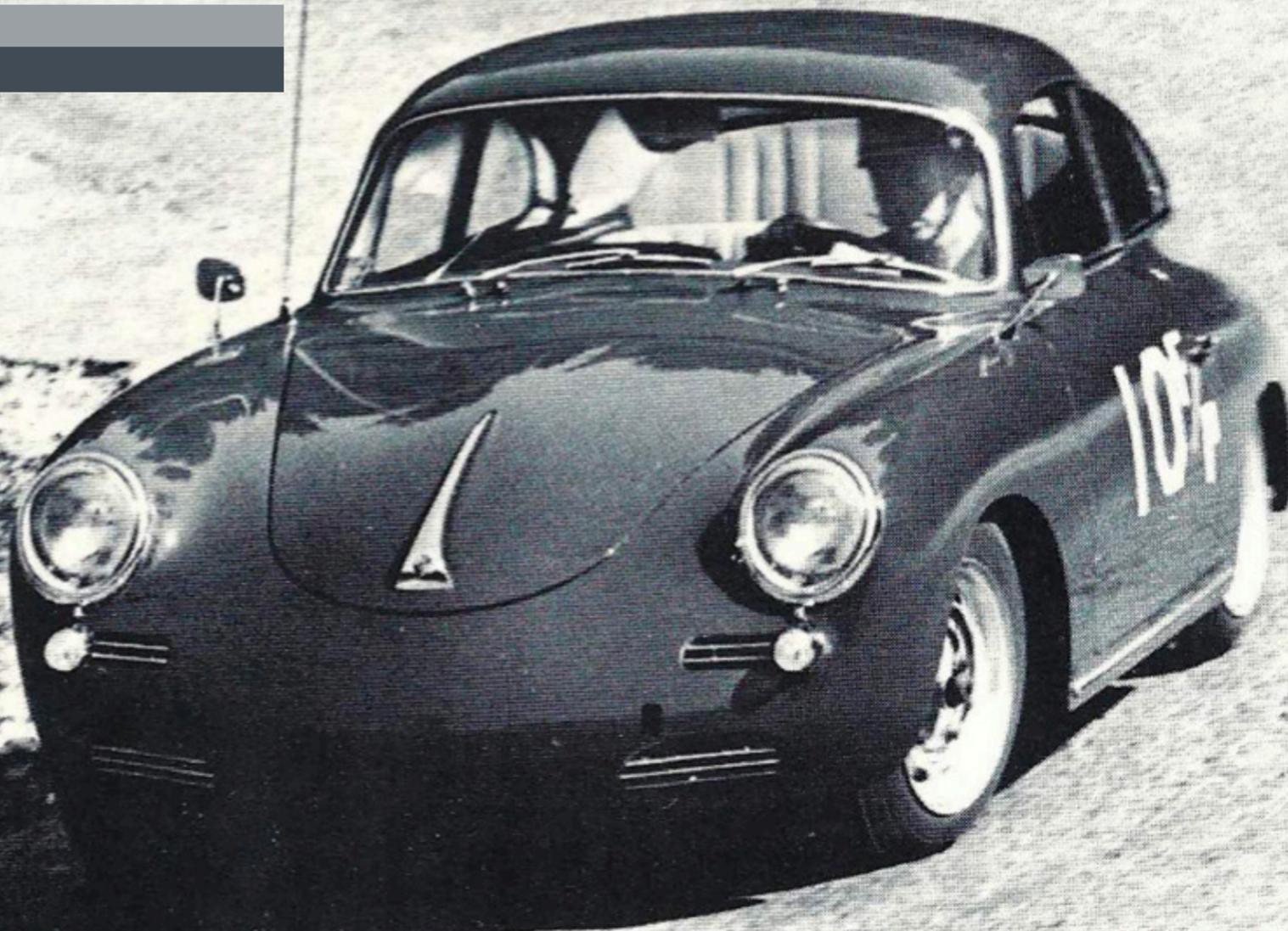


IMAGE CREDIT: PANORAMA 1962

Casually mention the term 'hill climb' to almost anyone in the know and they would probably think of Pikes Peak. Ask a dedicated racing enthusiast and in addition to Pikes Peak, the thought of Mount Equinox might come to mind or maybe the names of half a dozen other races from the past and present. But would anyone associate the term with Austin?

That's right - Austin, Texas once had its very own Hill Climb race, and no, it was not on some long-forgotten overgrown paved path up Mount Bonnell (although that would be pretty cool if it existed!). No, in this distinctly mountain-less landscape that we call the Hill Country, the site of our own Hill Climb race took place at the foot of Mansfield Dam and was held annually for over two decades. Organized by the Texas Spokes Sports Car Club, the less-than-one-mile course ran along parts of today's Low Water Crossing Road and guided the racers out from the depths of the spillway, downstream from Mansfield Dam, 250 feet up the canyon wall to Ranch Road 620. It came to be a regular feature of Austin's racing scene around fifty

years ago, attracting drivers from all over southern Texas.

We are even fortunate enough to have live footage of one of the races! If you go to YouTube and search 'Mansfield Dam Hill Climb', you'll be able to see film of the race from 1980, captured by one of the spectators with a vintage 8mm camera. Apparently, this was the last race that was held before the area fell victim to the unavoidable tentacles of urban creep. From the film you can see how the course winds along the very narrow, ill-paved Low Water Crossing Road that skirted up the side of the canyon wall to RR620 (which back then was just a two-lane highway running across the top of Mansfield Dam). It featured several hairpin turns and wide sweepers that proved to be a challenge for many drivers (watch for the red Triumph as it negotiates the hairpin!).

Much of the original roadway was obliterated when they built the new Highway 620 bridge downstream from the dam in the early 1990's and of course

the hillside quickly became dotted with multimillion-dollar homes during the Austin building boom.

Looking back, it may come as a surprise for those of us living in today's über-regulated, densely developed metropolis, of just how laid-back things once were in Austin. In those days one could listen to the 'clickin' fingers of Marcia Ball at Antones, grab a burger and beer at Huts, and be entertained by a rose-twirling panhandler at the corner of Riverside and South Lamar. One of the participants of the Hill Climb told me that it was not unusual on race day to see DPS troopers manning the entrance to the road from RR620 and even allowing the often not street-legal, highly modified cars to casually drive across the dam on the highway.

Unfortunately, it was the unique acoustical characteristics of the canyon that eventually spelled doom for the Hill Climb as the sound of the over-revved, un-muffled cars as they raced along the course reverberated throughout the canyon, echoing up to

the handful of homes already situated along the bluff and rattling more than a few windows. Ann Richards was supposedly one of these residents, long before she became governor of our great state. At the time she was just a county Commissioner and although sympathetic to the race enthusiasts, being somewhat of a motorhead herself, she was forced to approach the organizers and tell them in her typical Texas drawl... "You know boys, we're gonna have to shut this down because if we don't, none of these people will vote for me!"

Thus faded from existence another little piece of our racing history, relegated to the fabled tales of the Austin Race Park, the Speed-o-Rama, and many other long forgotten venues that used to dot the countryside. To them goes the credit for laying the foundation of our local racing heritage, allowing both novice and professional alike to partake in that very American, and everlasting battle between man and his created machines.

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## MY FIRST PORSCHE: 1973 914 2.0

BY JON HORNADAY

Much has been written lately about the Porsche 914 as its 50th anniversary was celebrated. It somehow seems ironic that this once much maligned stepchild is finally being recognized for its significant contribution to the marque and the world of sports cars.

The 914 was designed by Porsche for Volkswagen as a replacement for the Karman Ghia, but after that deal fell through, Porsche started building it, using many components from both the Porsche and VW parts bin. It was an innovative design, had great handling and was affordable, at least compared to the 911 and 912.

Seeking a replacement for my 1962 Austin-Healey 3000 Mk II (the first of ten sports cars I've owned), I knew about Porsches from the many PCA members who were active in Spokes (Texas Spokes Sports Car Club). I was very much involved in autocross, rallies, and hill climbs and wanted a fun but affordable car. My first test drive proved that the 914 fit the bill, and my pocketbook.

It was a 1973 914 2.0, the first year that the larger engine with more power was introduced. First called a 914S, it was decided by Porsche management that perhaps that was a bit of a stretch. I still have the sales brochure that refers to it as the 914S.

It stated, "And to tempt you with extra pleasures, the 914S." The increase in power was from 76 to 91 horsepower; a 20 percent increase. Keep in mind that it only weighed 2,138 pounds and with Porsche engineered front suspension, 5-speed transmission, 4-wheel disc brakes, and a mid-engine, it provided more fun per dollar than any car I've had before or since. It's removable fiberglass top stored neatly in the back trunk and like our current Cayman, provided storage space front and rear.

It couldn't have been more different than that big Austin-Healey, with its classic lines, large front 6-cylinder, 150-hp engine, 3-speed transmission (plus overdrive

via a dash mounted toggle switch), solid rear axle, disc brakes only on the front wheels, and wire wheels. Of course, I'll always have a special place in my heart for the Healey, as my first. I owned it for 11 years, enjoyed success with it in Spokes competition events and only sold it as it was no longer being imported, due to new emission and bumper standards. I sold it for what I paid for it, but it was a difficult decision.

Driving the 914 2.0 in Spokes competitions led to several autocross class wins, often scoring better times than cars with much more horsepower. I couldn't smoke the tires or get it into a sideways slide, but it sure could handle. I never messed with any



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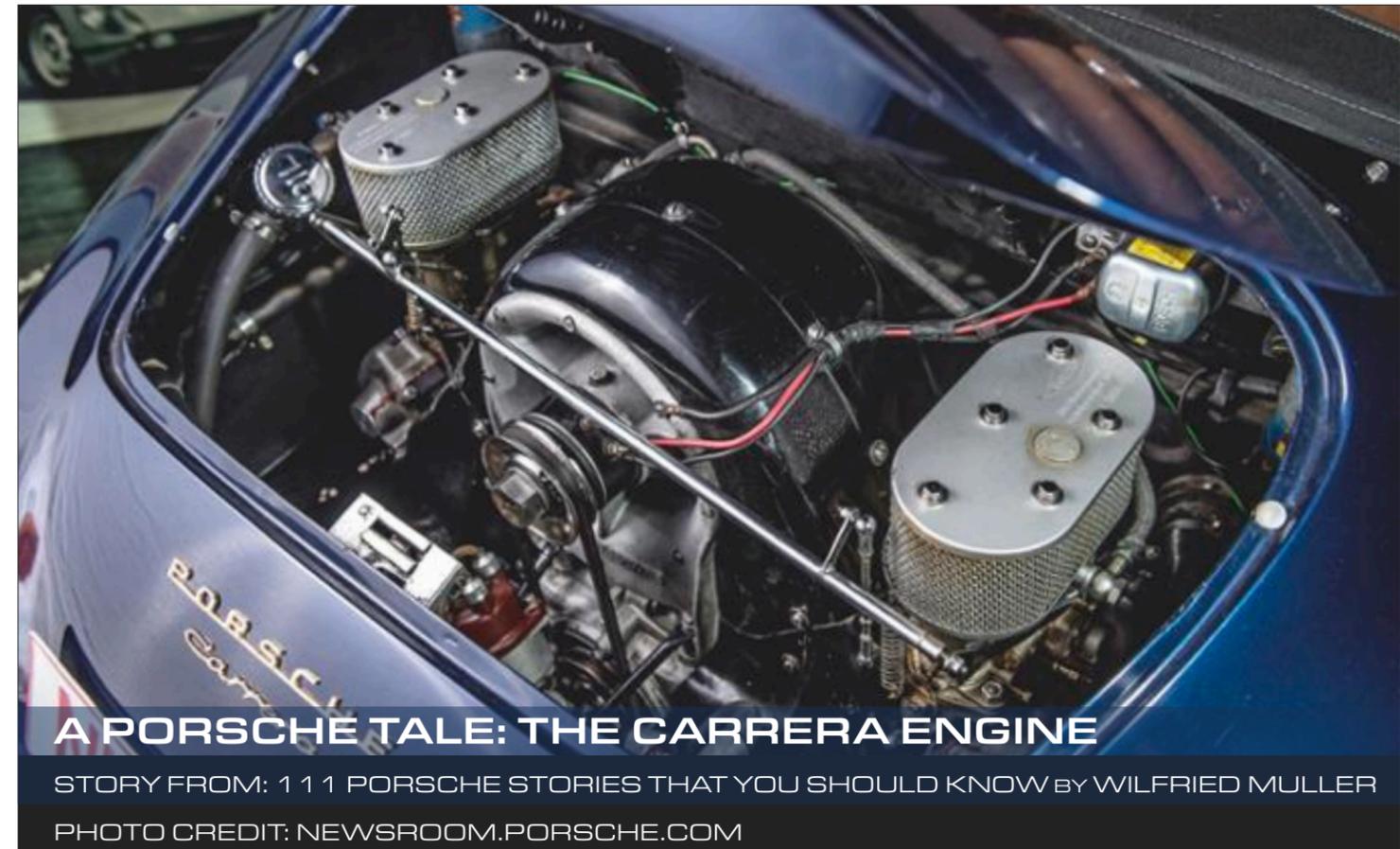
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### A PORSCHE TALE: THE CARRERA ENGINE

STORY FROM: 1 | 1 | PORSCHE STORIES THAT YOU SHOULD KNOW BY WILFRIED MULLER

PHOTO CREDIT: NEWSROOM.PORSCHE.COM

In the early 1950s, the Volkswagen Beetle-based engines Porsche used produced 95 hp from a 1.6-liter pushrod design. Knowing they had reached the limits of this configuration, Porsche hired Ernst Fuhrmann to help design their first proprietary engine that would be built in large quantities. Fuhrmann had earned a doctorate from Vienna Technical University, writing his thesis on "Camshaft Control of Fast-Running Combustion Engines".

The new Type 547 engine was first tested in April of 1953 and first ran in a car during practice for the German Grand Prix in August. It was an air-cooled boxer design with a displacement of 1.5 liter and four camshafts mounted at the top.

Lightweight metal was used for the crankcase, cylinder heads, and piston with the friction surfaces being chrome hardened.

Dual carburetors, dual ignition and a dry sump lubrication system helped create a performance-oriented package.

The high-revving Fuhrmann engine quickly gained a reputation for winning in the 550 Spyder - its 110 hp output and a 5000 to 7000 rpm power band had Porsche soon using it in high-end 356 models.

By 1957, the engine was producing 150 hp in the Porsche 718, and the 1.6-liter version produced 160 hp in the RS60 and RS61. Top performance was achieved with the 2.0-liter Type 587 derivative which generated 180 hp when used in the 904 GTS starting in 1964.

A lasting name emerged shortly after the engine's initial success, as Porsche began to call the feisty Fuhrmann and their sports cars "Carrera".



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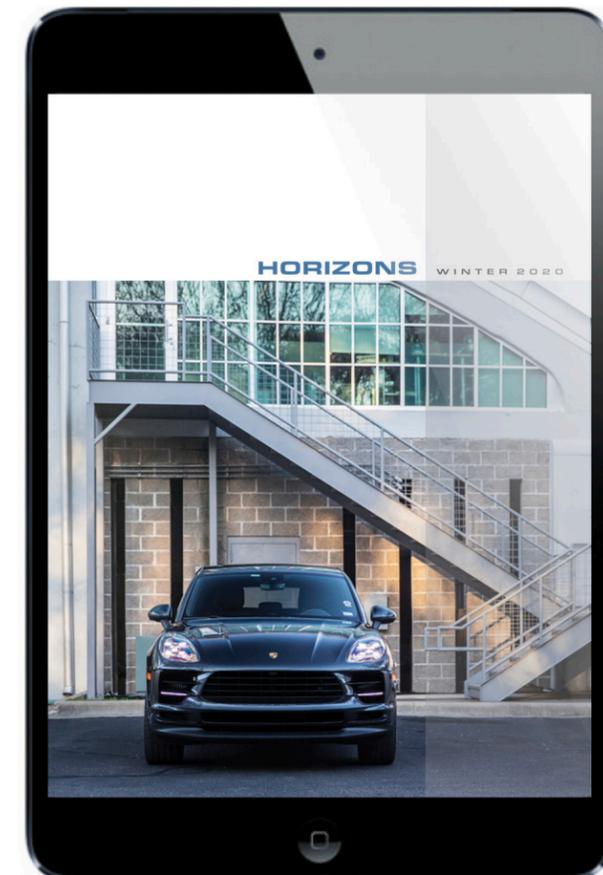
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4. Check the box for "Opt out of printed region newsletters"
5. Click "Save" at bottom of page



## CERAMIC SPRAY WAX

STORY & PHOTO BY JONATHAN HAGGAR



Car care enthusiasts looking for a more efficient way to protect their car's finish may want to try a ceramic based spray wax. Part of a new segment in the home car care market, these waxes are an attractive alternative to synthetic wax products.

Natural carnauba wax has been long known for its high gloss but limited durability. Synthetic waxes eventually became the go-to consumer product, offering long lasting protection and gloss nearing that of carnauba.

Ceramic has become a popular term in recent years as it's the key ingredient in professionally applied paint coatings that are essentially applied once for years of protection. But these products aren't intended for the do-it-yourselfer due to tricky application and need for personal protective equipment.

The new breed of ceramic spray waxes combine key benefits of previous products into a product suitable for the average enthusiast. One example is Ceramic 3-in-1 Wax from Griot's Garage which combines natural wax, synthetic polymers and silicon dioxide into a durable, easy-to-apply product. Similar products are available from Adam's, Meguiar's, Mothers, Turtle Wax, Shine Armor and others.

Perhaps the best advantage of ceramic wax is durability that's as good or better than synthetics, but in a product that is much easier to apply. There's no need to work this product into the surface, wait for it to dry, and then work hard to remove the dried residue. Ceramic waxes are simply misted onto the surface, spread and buffed immediately. The application is basically the same as for finish enhancers such as

detail spray and spray-on wax. Please be sure to check the manufacturer's instructions for the product you're using.

Application is best done with three or more good quality microfiber towels - one for spreading and two or more dry towels for buffing. The process takes 20 to 30 minutes which is significantly less than with traditional wax products. With the Griot's product, a second coat can be applied after 12 to 24 hours to extend the durability - and it can also be used on hard plastic, rubber trim and wheels.

You can also use ceramic spray wax as a drying aid each time you wash your car. This easy step will enhance your paint protection. Once you've rinsed the car and are ready for drying, spray a light mist onto the surface. Then dry as normal with a microfiber drying towel. Again, be sure to check the manufacturer's instructions.

The performance benefit of ceramic wax comes from silica, also known as silicon dioxide - this is where the ceramic name comes from. Silica is the ingredient that provides durability and hydrophobic properties. This creates a surface with a higher tendency to repel water and will therefore attract less dirt.

One point to make clear is that ceramic waxes don't provide the same level of performance or protection as a professional ceramic coating. However, they do provide performance and durability as good or better than traditional waxes, in a product that is very easy and quick to apply.

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So, this story is not exactly about Porsche's concept cars - *per se* - but, please let me explain. Like many of you, I find myself with extra time on my hands these days. In my daily quest to fill the void of regularly scheduled chaos that was my pre-Covid life, I turn to the obvious choice for never-ending distraction, commonly known as the internet.

Among the constant stream of minutiae found on various social media sites, motorsports magazines, and random car club forums, I unexpectedly find several threads of interest on Porsche-based concepts and builds. Clicking from one to the next, I discover examples of skill and raw talent changing the at-once familiar into a new form. Some are whimsical, some serious, but all seem to be driven by a push for something more.

This theme is well timed and strikes a particularly strong chord within me. I dig a little deeper but now with a renewed focus and curiosity. As my personal predilections tend towards the creative and unconventional, I wonder what I might find in the world of Porsche where adaptation and raw creativity are untethered from the anchors of brand image, model evolution constraints, sales figures and quarterly projections.

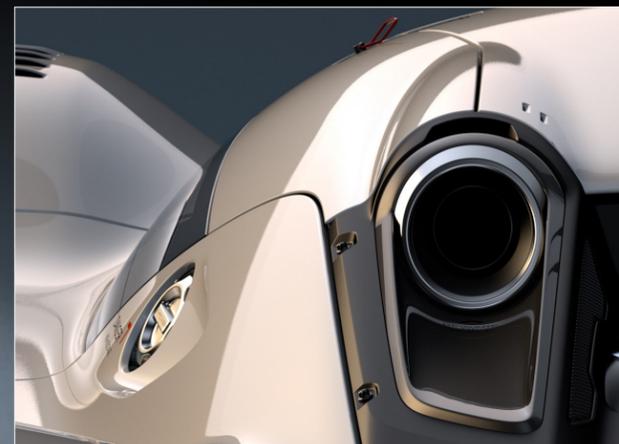
Here is a little of what I found on my search. Click on any of the images in this story to be taken to the sources and look at the extended image libraries and read more about these creations.

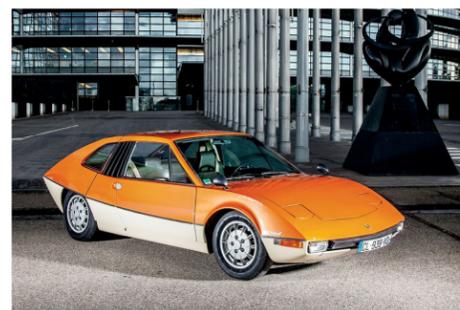


"Porsche 908/04 is the result of team work with contributions from 5 key people: Alan Derosier (Exterior Designer), Marcos Beltrao (Exterior Modeler / Rendering), Martin Peng (Component Modeler), Guillermo Mignot (Interior Designer), and Tom Wheatley (Image Retoucher).

We wanted to create a car that nobody makes anymore. A "back to basics" kind of feel, mainly focused on generating a feeling for the love of racing.

A car for real "Car guys" and "Piston heads" just like us. A car that would give you goose bumps just by imagining yourself driving it. Forget about sequential transmission with paddles shifter, there's nothing like a good, old mechanical shifter. A purely manual car, like many Porsche guys miss nowadays. We wanted to give it an advanced look with a truly mechanical soul, the "form follows function" ideology of Porsche."





“The brief behind Ilya Zakharov’s Porsche Exclusive GT is simple. Make the car less of an impulse buy and more of a consciously purchased product you’ll own and cherish forever. The car is beautiful, no doubt, but its beauty is backed by the fact that Zakharov hopes it’ll serve a lifetime – with insides that are built to last years without going obsolete, and with an outer aesthetic that looks so cutting edge, it won’t ever age.”





"If you really want a 356 Speedster but are not willing to spend close to one million dollars, there's a very interesting offer coming from the United Kingdom. It's called the Iconic Autobody 387 Speedster and, as its name implies, is based on the second generation Boxster and features a heavily modified body inspired by the original 356 Speedster."

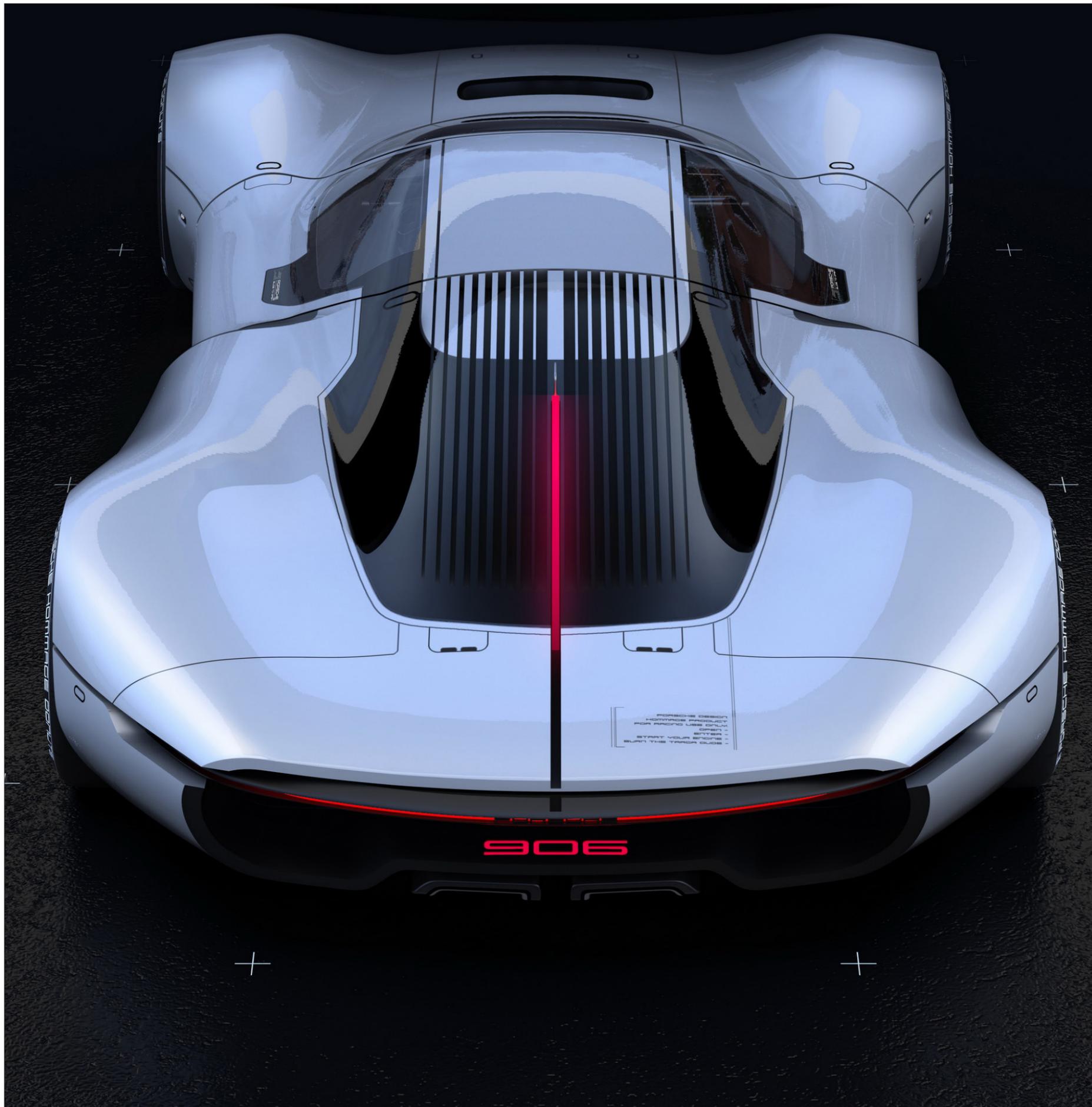
"There are few sports cars that epitomise the joy, style and glamour of summer like the 1950s Porsche 356 Speedster. That's why Nick Boats from the Netherlands has translated the car's Jet Set style into a classic day boat. Christened the Hermes Speedster and hand-built by the water wizards at Seven Sea Yachts in Greece, the seven-metre yacht's appearance both outside and in really is reminiscent of the drop-top Porsche, from the clean, elegant, unbroken lines and raked windscreen to the open leather-strewn interior that, like the car, can be covered with a fabric roof."





"The iconic Porsche 911 'Safari' was a hugely successful racer back in its day and has inspired many owners of classic 911s to build their own versions for the road. Rather than taking an old 911 and slapping on some fenders and jacking up the ride height to make a 'Safari' replica, designer Emre Husmen has imagined his dream off-road-focused 911 based on a more modern 993 Turbo model and dubbed the 911X."

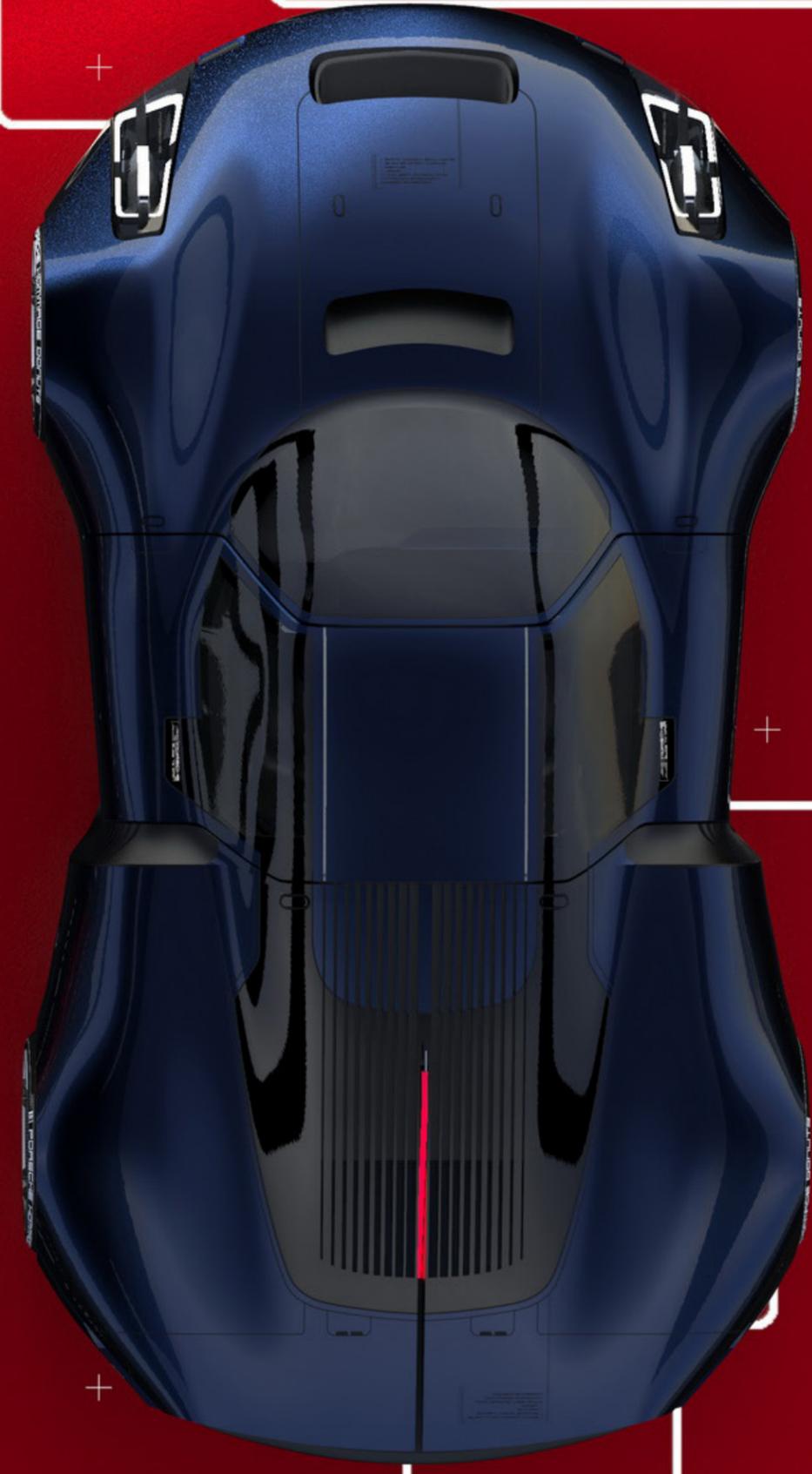
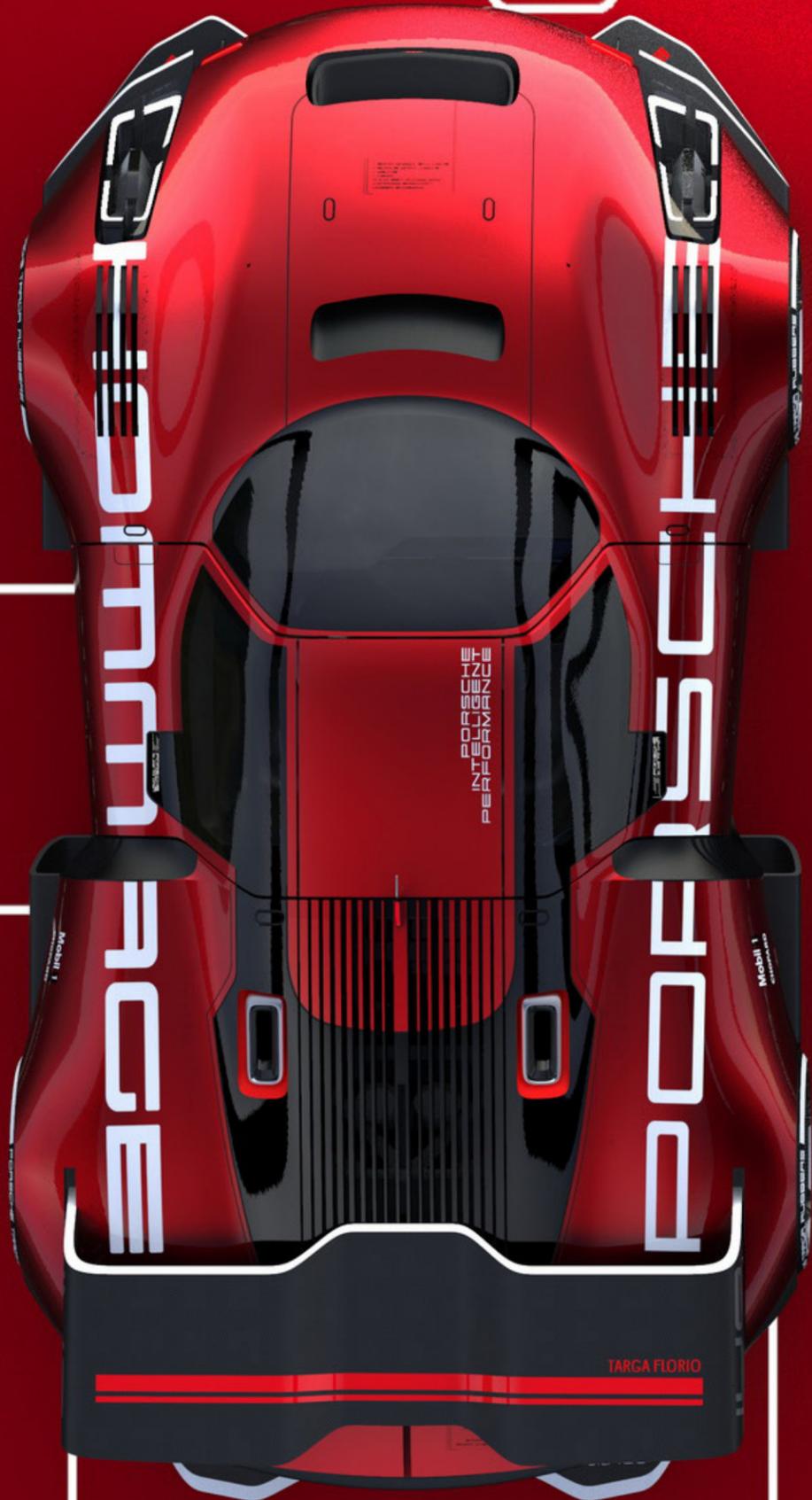




"Porsche has produced some of the finest endurance race cars ever and these renderings show what a retro-inspired racer could look like today if built by the German brand."

The man behind this car, dubbed the Porsche 906 Hommage, is Riccardo Angelini, the lead exterior designer for Tata Motors Italy who also penned a particularly wild Koenigsegg hypercar concept not too long ago."





## HCR SOCIAL MEDIA PRESENCE UPGRADED



We are a club of people. After all, PCA's slogan is "It's not just the cars, it's the people." We always prefer to meet with you in person, but since we cannot at this time, we're expanding the use of social media to stay in touch with all our Porsche family members. A group of Hill Country Region Board members and volunteers conducted a recent upgrade and expansion of our social media presence.

The first task was to take inventory of our online presence. We quickly realized that HCR had three different names on the three major platforms. We decided to unify on @hcrpca on Facebook, Twitter, and Instagram.

Over the years, we've had a steady presence on Facebook and Instagram, but Twitter was clearly missing. We rummaged around in our social media garage and restored our old Twitter account that had been sitting on blocks for a couple of years. We replaced all the belts and hoses, changed the oil, inflated the tires and are taking it out for a proper socially distanced virtual road trip.

Steer on over and give @hcrpca a follow on Facebook, Twitter and Instagram. Leave us a comment or simply a like, if you're so inclined, to let us know that we've brightened your day. We're looking forward to brighter days ahead.

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			<b>JUL 2020</b>	<b>2</b>	<b>3</b>	<b>4</b> 9:00 AM - 1:00 PM: CARS & COFFEE
<b>5</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW	<b>6</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW	<b>7</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW  5:30 PM - 7:30 PM: HCR BOARD MEETING	<b>8</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW	<b>9</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW  11:30 AM - 1:00 PM: LUNCH BUNCH	<b>10</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW	<b>11</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW
<b>12</b> TEXAS BURN SURVIVOR CAMP & CAR SHOW	<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> WINE PAIRING EVENT 6:00 PM - 9:00 PM
<b>19</b> 8:00 AM - NOON: CARS & COFFEE @COTA	<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> 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>AUG 2020</b> 9:00 AM - 1:00 PM CARS & COFFEE
<b>2</b>	<b>3</b>	<b>4</b> 5:30 PM - 7:30 PM: HCR BOARD MEETING	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> TECH SESSION #5
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> 11:30 AM - 1:00 PM: LUNCH BUNCH	<b>14</b>	<b>15</b> DRIVING TOUR #4
<b>16</b> 8:00 AM - NOON: CARS & COFFEE @COTA	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b> 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	<b>21</b>	<b>22</b>
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