

# HORIZONS

WINTER 2020





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COVER IMAGE:  
MEMBER EVERETT PLANTE'S 2020 MACAN S

PHOTO CREDIT:  
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## THE DRIVER'S SEAT TUFFY VON BRIESEN

It's always great to see a plan come together. One of our primary goals for 2019 and into 2020 was to provide our members some new and interesting activities. I think we're off to a great start for 2020!

Our Annual Meeting was held on February 1. Hill Country Region (HCR) is required by our bylaws to have an Annual Meeting every year. Normally the meeting entails providing a status of the Region, and our Chairs and Event Coordinators make presentations about what they do. In the past, this resulted in a long meeting. So, we decided to minimize the presentations and limit the meeting to 30 minutes. In summary, HCR is in great shape. We carried over about \$100,000 in our checking account into 2020, compared with about \$75,000 to 80,000 in recent prior years. We need this reserve to pay the required deposits for various events we deliver, and also to support our continued membership growth, which just reached 1500 – a 500 member increase in just four years!

After the Annual Meeting we hosted our first Distinguished Speaker Series of 2020. The idea was that a short meeting would be complimented by an interesting speaker and the membership would appreciate this. We think we got this one right. Our speakers were David Moore and Riley Dickinson of the Moorespeed GT3 Cup Challenge race team. David is the owner of Moorespeed and a long time HCR member as well as former Interim Region President, Track Chair and Tech Chair.

Riley is the talented 17-year-old driver who finished third in his rookie season of the 2019 GT3 Cup Challenge USA Platinum championship. Riley was

recently awarded the prestigious 2020 IMSA Hurley Haywood GT3 Cup Scholarship. And to boot, Riley is a member of HCR.

David and Riley spoke about how Moorespeed works to nurture young talented drivers, and Riley's journey to become an elite, top tier professional driver. This was a unique opportunity to get a glimpse of an area of racing we seldom have a chance to see. We were privileged to meet a very talented young driver with a bright future.

Another unique activity was on February 5 when we hosted our first Ladies Only Luncheon. One of our goals is to plan events for our ladies who are HCR members, or spouses of HCR members. When we first suggested this event, we asked Michelle Freudenberger if she would be willing to host. Michelle hit the ground running and did an outstanding job of arranging and planning all aspects of the luncheon.

Thirteen HCR women attended and enjoyed a great lunch at Maggiano's in the Domain. For several, this was the first HCR function they had attended. I also heard that they enjoyed attending an event where they didn't have to listen to all those men talk about cars.

Michelle reports that we will follow the success of the first Ladies Luncheon, and she'll host the next one Wednesday April 1 at True Food Kitchen in the Domain. Ladies, please put this on your calendar and spread the word. If there is someone new who would like to be invited, please let Michelle know and she will personally reach out to them. You can contact Michelle at [mlf@austin.rn.com](mailto:mlf@austin.rn.com). I know she would like to hear from you.

## MEMBERSHIP REPORT

GORDIE ROBBINS

	NOV 2019	DEC 2019	JAN 2020
PRIMARY	968	976	1002
AFFILIATE	456	463	478
<b>TOTAL</b>	<b>1424</b>	<b>1439</b>	<b>1480</b>

### ANNIVERSARIES

	10 YEARS	5 YEARS
35 YEARS	Robert Norwood	David Kil Jerry Sugerma Dan Cohen Paul Cox Edward Doan John Picot David Schnepp Frank Tomlinson Mack Warner Christian Briggs Carl Hamstra Ron Igou Russ Kampfe Randall Roach James Williams
25 YEARS	Larry Allison	
20 YEARS	James Dean Keith Matteson	
15 YEARS	Brad Boyd Ronald Malaya	

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A dark grey Porsche SUV is parked on a paved street. In the background, there is a modern building with large, multi-paned windows. To the right of the car, there is a large, abstract sculpture made of several thick, red, cylindrical pipes that intersect to form a tall, triangular structure. The scene is lit with soft, natural light, suggesting late afternoon or early morning.

**MEMBER PROFILE**  
EVERETT PLANTE

JONATHAN HAGGAR  
**INTERVIEW + PHOTOS**



Everett Plante is a brand new member having recently bought a 2020 Macan S in Volcano Grey Metallic. We are excited for him to share his story as it's the first four-door Porsche we've featured in a Member Profile. Plante's passion is clear in the way he cares for his Macan.

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

EP: I joined in October 2019, just weeks after I took delivery of my new 2020 Macan S.

**How long have you lived in the Austin area? What brought you here?**

EP: I moved to Austin in March of 2008, to join Silicon Labs. I moved to Texas back in the 80s right after College, settling in Houston.

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

EP: I've always had an interest in Porsche, my sister bought the first Porsche in the family - a 944 back in 80s. That was my first experience with the brand - the quality, engineering and style is what impressed me first. Despite some of the cars I have owned, I've always been attracted to classic styling. Porsche has always represented classic styling, but unfortunately was out of reach for a long time or was not practical with 4 kids and dogs.

**What made you choose the Macan? Did you consider other cars?**

EP: I traded a 2016 Land Rover LR4 for the Macan S. The LR4s drivability combined with reliability and cost of maintenance was finally enough for me to begin looking. I looked at a lot of luxury SUVs and crossovers from a number of brands but was always left unimpressed with engineering or performance. The Macan is perfect - I wanted a car that

was performant and fun to drive - but also had room for the family and the utility I require. I put a lot of miles on a car per year, so cabin design and features were also high on my list. The PCM and Apple CarPlay have not disappointed.

**What makes the Macan well suited to your wants or needs?**

EP: Next to detailing my new Macan my other passion is sailing, I have two sailboats, one which sits on a trailer. I needed a car that could handle trailering a small sailboat, as well as transporting my gear. I should tell you about my Stealth Hitch install someday, my wife thought I had lost my mind but it is also perfect.

Having room for the family is also very important and the Macan can transport my family very comfortably - although there is some griping from the family about my choice of parking locations.

**Tell us about your purchasing experience? Did you buy from dealer stock or special order?**

EP: I bought from dealer stock. This was my first Porsche and despite spending quite a bit of time on forums I was a little intimidated by the thought of custom ordering. With very few minor exceptions, the Macan S I took from dealer stock matches exactly what I might have ordered. Porsche Austin made the whole process easy and was very accommodating to my needs and schedule.

**What drew you to this particular car?**

EP: The build was perfect, the options that were chosen met my desire for performance and distinction. The color was also perfect. Dating back to my 30's I've always admired the "Gunmetal" look, the Volcanic Grey is as close as I think you can get.

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

EP: The performance - it's a blast to drive. Additionally, the Macan S is a car that needs your attention when you are driving it. I love that Porsche built a crossover that hasn't lost its racing heritage and requires the driver to drive it.

**What makes this car special to you? Does it have any special features?**

EP: Beyond the performance, the car rewards my desires of meticulous auto detailing tendencies. The build quality is amazing and there is not a detail overlooked. I have 21" RS Wheels and PASM - the combination makes this build unique and fun to drive.

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

EP: The heritage of racing, and how that heritage makes it into every car they build. I also absolutely love the classic styling of Porsche automobiles.

**Do you have a dream Porsche that you'd like to own?**

EP: No, at this point I am just enjoying the Macan S. At some

point I'll have an extra spot opening up in my garage - perhaps a 911 will be my dream car.

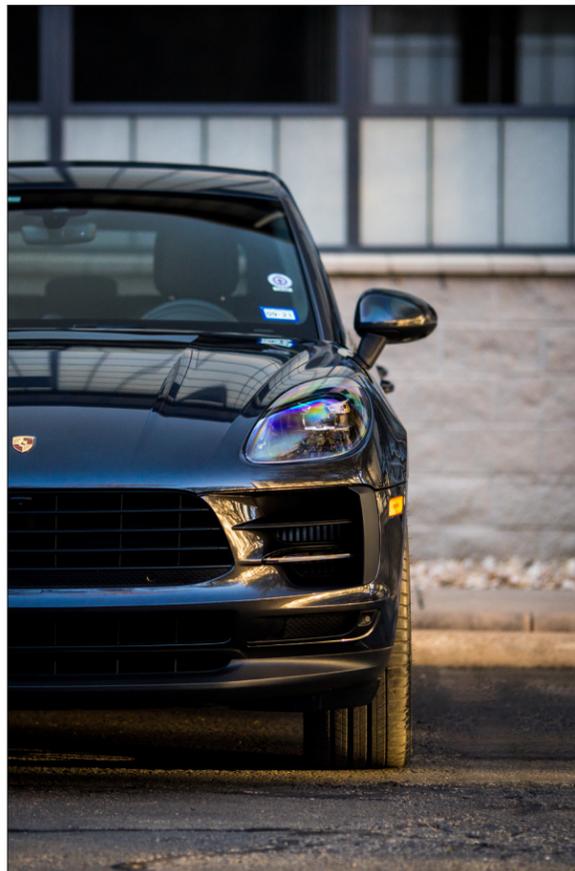
**Tell us about a notable drive or road trip you've taken thus far?**

EP: The week I took delivery of the car I drove to Dallas. It wasn't terribly memorable other than I had the opportunity to spend several hours behind the wheel on the open road - and gain appreciation for the capabilities and features of the car. I did make more than one stop along the way, so I could refer to the Porsche "Good to Know" app.

**Are there any PCA events that you're looking to participate in?**

EP: Tech Sessions are on the top of my list, assuming I can fit them in with my kid's schedules.





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## IN HINDSIGHT

HANS FALK, HCR HISTORIAN

For all the newcomers to the state and even those who have lived here for some years in the limelight that surrounds COTA, it may come as a surprise to know that there was once another premier track and racing venue in Central Texas – the iconic Texas World Speedway. Constructed in 1969 on six hundred acres of cotton fields outside College Station, it was crafted with the same vision and intensity as the 'Field of Dreams' of cinema fame - a high-banked two-mile D-shaped oval that was intended to be a sister track to Michigan International. It was the latest 'super' speedway and was becoming the favorite of the rapidly expanding NASCAR franchise. It was built with the very essence of speed as part of its design, featuring banked turns a full 4 degrees steeper than MIS, which allowed Bobby Isaac to set the first lap records in the inaugural Texas 500 with speeds in excess of 176 MPH! It quickly drew the attention of other sanctioning bodies resulting in the USAC Indy Car race of October 1973 pushing the threshold to over 200 MPH.

It was an exciting time for racing in Texas back then, but in spite of all the interest, financial problems plagued the track almost from the beginning. NASCAR complained that the purse was too small, which was a direct result of the low attendance figures compared to other superspeedways. When first proposed, it was hoped that the central location of the raceway would be a draw for enthusiasts from Houston, Dallas, as well as Central Texas, but in reality, the track was just a bit too difficult for most fans to get to. College Station was nothing more than a tiny dot on the map at the time and even Austin boasted of no more than 250,000 inhabitants. In addition, access to the track was a nightmare as fans from the larger cities had to navigate a narrow two-lane highway only to be welcomed by an unpaved infield, which often turned into a muddy morass for overnight campers.

By the time the equally iconic Austin music venue from that decade, Armadillo World Headquarters, succumbed to the wrecking ball, the Texas World Speedway had already entered its twilight. Without backing from NASCAR, the track extended its welcome to a veritable alphabet soup of racing organizations - USAC, SCCA, ARCA and IMSA. It even hosted a Willie Nelson Fourth of July picnic in 1974, in a desperate attempt to stay afloat. But despite its checkered past, Texas World Speedway was a brilliant pearl for the local racing scene in Central Texas. There



was nothing like it within 200 miles, built to accommodate both a high-banked superspeedway as well as a 15-turn road course, it became a favorite venue for local car clubs hosting autocross, driving schools, and club races, as well as a private test track for professional teams.

Speed was still the goal as Jeff Andretti managed to push his Buick-powered Lola to 234.5 MPH in 1993, thereby setting the all-time track record. But apart from a few IMSA races in the mid-1990s, club racing became the main attraction for TWS with all four regional chapters of the Porsche Club of America actively utilizing the track for many events. The Hill Country PCA finally said goodbye as it hosted its last DE event on October 29, 2011. By that time the track was in desperate need of repaving and there were rumors that the current owner was trying to come up with the million dollars needed to resurface the pavement. Sadly, it simply never materialized as so many other hopes and dreams surrounding the Texas World Speedway.

Thereafter the facility continued its slow battle against the elements, reaching a low point in 2017 when it was ignominiously used by a group of insurance companies as a dumping ground for thousands of flooded cars in the wake of Hurricane Harvey. It is estimated that at one time, over 33,000 cars were hauled to TWS and parked all over the infield, track and parking areas. If only the number of spectators to TWS events had ever come close to that number, the story of this iconic track may have turned out differently. It was truly a sad and shameful chapter in this once proud Texas racetrack.

But even that was not the end as the bulldozers and road graders in 2018 began churning up the once prized soil around the track to create a new housing development. Yes, modern progress had finally arrived to fulfill the ultimate extinction of this mighty dinosaur. The developer decided it was too expensive to physically tear down the entire track, so it was cut up piece-meal as the new master-planned community evolved. Today's residents can still see the track from their backyards, no doubt curious as to this 'behemoth' casting shadows over their lawns, but it is hoped that a few residents, in viewing the high banking and grandstands from the tranquility of their back porch, might imagine the roar and rumble of past days, and give a moment of reverence for this state-of-the-art racetrack, once a shining star in Central Texas.



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on different parts of the finish. Just as from the factory, the hood and roof were shiny, but less so on the doors.

Production time standards in the factory likely had an impact as the worker spraying an engine may have had 15 seconds to complete his task. It's common to see no paint on the oil pan bottom with runs sometimes visible on the sides. Again, this is the way Snyder's shop restores them.

Entrants scoring high enough in a NCRS event are invited to a performance verification to compete for top honors. This involves a twenty-some mile driving test to confirm proper functioning of everything from windshield wipers and electric windows to braking performance and fuel mileage. The owner must drive the car and demonstrate a thorough understanding of all functions including how to set the clock.

With accolades including twelve showings at Pebble Beach and twenty national champion Jaguars, Snyder considers NCRS the most difficult competition to please judges. The 69 Corvette in his shop recently received a Duntov award - the highest given in NCRS competitions. It scored 98 out of 100 points with the chief judge giving no deductions for paint.

Jeff's Resurrections does nearly all work in-house, with plating and engine machine work the only notable exceptions. Body preparation and repair consume a lot of hours in a typical restoration. A new technique - used by only a few shops the country - helps to save time and increase longevity. Snyder explained the details as we viewed a 1984 Porsche 911 body shell that had been through the process.

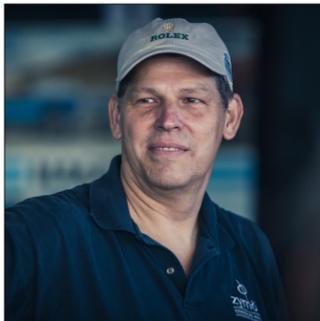
The car is taken completely apart, but the arduous process of removing all the grease, grime, paint and undercoating from the body isn't necessary. The shell is sent off and baked at up to 800 degrees in a large oven. This turns everything but the metal to ash. The next step is a sulfuric acid bath followed by a neutralizer to remove all rust. The final step is an electrically charged epoxy coating to protect the metal. Any necessary body repairs are then carried out. Snyder estimates a net savings of \$6,000 to \$10,000 on a typical restoration.

Finding parts for old cars can be difficult and sometimes impossible. Hours can be spent searching for a particular part and even more when custom fabrication is required. Even a simple fastener can take an hour or more of machining time.

Hill Country PCA was fortunate for the opportunity to see inside a quality restoration shop. The experience helped us understand why bringing a car back can require hundreds of hours of research and thousands of hours of fabrication.

## BRINGING THEM BACK TO LIFE: JEFF'S RESURRECTIONS

STORY + PHOTOS BY JONATHAN HAGGAR



Hill Country PCA members had the opportunity to visit Jeff's Resurrections in August 2019. Owner Jeff Snyder grew up in Taylor, Texas, and remembers noticing the building as a child. He wondered what was behind the large wooden doors, having no idea it would one day be his restoration business. Cars have always been a hobby for Snyder who has a particular passion for Jaguars and Corvettes.

One thing you'll notice when walking through his shop is the variety of other makes: a 20s Packard, Detomaso Pantera, 72 Trans Am, 66 Bizzarrini, 84 Carrera and 65 Ford GT. As the name of the business implies, they're all being brought back to life. There's also a bit of irony here - Snyder told us he's a third-generation funeral director.

Thoroughness and attention to detail are where top-tier restorers distinguish themselves. Snyder says he only does restorations one way - by pulling everything apart and making it brand new - and never for a fixed price. "Good enough" is not in his vocabulary and he doesn't believe in compromising quality to meet someone's budget. He believes it's the long-term investment that matters and expects a restoration to last 30 years or more.

Snyder provided members with details on the restoration process, using a Corvette example. Making cars new again doesn't mean making them as pristine and shiny as today's technology can enable. Rather it means recreating the exact condition of the car when it rolled from the factory floor. The National Corvette Restorers Society (NCRS) is perhaps the best example of this philosophy.

NCRS judges are fanatical about attention to period detail - their chief judge spent 25 years in the Corvette plant, working for DuPont. Snyder used a 1969 Corvette to demonstrate the variation in gloss

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I had the opportunity recently to visit with Robert Neal, Principle Owner of Victorymotorcars Inc., a 15,000 square foot facility located at 5859 Beverly Hill Street in West Houston. Victorymotorcars is one of our longest running and most consistent advertisers in Horizons, dating back a number of years.

Victorymotorcars specializes in the sales, service, restoration and race prep for all Porsche models, particularly early air-cooled 911s, and is considered one of, if not THE, pre-eminent expert in air-cooled Porsches. Additionally, they also sell and service all late model pre-owned Porsches.

## SPONSOR PROFILE: VICTORY MOTORCARS INTERVIEW BY JOHN BOUTSIKARIS



Founded in 1978 in Houston as Southpoint Motors (later becoming Momentum), Robert Neal led the world in Porsche sales consistently for 10 straight years. In 1992, Robert Neal founded Robert Neal MotorCars, eventually becoming Victorymotorcars in 2004 at their current location.

**JB:** Tell us a little bit about your business other than what I've already described.

**RN:** I've been involved in all aspects of the customer relationship with Porsche cars since 1974, so I've become an acknowledged expert over the years on everything Porsche, with a special focus on air-cooled models. We have literally purchased, restored, serviced and sold many, many thousands of air-cooled models all over the world, having opened an office also in Kiel, Germany. I can confidently say that a great majority of the air-cooled 911s that were transacted in the world, outside of private purchases, probably passed through our company.

We opened our Kiel, Germany office in 2008 during the world economic disruption, principally to purchase as many air-cooled cars in North America for export to Germany due to the Euro exchange at 160/100 USD. Porsche has a habit of sending the bulk of their production to the most attractive market, which prior to 2008 was the US. As a result, there were a number of German clients looking for air-cooled cars that we were able to provide. I would guess that 80%



of the cars that went to Germany after 2008 came through us.

Unfortunately, the number of quality air-cooled 911s that meet our standards have dwindled over the years in both the US and Europe, so we closed our Kiel office in 2012. Our focus since then is to also stock and sell pre-owned, water-cooled 911s for those customers

that still want a reliable, knowledgeable and intimate customer relationship. I'm also happy to say that the majority of my customers, over the years, are still our customers, many with multiple-car collections that we supplied, or those that moved from air-cooled to water-cooled vehicles.

Something that your members might also find useful is that we own our own transport company, Victory Auto Transport, for any domestic or international car shipments. This allows us to create a valeted, damage-free, end-to-end shipping service for our customer base, that we totally control, anywhere in the world. If you're moving across town, across the US, or internationally, we provide a valet service to handle your requirements.

**JB:** Tell us what customers are looking for in selecting your business for their Porsche needs?

**RN:** As we already said, we provide an intimate, expert relationship for all Porsche models today, specializing in air-cooled service, sales, restoration, and race-prep. Race-prep has increased significantly for us with the



success of the DE programs at COTA that Houston drivers enjoy. We employ many people, including two factory trained Master Porsche Technicians who've been with me for a significant number of years. Our goal is to provide excellent customer service on a local basis, and to forge a "family" relationship with our customer to serve his or her long-term needs.

**JB:** What is special about your business?

**RN:** I honestly don't believe you will find a more knowledgeable group of people such as we have here, who better understand the total Porsche family of cars, and how to address issues quickly and inexpensively, particularly in early 911s. If you're looking for a particular car or model, I can probably find it. We also have an extensive inventory of older parts that are difficult to find and source, which we offer on our parts website. Additionally, my extensive ties to the Porsche factory, particularly in Sales and restoration efforts, allow us to offer services not found anywhere else.

**JB:** What is your connection to PCA and the Hill Country Region?

**RN:** First of all, let me compliment the Hill Country Region leadership on their stewardship of HCR. In my opinion, it is one of the best run Porsche Clubs that I have been involved with over the years. It's one of the reasons for our long-term Horizons relationship which, by the way, is an excellent newsletter. Although our business continues to be worldwide, we only advertise in Texas, so our Horizons advertisement is very important to us at VMC. Lastly, I have a home

and a boat in Austin, and a great number of our sales and restoration customers, whom we continue to service, are in the HCR. I also see the Austin area as a continuing growth opportunity for us for our sales shipping, restoration and race-prep services.

**JB:** Can you share any future plans with us?

**RN:** Of course, we'd like to continue to be the primary family owned independent Porsche air-cooled 911/356 restoration and service center for Texas and the rest of the world. We're also increasing our restoration activities in early non-911 water-cooled models (928/924/944/968) as the air-cooled 911 market availability diminishes.

Our size is just about right, giving us the ability to continue to balance our business and shift more to water-cooled 911 services and race preparation.

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

**RN:** Probably the one I just sold, a 1998 C2S. I'm also pretty crazy about my Black Metallic Cayenne S.

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*Editor's Note: Chuck Bush has been our Zone Representative since January 2019. Chuck attended the HCR Annual Member's Meeting on February 1, where he addressed our members and enjoyed meeting many of you.*

Here we are in 2020! I hope you are ready to face a new decade. Yes, it's 2020- hard to believe what was such a distant future is here now.

The only flying cars are the ones we had all along - our Porsches. It seems that no matter how old they get Porsches are still a great driving experience. I like the old ones, and the new ones. The classics are still a joy, and provide a visceral, hands-on experience, while the new models bathe you in comfort and luxury while delivering blistering performance.

The new Taycan is adding another dimension with a full electric car that is also all Porsche. I got to see one at our dealer recently, and it was a beautiful, well put together car. I can't wait to see one run an autocross.

What does this have to do with Zone 5 and PCA? In a word - change. New cars, new people, new interests. PCA is one of the few car clubs in the country that is growing, and we want to keep

## RANDOM THOUGHTS

### CHUCK BUSH, ZONE 5 REP

it that way. We encourage you to be open to new ideas and new members. Look for ways to expand our community and welcome our new members no matter what they drive.

The club is expanding its tours with off-road tours. With the new electric cars coming out- perhaps the theme for our Longhorn Region Gimmick rally this Spring will be finding charging stations!

Our club is young enough that we still have a few of the original members left. Imagine all the changes they have seen over the last 70 years. What hasn't changed is the great people in this club, and how much fun we have together.

I hope you get the chance to actively participate in your region's events this year, and perhaps even PCA national events like Parade and Treffen. Registration will be open soon for this year's Parade in Palm Springs, and it is going to be a good one. The theme for the historic display is hot rods and there are some great ones in southern California. I was in the area recently and got to see the Parade site. It is beautiful and will be a great venue. Five minutes from the hotel are some great driving roads that lead up thru the San Bernardino mountain passes. Sure, it is a long drive from Zone 5, but well worth considering.

Hope to see you out on the road. Be sure to wave - no matter what Porsche I'm driving!

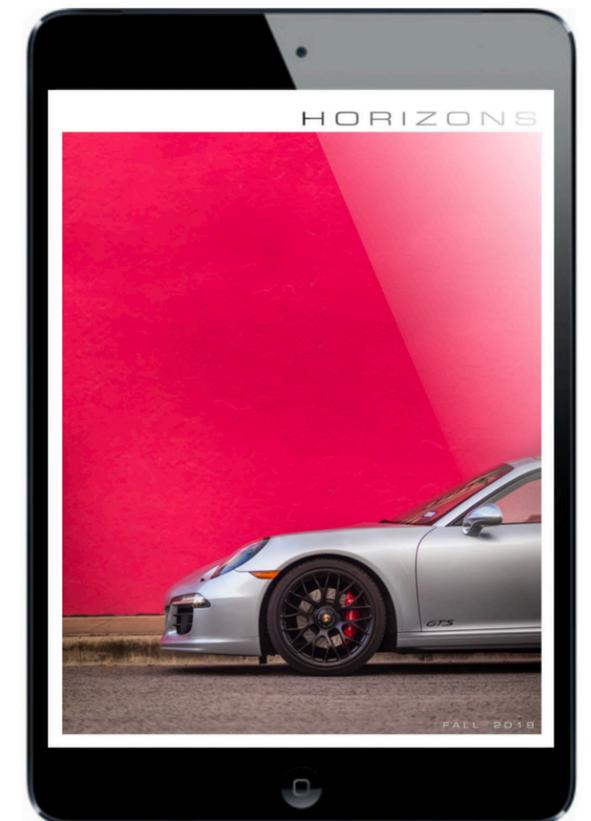
Chuck Bush, Zone 5 Rep | Longhorn Region, PCA

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3. Choose the "Edit" tab and scroll down to "Email settings"
4. Check the box for "Opt out of printed region newsletters"
5. Click "Save" at bottom of page



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## HCR MILESTONE

JEFF MOORE

### HCR MEMBERSHIP GROWTH REACHES ANOTHER MILESTONE!

#### HANK SMITH IS OUR 1500TH MEMBER

It wasn't long ago - January 2016 to be exact- that Hill Country Region reached 1000 members - your HCR President Tuffy von Briesen won that distinction when he transferred from the Potomac Region. Just four years later, HCR membership has now reached 1500!

In the mid-February 2020 PCA national membership update, it was also announced that HCR was THE fastest growing region year-to-date in 2020, with 26 new members in just the first 6 weeks of the year. A big thank you to our enthusiastic members and dedicated volunteers who make HCR such a great place to be!

Our 1500th member is Hank Smith, who transferred his membership from the Maverick Region to Hill

Country. Hank has lived in Austin since 1968, but previously had his PCA membership with the Maverick Region where one of his three sons lives; "the one son who ended up being a car guy like me" he says.

Hank owns a 2003 996 911 Turbo. This is his first Porsche, although he owns many other interesting vehicles: a 1968 Oldsmobile whose original owner was his mother-in-law, a 2019 Camaro ZL1 with the 1LE Track Package, and a BMW Spec E46 track car. He has also owned two Corvettes, a Cadillac ATS-V and CTS-V, and a BMW Z4 M Roadster, among others.

Hank is a National Certified HPDE Instructor and has instructed and raced at several tracks in Texas and nationally. He looks forward to meeting and driving with HCR members!



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**Please Welcome**  
Our New Members

Basam Abdallah	2018 911 GT3
William Baker	2002 911 Carrera 4 Cabriolet
Jonathan Bard	2020 911 Carrera S
Luke Barker	2017 Macan Turbo
Cyla Barron	2014 Cayenne
Julie Blum	2017 Macan
Dale Bradley	1975 911 Carrera (US)
Ryan Bradley	1977 911
Steven Branding	2015 Cayman S
John Carvan	2015 911 Carrera S
Garry Conner	2015 Cayman S
Charles Cupples	2012 Cayman S
Max Dean	2013 911 Carrera 4S
Riley Dickinson	1989 911 Carrera
Bryan Guadagno	2011 Panamera 4
Steve James	2014 911 Carrera 4S
Ilango Jeyasubramanian	2018 718 Boxster
Robert Kaplan	2001 911 Carrera
Karla Keeton-Page	2016 Cayman
Eric Layne	1965 356
Neil Lella	2007 911 Turbo
Heliodoro Lozano	2006 911 Carrera 4 Cabriolet
Devin McFadden	2014 Cayenne Turbo
Justin McGuire	2017 718 Boxster S
Derrell Monroe	2016 Panamera 4
John Nelson	2006 911 Carrera 4
Michael Nisbett	2002 911 Carrera Cabriolet
Bronwyn O'Brien	2016 Panamera Edition
Alex ODay	2016 Macan S
Jon Paulsen	2017 911 Carrera
David Peden	2018 911 GT3
Vinh Pham	2017 Macan GTS
Andrew Rhodes	1970 911T
Michael Richardson	2013 911 Carrera S
Fred Riethmiller	1974 914 1.8
Bob Rima	2017 Macan GTS
Sanjay Russell	2004 911 Turbo
Brett Schall	2017 911 Carrera 4S
Paul Schuster	1988 944 Turbo
Andrew Sharp	2002 911 Carrera Cabriolet
Greg Smith	2016 Cayman GT4
Bay Soltani	2009 911 Carrera S Cabriolet
RJ Strain	2007 Cayman
Louis Strandberg	2004 911 Targa
Julie Tomlin	2016 Boxster
Rick Trevino	2007 911 Carrera
Joseph Verdugo	2013 Boxster
Donn Wagner	2012 911 Carrera
Newton Wong	2002 911 Carrera 4 Cabriolet
Jason Wright	2017 Cayenne S E-Hybrid

**HCR P&L STATEMENT**

JAN - DEC 2019

**INCOME**

Admin Income	60.00
Advertising Income	12,117.85
Charity Donations	3,985.28
HCR Store Income	597.43
Holiday Party Income	4,330.23
Luggage / Nametag Inc.	114.90
Pass Through Income	4,227.76
Rebates	17,757.36
Social Income	9,206.57
Sponsorship	4,000.00
Street Survival Income	7,653.50
Tech Income	524.50
Track Income	33,585.17
<b>TOTAL INCOME</b>	<b>98,160.55</b>

**EXPENSE**

Administration	1,814.52
BOD Meetings	3,824.13
Charity Expense	4,125.90
Equipment	578.81
HCR Store	480.95
Holiday Party 2019	6,682.28
Nametags	2,072.29
Pass Through Expense	4,227.76
Picnic	561.12
Street Survival Expense	5,468.42
Supplies	32.41
Tech Sessions	1,488.72
Tour Expenses	195.53
Track Events	6,700.78
Social	10,494.01
Newsletter	17,227.08
Storage	1,471.62
Website	738.91
<b>TOTAL EXPENSE</b>	<b>68,185.24</b>

**NET INCOME 29,975.31**



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## TECH SESSION: CALIBER COLLISION

STORY BY THOMAS EMR

PHOTOS BY JONATHAN HAGGAR



True to form, our club provides members with the opportunity to learn about our fantastic vehicles. The tech session held at Caliber Collision at 10420 Metric Boulevard in January was quite informative. Regional Manager Kevin Rigdon and General Manager Ronan Shackelford, along with members of their staff, were our guides for the morning session and reviewed all the specialized procedures that are necessary to repair our modern Porsche vehicles. This Caliber Collision location is one of only two Porsche Approved Collision Centers (PACC) in central Texas. It's a 50,000 square foot facility that was originally the Roger Beasley high-end repair facility and was purchased by Caliber in December 2016.

During the presentation, it became obvious that there's a lot more than meets the eye, literally and figuratively.

The PACC designation assures Porsche owners a high and consistent standard of collision repair. The program requires specific repair procedures, and the use of genuine Porsche parts, materials, tools and equipment. PACC approved centers must also adhere to numerous specific repair techniques.

As far as staffing, each PACC is required to have at least two structural technicians, one estimator and one refinish/paint technician. Each of these individuals has to undergo specific training and certification requirements for their specific responsibilities. In addition, PACCs are continually monitored and supported by Porsche factory technical personnel and are subject to annual inspections. Porsche requirements can change, and equipment updates are sometimes required. Just recently, it was necessary for Caliber to purchase a new, Porsche approved battery charger.

These requirements ensure that Porsche mixed-metal vehicles are repaired properly. The increased use of aluminum in body panels and structural parts has received extra scrutiny by Porsche. While aluminum has become more common, it requires a unique approach and set of skills during the evaluation and repair process. That attention to detail is required by Porsche to maintain the integrity and performance characteristics of any structural part. In fact, any aluminum part that is structural, or any steel part that is joined to an aluminum part, is only allowed to be acquired and installed by a PACC repair facility. That means no shortcuts regarding the crash worthiness of our cars - and no straightening of frames as in the "old days".

In addition to the aluminum parts restrictions, Porsche forbids the use of used, reconditioned or aftermarket parts in the repair of vehicles. PACCs are required to

follow the repair instructions exactly as documented by Porsche. They can use only genuine Porsche parts and approved workshop equipment when completing repairs.

One more thing to be aware of is that Porsche may not have the specific replacement part on the shelf, so it may take extra time to get your car back while they're waiting for it. It was pointed out that non-approved facilities may not be able to order the necessary replacement parts.

Some good news: A damaged Porsche vehicle can be towed to any Caliber location, and that facility will get it to the Metric location - the only Caliber location to be Porsche approved.

Caliber shared the process they use once a vehicle enters their shop. Upon arrival, a claim is entered into their system. A printed document with all the pertinent details is then attached to the vehicle's window to ensure proper handling. Pictures are taken of the damaged areas to help identify parts that need repair or replacement, so that an initial estimate can be prepared. Once the repair is assigned, Caliber will call the customer to get as much detailed information about the crash as possible. For example:

- How did the accident happen?
- How many occupants were in the vehicle and where were they sitting?
- Were any children and/or child car seats involved?

As a result, potential repair issues can be ascertained, such as knowing where the occupants were sitting will help identify any issues with the restraint system. Likewise, knowing if a wheel impacted a curb can help identify hidden suspension damage.

Sometimes, in order to assess hidden damage, a portion of a body panel is cut away to verify what damage might not be obvious. In addition, Caliber may have to disassemble several parts of the vehicle in order to view parts of the structure that are not usually visible.

As Porsche owners, we drive a high-performance vehicle that deserves a high-performance repair. Caliber's PACC certification provides that assurance, and owners know their vehicle will get the appropriate repairs.

Caliber Collision was a great host for our PCA tech session and provided a tasty assortment of breakfast tacos, coffee and juice. In addition, there were some custom-made cupcakes with the Porsche logo! They even had some leftovers that we were "forced" to take home - my granddaughter Olivia was happy to have one as a special dessert.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			APR 2020	2	3	4 9:00 AM - 1:00 PM: CARS & COFFEE  8:30 AM - NOON TECH SESSION #3
5	6	7 5:30 PM - 7:30 PM: HCR BOARD MEETING	8	9 11:30 AM - 1:00 PM: LUNCH BUNCH	10	11
12	13	14	15	16 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	17	18 8:00 AM - 5:00 PM: STREET SURVIVAL
19 8:00 AM - NOON: CARS & COFFEE @COTA	20	21	22	23 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR  6:30 PM - 8:00 PM: D.S.S. CHRIS LENNON	24	25 AIR-COOLED COLLECTION TOUR & LUNCH
26 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	27	28	29	30	MAY 2020	2 9:00 AM - 1:00 PM CARS & COFFEE  DRIVING TOUR #3
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
17 8:00 AM - NOON: CARS & COFFEE @COTA	18	19	20	21 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	22	23
24	25	26	27	28 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR	29 SPRING SCHNELL FEST DE @COTA	30 SPRING SCHNELL FEST DE @COTA
31 SPRING SCHNELL FEST DE @COTA  9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	JUN 2020	2 5:30 PM - 7:30 PM: HCR BOARD MEETING	3	4	5	6 9:00 AM - 1:00 PM: CARS & COFFEE
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 8:00 AM - NOON: CARS & COFFEE @COTA	22	23	24	25 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR	26	27 TECH SESSION #4
28 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	29	30				

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