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# HORIZONS

PORSCHE CLUB OF AMERICA  
HILL COUNTRY REGION  
VOLUME 22, NUMBER 02

## HORIZONS PRODUCTION TEAM

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COVER IMAGE:  
STEFFANIE HUFFSTATLER'S  
2016 CAYENNE GTS

PHOTO CREDIT:  
JONATHAN HAGGAR

## THE DRIVER'S SEAT

### Priorities

This is my first column in the Driver's Seat . . . buckle up!

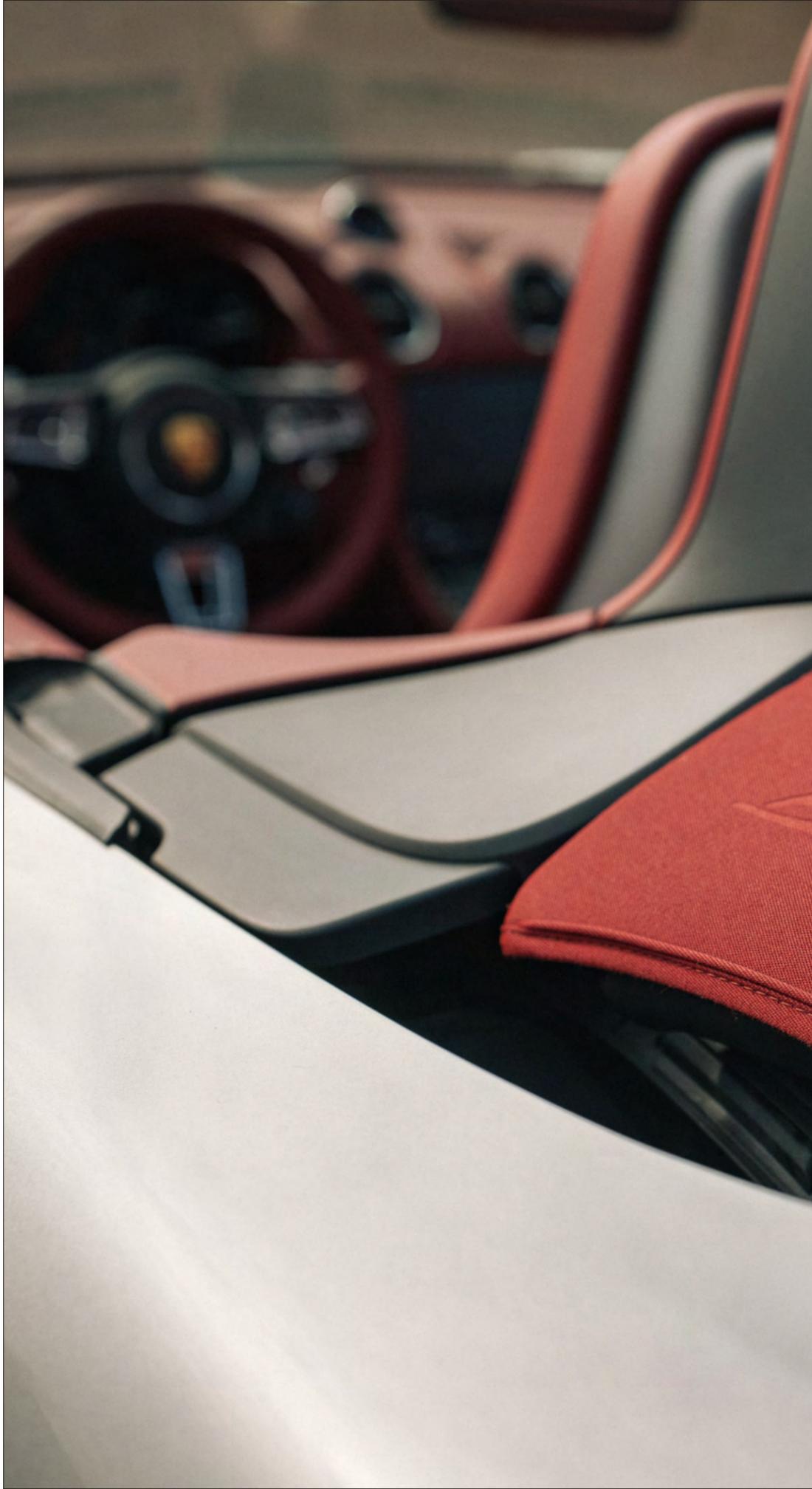
For those that don't know me, here's a bit of my background. I'm a native Austinite, as is my wife. After obtaining a degree from UT Austin, I went into Commercial Banking. I joined PCA in 2007 with my first Porsche, a 993 Cabriolet. After I retired, I volunteered with HCR in 2018. The Tech Chair position had just become vacant, so when it was offered to me, I took it. I served in that role for the better part of two years, then Tuffy asked me to step up to Vice President, which I did for 2020. Now here I am in the President's role, with a 2-year term. I've had fun along the way, and I'm glad to be here serving the 1500+ members of our club.

I want to first acknowledge the great work done by Tuffy and the Board over the past three years to consolidate the organization, formulate a strategic plan (although COVID blew it up last year), and attract talent into the Board. "Succession" became our buzzword. All the while, we operated with a slim volunteer corps, and everyone was an individual contributor. When a vacancy occurred, we all scrambled to fill it, and sometimes we pulled double duty to cover our own role and that of an open position. We cannot continue effective club operations in such a reactive manner. It became evident to me what we should do to continue our club's improvement.

My priority: Ensure the sustainability of the PCA Hill Country Region.

Some people may think we are already sustainable due to our excellent financials and the events we deliver each year. Yet, our financials and our small, dedicated volunteer corps don't automatically make us a sustainable and ongoing enterprise.

For example, our Tourmaster Chris McChesney, has labored the past four years to provide all the tours for our club, on his own. He now has help. Today, he has Larry and Carolyn Braxton helping him document all the tour mileage



and produce very nice turn-by-turn directions for our participants. Tom Emr also helps with all the Club Registration enrollments and communication. Chris now has a team, and each person has small but very critical roles. This is a great example of what I'm talking about for sustainability.

Earlier this year, I opted to integrate additional functions and create larger teams. With these changes, we have more ability to cover specific functional requirements with more volunteers on each team, which means we can be more flexible to shift personnel as needed. In all, we created an IT Committee, a Communications Committee, and an expanded Driving Committee.

Within the IT Committee (led by Bill Plein), we folded in all elements involving IT, including website support, email management, data management, etc. With Communications (now led by Jonathan Haggar), the newly-expanded team includes Horizons, Social Media, Public Relations, and Historian. The Driving Committee (led by Richard Pankhurst) now includes the DE team, as well as Tech Sessions, Tours, Rallys, and Concours. These new teams were all formed in the first three months of this year, and already are making significant improvements in our ongoing operations and processes.

More change is needed however, if we hope to have a sustainable organization. By that, I mean we need a few more things:

1. Job descriptions for every volunteer role . . . we don't have those all in place yet. With job descriptions, we can more easily recruit new volunteers, who will know the elements of the job BEFORE they raise their hand.

2. Smaller roles . . . I believe we need to create smaller roles for everyone.

Our roles should be structured to attract more diversity in our volunteer corps, and especially more women and working professionals. Smaller roles mean it's easier for each person to contribute in a meaningful way. In short, my priority is to create an environment where there's a job for every volunteer and every skill level.

3. "What's in it for me?" I believe people need to know what they can get out of a job, and this holds especially true for a volunteer. A person volunteering needs to see the benefits of their volunteerism on a more personal level. (kudos to Richard Pankhurst for giving me this "aha" moment)

4. WE NEED MORE VOLUNTEERS. For an organization of 1,500 members, our activities are run by a small group of about 10-15 volunteers. Serving up 90+ events each year with such a small group of volunteers means people burn out quickly. Therefore, we need many more people doing smaller tasks, not working harder. We need successors identified for all our board positions and Event Coordinators.

By the time you read this, I will have introduced this strategy with the Executive Council and our Board. We have already begun moving forward with these initiatives.

Sometimes it just takes that first person to step forward, and then others will raise their hand. Will you help us on this journey to sustainability? I hope so. The club is counting on you.

**Charlie**



	JAN 2021	FEB 2021	MAR 2021
PRIMARY	1033	1042	1067
AFFILIATE	478	485	497
<b>TOTAL</b>	<b>1511</b>	<b>1527</b>	<b>1564</b>

## MEMBERSHIP REPORT



### ANNIVERSARIES

<b>35 Years</b>	<b>1 Year</b>
Jim Bryant	Luke Barker
John Irey	Julie Blum
	Riccardo Bronzini
<b>30 Years</b>	Andrew Brotheman
James Garrett	James Buckalew
Robert Scheibeler	John Carvan
	Scott Coburn
<b>20 Years</b>	Garry Conner
Daniel Germain	Riley Dickinson
Bjarte Moe	Terence Fernandes
Jason Savage	Mario Gonzalez
Mark Trzeciak	Stan Graham
	William Gunn
<b>15 Years</b>	Doug Hess
Stewart Pate	Austin Jaksa
Dave Scott	Steve James
	Suzanne Johnson
<b>10 Years</b>	Mark Kelley
Louis Buttacavoli	Bjoern Langmack
Ernesto Campos	Eric Layne
Steven Leslie	Jordan Layne
Winslow Mankin	Neil Lella
John Martin	Devin McFadden
Kathryn Mead	Jon Mercado
John Roberts	Tim Moore
	Benjamin Muchoki
<b>5 Years</b>	John Nelson
Lakshmi Bala	Tim Nice
Paul Dempsey	Bronwyn O'Brien
Vikram Durairaj	Tad Ochs
Diane Frankie	John Payne
Michael Guess	David Peden
George Hansen	Andrew Rhodes
Dan Hillsman	Michael Richardson
David Johnson	Fred Riethmiller
Adam Kruger	Bob Rima
Charlie Mangan	Javier Robles
David Militello	Caleb Ross
Dara Nall	Sanjay Russell
Mike Roberts	Benson Sainsbury
Jed Rogers	Brady Sand
James Rudnicki	Matthew Schoenberg
Shawn Seals	Andrew Sharp
Bruce Turner	Louis Strandberg
Travis Wickesberg	Chris Sutton
Rob Williams	Rick Trevino
	Frank Urbanek
	Wesley Wigginton
	Craig Williams
	Newton Wong
	Jason Wright
	Rick Zimbelman

### PLEASE WELCOME OUR NEW HCR MEMBERS

Jan Aarsaether	2005 Boxster S
Brett Adams	1988 944
Rudy Albrecht	2011 911 Carrera 4S
Grant Aldridge-Duncan	2018 718 Cayman S
Larry Amberg	2021 Cayenne Coupe
Jaden Black	2014 Cayenne
Kevin Bolden	2021 911 Targa 4
John Caldwell	2021 718 Spyder
Irma Carpenter	1984 928S
Peter Cella	1990 911 Carrera 2 Cabriolet
Ryan Charbeneau	2021 718 Spyder
Andrew Chen	2018 911 GT3
Richard Childress	2011 911 Turbo Cabriolet
Evan Clark	2013 Cayenne GTS
Jeffrey Collop	2018 911 GT3
Robert Cooper	2002 Boxster
Gabriel Cruz-Letelier	2018 Macan GTS
Mitch Davis	2007 Cayman
Tim Donovan	2000 911 Carrera
Justin Dougherty	2021 718 Spyder
Mark Doyal	2014 911 Turbo S
Matt Dufner	2006 Cayman S
Donald Dunkin	2000 Boxster
Kent Eastley	2013 Boxster S
Art Fonseca	2013 Panamera Turbo
Jason Frollo	2013 911 Carrera S
Jason Galloway	2021 911 Turbo S Cabriolet
Andrew Garcia	2014 Cayenne S
Angel Garcia	2008 Cayman
Carole Gibbins	2006 911 Carrera S Cabriolet
Bobby Goldstein	1979 928
Beverly Griffith	2016 911 Targa 4S
Adam Gutwein	2021 718 Cayman GTS 4.0
Tom Haines	2009 911 Carrera Cabriolet
Julian Hang	2000 911 Carrera
Lori Harris	2010 Cayenne GTS
Mark Hendricks	2005 911 Carrera S
John Henke	1989 911 Carrera
Isaac Jing	2019 718 Cayman
Randy Judd	2015 911 Carrera 4
Clark Kampf	2017 Macan GTS
Sherif Kassatly	2017 Macan S
Youssef Kazzoun	2008 Cayenne GTS
Mike Ku	2014 Cayman S
Kyle Ledbetter	2014 911 Carrera S
R. Richard Leon	2021 911 Carrera S
David Loayza	2011 Panamera 4S
Nick Lodge	2005 911 Carrera S
Jason Maine	2006 Boxster S

Dermot Manton	2016 Cayman S
Ashley Murray	2016 Cayman
Kristian Nielsen	2018 911 Carrera S
Sean O'Keefe	2017 Macan GTS
Larry Pollock	1994 968
Ken Prince	2009 911 Carrera
Jeffrey Ramirez	2011 Boxster
Spencer Romo	2003 911 Targa
Jeffrey Royston	2018 911 Turbo S Cabriolet
Cecilio Ruiz	1981 911 SC
Caleb Scanlan	1992 968 Cabriolet
Robert Smith	2019 911 Carrera GTS
Richard Smith	2015 911 Carrera 4
Mike Stanfill	2005 911 Carrera Cabriolet
Mark Sweeney	2013 911 Carrera
Harris Thurmond	2009 Cayman
Christopher Vaillancourt	2014 911 Carrera 4S Cabriolet
Charles Valentine	1956 356
Arno van den Haak	2018 911 Carrera 4S
Patrick Weaver	2016 Cayenne S E-Hybrid
Jerry Wolfe	2021 Cayenne Turbo
Chris Yee	2009 911 Targa 4S
Jose Zingg	2006 Cayman S

### PLEASE WELCOME OUR TRANSFER MEMBERS

LONE STAR	
Anthony Hadorn	2014 911 GT3
GOLD COAST	
Rio Caraeff	1958 356
SAN DIEGO	
Jon Gunderson	1996 911 Turbo

**MEMBER PROFILE: STEFFANIE HUFFSTATLER**  
INTERVIEW & PHOTOS BY JONATHAN HAGGAR





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

My husband and I joined HCRPCA in September 2015 when we bought our first 997 Carrera S. I like to tell people that I bought it for his birthday. I actually just talked him into it!

**How long have you lived in the Austin area, and what brought you here?**

We moved to Austin roughly nine years ago for my husband's job. We previously had lived in Portland OR but Central Texas is our home and where family is. We moved back to Waco in December 2020 to be closer to the kids.

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

Our first Porsche was a standard and since it had been many years since I had driven one, my husband wasn't too excited for me to practice in the 911. I have owned several sports cars in the past and was wanting to get back behind the wheel of something with a little punch to it. (I bought my C5 Vette from my son so the "need for speed" runs in the family.) After many months of looking, I found the right Cayenne in March 2019 and immediately fell in love.

**What drew you to the Cayenne GTS?**

I was originally looking for a Cayman but since we've got five grandchildren that we love to hang with, it wasn't too practical for both of us to own a two-seater. At one time we stuffed our grandson Jackson into the backseat of the 911. All he could say was "This is so cool!" It wasn't until I saw my new Cayenne that I knew this was my dream car.

**Can you tell us about a notable drive or road trip?**

There are several and it's hard to decide which was the best. A week after I bought my Cayenne, I made a spur of the moment decision to load up my mom and sister to drive to North Carolina to pick up my dad. My parents were especially impressed with the heated back seats. On the way back to Texas, I ran into the worst storm I've driven in and the car handled beautifully. The second trip was to Porschepalooza in Eureka Springs, AR. At the last minute, my husband wasn't able to go, so I grabbed a girlfriend and made the trip in the Cayenne. She isn't a "car" person and there was a time or two when I might have made her a bit nervous driving in the mountains on one of the more





spirited drives. We went to the first Palooza in the 997 and have stories to tell about that one! At one point I looked out the window and we're hugging the side of the mountain with a 200 foot cliff on my side - the radar detector was screaming "OVER SPEED" and my husband was telling me "It's ok baby, the trees will slow down the fall". That was a high point and so dang exciting!

**What is your favorite thing about your car and what makes it unique or special to you?**

I love the look and feel of my Cayenne - it's just "me". Comfort and luxury with all the power I want. I'm a responsible driver but I also drive a Porsche which means I really love to go fast. My car is quick! I have to watch it closely because 100 feels like 60. My PCA tags tell you I'm pretty proud of my Baby G. The 911 is the Baby.

**Does it have any special features or modifications?**

The GTS comes with quite a few options so there wasn't any need for any modifications. The Alcantara and leather interior are nice touches and the crested seats are a pretty cool detail. I was too impatient to wait any longer so I grabbed this one when I saw it.

**How did you first become interested in the Porsche brand? What do you love most about Porsche?**

It was actually my husband that first put the idea of owning a Porsche into my head. Our first Porsche was a fantastic car to ride in but I wanted to own and drive my own. Like the saying goes, there's nothing more therapeutic than listening to loud music and driving fast. Joining the PCA and meeting other Porsche owners is probably my most favorite experience. The friends we've made have become family. We formed

our own Porsche Beach Society with a group of PCA members. We've cruised down to the Cayman Islands and Jamaica and can't wait until we can do it again.

**Have you owned other Porsches? Can you tell us about those and which was your favorite?**

To date we've owned three Porsches. My husband currently has a 991.1 Carrera S that I can drive with the PDK. We have this thing about black cars so all of them have been black on black. While the 911s haven't been daily drivers, they haven't just sat in the garage either. Out of the three, the 991.1 is my absolute favorite to drive. I love that feeling when you punch it and you move! I'm so fortunate that I can walk into the garage and have a choice of which Porsche to drive. People act kind of surprised when they find out we have a "his and hers". I give my grandson Jackson twenty years and he'll have one too!

**Is there a dream Porsche you'd like to own?**

I'm living the dream now and am so appreciative.

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

Porschepalooza and Parade have been wonderful times. The local drives and social gatherings are special times and hopefully something we can resume in the near future. Again, it's the people that have become family that make it special, the cars are just icing on the cake.

**What PCA or car related activities do you participate in?**

We participate in the local events at several venues. We're hoping to hit Treffen, Fiesta and Porschepalooza again this year.





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**PETROL LOUNGE RELOCATION**

STORY BY JEFF MOORE

PHOTOS BY RANDY WHITTEN

Austin's premier automotive storage provider has relocated to a new location. I recently had the opportunity to tour and talk about the new Petrol Lounge facility with Managing Partner Randy Whitten and General Manager Kevin Childers. For those not familiar, Petrol Lounge offers a full-service vehicle storage solution- not just a secure place to park, but also various services to keep customers' vehicles ready for use and enjoyment. As always during a visit to Petrol Lounge, it can be difficult to stay focused on a topic, as there are plenty of automotive distractions.

of additional garage and warehouse space at several other locations in Austin. It was time for a better solution to enhance customer service and operational efficiency and provide the physical space for continued growth.

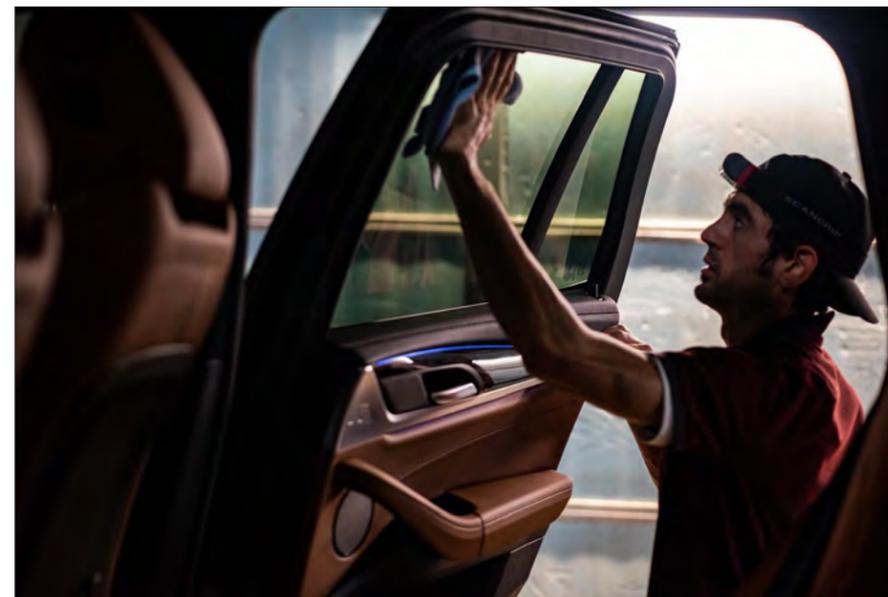
The new leased building measures about 36,000 square feet, a dramatic increase over the 7000 square feet of the Research Blvd location and 9000 square feet at satellite locations. This effectively increases storage capacity from about 100 vehicles



The new location is a spacious and more accessible facility adjacent to the Domain in North Austin. Located at the intersection of Braker and Kramer, the facility was originally built as a distribution warehouse. It features a large open floor space, minimal interior obstructions, rows of garage doors, an exterior concrete parking area and gated security. Exactly the right home for Petrol Lounge.

to over 200, while allowing much more space between vehicles.

The vehicle storage space is now contiguous and rectangular, with none of the bottlenecks that existed at other locations, which allows for increased efficiency when storing and retrieving automobiles. With the many garage doors and large central aisle, in most cases when a customer requests their vehicle, nothing else will need to be moved. The entire building is climate controlled, and during my visit in March, I had the opportunity to witness the final installation of a much improved air conditioning system for the garage area - just in time for the warm weather coming our way.



The move itself was a multi-day operation. Even though the cars only had to go a few miles from Research to Kramer, it's not like you can just organize a spontaneous parade of cars – especially in the middle of a pandemic. Randy and Kevin, along with Managing Partner Jack McCauley, had to figure out how to move 100 cars – some of which couldn't be driven on city streets, some of which couldn't be photographed, and do it all with minimal staff. In the end, some cars were towed, some were picked up and driven by their owners, and many were driven to the new location by Petrol Lounge staff. Odd hours were used to minimize traffic, risk, and time spent on the road. Over the course of a few days, all cars were moved, old warehouses emptied, and smiles were had all around after successful completion of the operation.

Concurrent with the move and continued business growth, Petrol Lounge now offers 7-day staffed on-site service. Customers can access their vehicles any day of the week during business hours, and after hours by appointment. To accommodate these increased services, Petrol Lounge has added two new members

to their part time team: John Davis and Dan Summerlin.

For the first time, Petrol Lounge provides dedicated space for vehicle cleaning and detailing. This service is performed by Nathan Alhades, one of Austin's best detailers and owner of Texas Shine Detailing. Petrol Lounge customers can enjoy a seamless handoff between Petrol Lounge and the personal service provided by Nathan without their vehicle leaving the Petrol Lounge building. The detailing bays include additional lighting, a vehicle lift, and an enclosure to keep errant cleaning particles from entering the vehicle storage area.

The Petrol Lounge team welcomes HCR members to stop by to say hello and see the new facility.

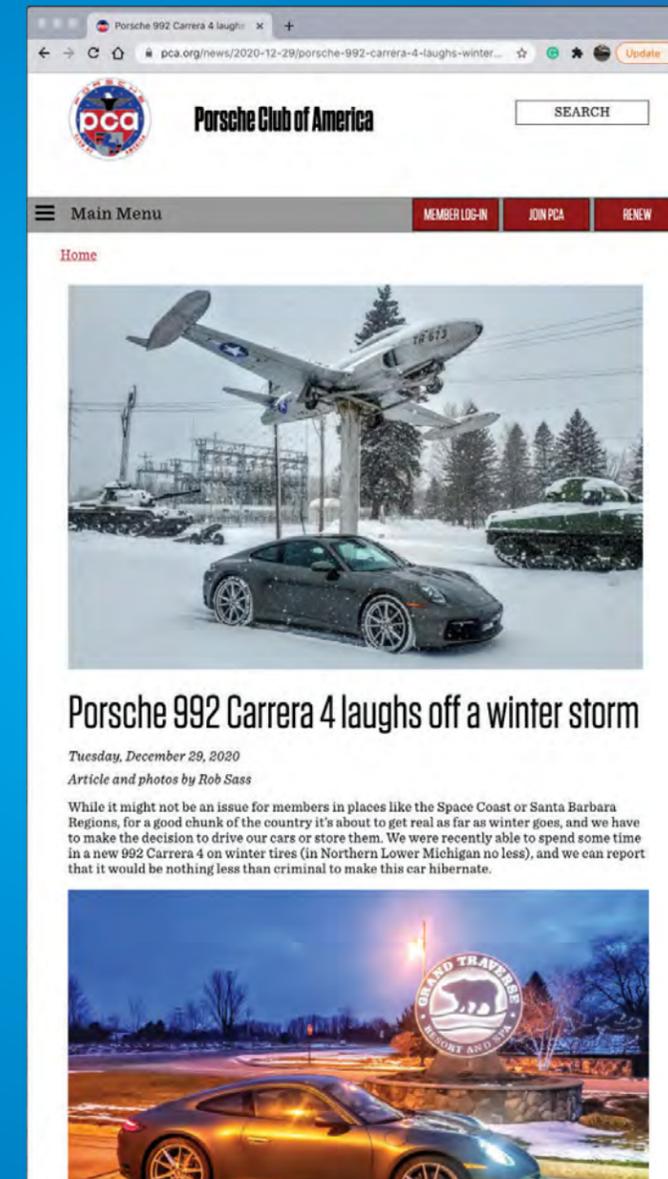
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# PORSCHE CLUB OF AMERICA



**DECEMBER DRIVING TOUR**  
STORY AND PHOTOS BY TOM EMR

It started one Saturday morning with check-in and coffee at the Randall's grocery store in Leander. The weather was crisp - only in the 50s - as we listened to our instructions during the driver's meeting. But the warm camaraderie of the HCR club members quickly made up for the chilly temperatures. By the time we prepared for departure the sunlight was making a valiant effort to break through and a few brave souls in Boxsters and Carreras were tempted into going 'topless'.

I, on the other hand, felt comforted in my 2015 Cayman 981 hardtop as the two groups of about a dozen cars eased out of the parking lot around nine o'clock to begin our 97-mile drive through the beautiful Hill Country. Those familiar with the hills west of Austin know through experience that there are no direct roads to Marble Falls along the north

shore of the chain of lakes and those roads that do manage to traverse the limestone outcroppings and low water crossings can hardly be described as straight and direct. A much more suitable word to describe them would be 'meandering' and the course that our Tour Master devised certainly lived up to that description. Mostly two-lane county, ranch, and farm roads that led us over and across the natural beauty of the area, past the Balcones Canyonlands Wildlife Preserve and on to Marble Falls. After a quick break and bathroom stop by the roadside, we continued our spirited, scenic drive, this time on the south side of the Highland Lakes chain as we crossed the Max Starcke Dam as well as Highway 71 and made our way to the Canyon Grille at Rough Hollow in Lakeway.

But this 'southerly route' had a few surprises of its own. Crossing over the numerous cattle guards along

the way we suddenly encountered a live Longhorn bull with at least a five-foot spread of menacing horns, ready to gore any passing 'matador' who dared to provoke it. It reminded me of that unique expression, "the cows are out standing in the field!" A short while later we found ourselves in the midst of another type of loose 'stock' - this time the two-legged kind as a procession of runners on a mini-marathon somehow materialized from nowhere. One could almost visualize Chris McChesney saying under his breath, "I swear these people weren't here when I did my practice drive!" All was forgiven however as we stopped at an overlook near Shovel Mountain Peak, elevation 1549 feet, and immersed ourselves in the spectacular views and morning sunshine.

Once back among the more urban inhabitants of Lakeway, we gathered for a fine lunch at the Canyon

Grille, overlooking an arm of Lake Travis. The food and service were soon overshadowed by the tall tales that began to flow from groups of HCR members sitting at various tables on the outdoor patio. Overall, another fine example of the kind of excellent events that the HCR team puts together for its members. And despite all the concerns and uncertainty, it proved to be a very safe outing - just you, the never-disappointing Texas Hill Country, and your favorite "four-wheeled friend" spending quality time together. A perfect way to escape from this crazy year.





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## THE ROCKSTAR TREATMENT: DRIVEXOTIC

STORY AND PHOTOS BY AMBER ASHY

We all have the “COVID 19 ruined my plan” trips we didn’t take last year, and one of mine was Porsche Experience Center in Atlanta. I’ve become more and more interested in Porsches since I bought my 996 a few years ago, on a whim, and have been increasing my P car knowledge ever since. Within a few months of ownership, I started working at Porsche Austin. Not only was I fortunate enough to learn about the models from the techs but driving with my clients really showed me how impressive these machines

truly are! To get my fix and since it’s easier to sneak away for one night, I opted for some track time in a GT3 at DriveXotic in Cresson, Texas.

For me, there is an almost intoxicating, enthralling feeling I get as I head to a racecourse and nothing else has my focus; that is rare and I love it. Not to mention, the more technical the course, the more it excites me. While I do like speed, honing my abilities and pushing myself out of my comfort zone are more fruitful for

me - and decreasing lap times, of course. Because I was gifted the experience, it was the perfect excuse to get out of town for the night, indulge in some good food, and hit the track.

From the moment I arrived at DriveXotic, everyone there was knowledgeable, professional, fun and treated me like a rockstar. It was evident they all had a passion for fast driving and a badass workplace. I was quickly checked in and given a rundown of what

to expect. There was a short safety video, then we headed to the garage to get helmets. That garage was enough to give me a bit of a fangirl moment as I walked around!

While I’m obviously biased in favor of P cars, I wasn’t mad at the Viper SRT and was pleasantly surprised they had a manual option available. I may have to try that one next time I make it out there. And, after my experience, I already know I will be back. I digress. While there, I saw a Nissan GT-R, R8, 458 Italia, Huracan, and an AMG GT-R, but they had a few more options available online, too. It’s a far cry from how I imagine their early days looked when they started with just an E-Z Up canopy on the side of the track.

The course itself is a total of 1.3 miles, with 12 turns, 70 feet of elevation changes and a quarter mile straight which goes by in what feels like the blink of an eye. Their goal was to mimic a spirited canyon drive, throwing both positive and negative g force at you. Coming out of the pit lane, there’s some immediate acceleration to get your blood pumping, a little downhill S-curve, and a hard braking point. Coming out of that you rocket towards a 180-degree hairpin turn that leads you gently up the beastly blind hill.

That little hill got me the first time, because for all intents and purposes I knew there was road on the other side of it, but it didn’t look like there was a road on the other side of it! Almost as soon as the precipice is visible, you’re already over it. There’s hard braking as another long turn back on yourself really lets you feel the inertia and how you’re moving through space. Next, there’s a bit of room to gain speed before another hard brake going into the final, late-apex corner. You’ve got a bit of a straightaway, with a slight turn-in and then the final long straightaway where the skilled driver can hit a hundred followed by some hard braking; then, you’re back to where you started.

With such a technical track, I was thankful my experience started with a ride along. While I’m notoriously timid on my first lap, I have no doubt I would have been slower if I hadn’t experienced it first. I had the same Instructor driving for the ride-along as I had shepherding me throughout the course. It was inspiring to watch how effortlessly he moved the car around the track while explaining the topography and maneuvers. For me, there is something enlivening when leaving the pit for that first lap. You envision how you will handle the course, but until you drive it, it’s just speculation. I thoroughly enjoyed the course and being guided to push my limits in such a machine as a GT3. I gained confidence and shaved several seconds off my



time with each consecutive lap; and I may or may not have been given an extra lap and was quite satisfied with the measured improvement. Don't get me wrong, I'm not quitting my day job anytime soon. Also don't forget, they have two cameras that record your entire drive. Be mindful what you say if you're going to be sharing it, or at least remember to mute it! As your time comes to an end and you head back towards the garage, you're stopped short and allowed a photo op with the car, your spectators, and driver.

After the photo op, you and your guests are seated and able to review your footage with overlays of your pinpointed location and driving stats. It seemed like a particularly sweet treat for those that didn't purchase the footage to at least be able to view it with their fans. Nothing felt rushed and all in all I could have left after those two hours. Well, remember when I said I was treated like a Rockstar? I was given a private look behind the scenes at their soon-to-be Movie Car Museum! I look forward to seeing it when it's completely finished. Think, actual cars used in blockbuster films alongside legit replicas. To name a fraction of what I saw, the array spanned iconic cars featured in *Herby*, *Batman*, *Ghostbusters*, *Christine*,

*Back to the Future*, and *Burn Notice*. Additionally, they're constructing an event center to host larger groups so they can continue to grow their passion for education and motorsports.

Regardless of your experience level, you're likely to learn a little something about the machine and yourself from the experience. For me, it was a quick break and re-energizing. It also reminded me to drive my car a little harder and shift a little later! Hopefully, you've been inspired to reflect on your own mindset and plan a treat for yourself! I mean God forbid she's just collecting dust, or even worse- chained to a trickle charger - and if you're looking for a daytrip track, I highly recommend giving DriveXotic a shot.

Click [HERE](#) if you'd like to see the course and Movie Car Museum footage on my channel. Thank you if you made it this far with me.



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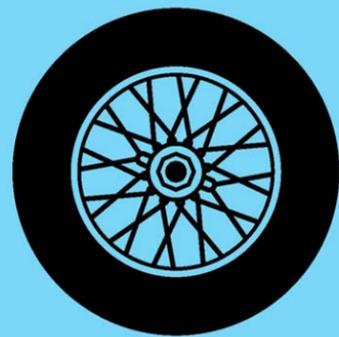
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AUSTIN, TEXAS



# TEXAS SPOKES SPORTS CAR CLUB

**IN HINDSIGHT**  
STORY BY HANS FALK  
TSSCC LOGO FROM SPOKES.ORG

I had intended for this edition of Horizons, to write about the now-classic River City Road Races which were held in downtown Austin in the late 1970's, but I stumbled across an announcement that steered my attention to a different topic. Not to worry though, the story of wide-open racing on Austin's city streets (legally) will still be coming in a later issue.

In the meantime, there is an organization here in Austin which I want to recognize for celebrating their 70th anniversary this year. I am not talking about Porsche however (several 70th milestones were celebrated by Porsche last year), but rather a unique, home-grown, down-to-earth, Austin-born-and-raised, Texas car club that has done more in my opinion to open the world of sports car racing to young enthusiasts in our area for longer than any other club I know. They introduced me to Autocross when I had just moved to Austin some four decades ago, driving my dad's old family sedan all the way from Ohio (which I entered in my first autocross!). While I had read feverishly my older brother's regular editions of Road & Track and Autoweek, racing for me was still very

much a spectator sport – something to watch from the sidelines. Texas Spokes Sports Car Club (TSSCC), the organization that I am honoring with this edition, opened the possibilities to actively engage in racing – be part of the aura, the 'inside circle', the people 'in-the-know'. Countless others both before and after me I am sure have followed the same path in becoming racing enthusiasts – drawn in by the noise of rumbling engines and howling tires, watching the action from an adjacent street or sidewalk, talking to some of the participants, until finally making the decision to bring their own car to race 'next time'. It is this entry-level opportunity and egalitarianism that has been the gift and legacy of TSSCC to Austin's racing enthusiasts.

Founded all the way back in 1951 when the fledgling SCCA was just starting to make an impact around the country, the Texas Spokes Sports Car Club was formed amid a murky background, the true details of which having been lost among the dusty photographs, the hand-written memos, the forgotten memories that often cloud the early days of an organization. Rumor has it that the TSSCC was formed as a direct part of the SCCA, representing Central Texas, and operated in this manner for several years, until a disagreement ensued over rules and qualifications. The story goes that the SCCA wanted more control over the TSSCC, something the Texas-bred and independent-spirited members of the TSSCC were opposed to. Words were spoken, lines were drawn, and the result was that the TSSCC became what it is today – one of the longest continuously-running independent non-affiliated sports car clubs in Texas, if not the United States.

Mind you this is all rumor, since all my efforts to discover the details or possibly unearth some long-forgotten archives have come to naught. Which is a shame because if, and it is a big if, this club is indeed as unique as I describe it, it is worthy of more than just a passing reference. It warrants a true historical record in the saga of auto racing in Texas. It is hoped that someone reading this may know someone, may remember something, maybe have pictures of what transpired in those early days of unencumbered racing activity in our state.

Despite its inception in 1951, the earliest records of the TSSCC itself, as recorded on their website, only date back to 1955 when the first President of the club is listed as Earleton Smith. Successive years have multiple forgotten names listed until 1962 when Joe McCroskey took the helm. Joe is noteworthy because of his active participation in obtaining SCCA certification for the newly built Texas World

Speedway. This certification was critical in bringing Can-Am racing to TWS, opening a new chapter for both the sorely missed track in College Station as well as sports car racing in Texas. There was even a short movie film that was made of a Can-Am race in 1969 by an award-winning production company in Dallas. It's captured in this link thanks to the Texas Archive of the Moving Image: [https://texasarchive.org/2010\\_00681](https://texasarchive.org/2010_00681)

'Colonel' Joe McCroskey (he had a distinguished Air Force career through 1964) continued his tireless work in promoting and participating in sports car racing in Texas to the point that he is honored today by the local chapter of the SCCA through the McCroskey Award, given to Lone Star Region members who exhibit the 'can-do' attitude to go above and beyond and simply make things happen.

The Texas Spokes Sports Car Club is still going strong today, holding autocross races almost every month with not only a 'can-do' attitude but also a welcoming one to any enthusiast willing to bring their car 'next time' and join a club filled with fun and hospitality. All it takes is for another young transplant out there, drawn in by the screaming engines and tires, who happens to drive by a TSSCC autocross in progress to consider taking the family 'sedan' out for a spin, the way I did some four decades ago. That is the way racing should be.

Now raise your oil cans and bottles of octane boost and join me in a well-deserved toast to the Texas Spokes Sports Car Club for making that happen in Austin for the past 70 years!

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## HCR ANNUAL MEETING

The Hill Country Region Annual Meeting took place in virtual format on Saturday, January 23rd. This meeting affords members the opportunity to hear about region operations, activities and financials. This year's meeting also featured an update from PCA National representatives.

Porsche Club of America is the largest single marque car club in the world and consists of 146 regions across the United States and Canada. Regions are grouped into zones with our region residing in Zone 5. PCA National emerged from 2020 financially sound and with positive membership growth.

While 2020 was a challenging year for all due to COVID-19, Hill Country Region (HCR) held 22 events prior to mid-March. This included a first ever Women's Lunch and Taycan Launch at Porsche Austin with roughly 100 attendees. Our Distinguished Speaker Series (DSS) kicked off with Riley Dickinson and David Moore, plus the Carrera of the Americas Club Race, a Tech Session, driving tours and lunches.

Once the pandemic hit, Hill Country Region adapted with virtual delivery of many of our events. The increasingly popular DSS was held via Zoom with guests Patrick Long, Tire Rack and Kelley Blue Book. Our quarterly publication Horizons became digital to reduce costs and Porsche Austin hosted a webinar to share details of their new facility. Two small tech sessions were held with adherence to COVID safety measures, as well as two driving tours. Perhaps the most unique happening of the year was the HCR logo displayed on the hood of the #53 Moorespeed race car driven by Riley Dickinson in the Porsche GT3 Cup Challenge USA series. Dickinson completed the sixteen race season second in the championship with 4 wins and 14 podium finishes.

HCR presented plaques to each of our valued sponsors and advertisers to show our appreciation for their continued support. Three special awards were given this year to region members and/or volunteers.

### **The Eddie and John Musgrove Volunteer of the Year award went to David Gross, Tracey Gross, Jacy Legault and Tim Strehl**

This award recognizes the person or persons who deliver exemplary service and support to HCR during the year. This team, working closely with COTA, organized and executed back-to-back HPDE events in the Fall that helped to energize our club activities into the new year.

### **The Scott M. Smith Enthusiast of the Year was Tom Emr**

This award recognizes the person who most exemplifies the positive spirit of HCR and supports the PCA motto of "It's not just about the cars, it's about the people". Emr has exhibited an unfailing positive spirit and willingness to pitch in whenever and wherever he can add value. He stepped up into the Public Relations role and has since been instrumental in helping improve communication within and across HCR.

### **The Rika Preuss Award was given to David Moore, Winslow Mankin and Riley Dickinson**

This special commendation recognizes the Moorespeed racing team for their unique idea to put the HCR logo on the hood of Dickinson's car for the 2020 racing season. This has never been done in the history of PCA, so their vision and collaboration with HCR was as unique as Rika.

We'd especially like to thank our region volunteers as the operation and success of Hill Country Region is dependent on them. We invite you to consider joining the HCR volunteer team to support our many activities for you, family and friends. Participation level can vary depending on the time you have available. Tell us what you like to do, and we'll help find a position for you! Please contact HCR President Charlie Sparks at [charlie@hcrpca.org](mailto:charlie@hcrpca.org)



## Interested in the Macan, Cayenne, Panamera or Taycan?

PCA's new Performance News monthly e-newsletter features the latest news and information about all four-door Porsches.

Performance News offered by PCA is geared for four-door Porsche owners and enthusiasts interested in the latest news articles and feature stories about Panamera, Taycan, Macan, and Cayenne vehicles.

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A PANDEMIC ROAD TRIP TO REMEMBER  
STORY AND PHOTOS BY CHRIS SPLENDORIA

*Editor's Note: When HCR President Charlie Sparks put out the call for our members best and most positive pandemic stories, you responded! HCR members Larry and Carolyn Braxton served as the contest judges and reviewed and compared the submissions. The choice was difficult, but in the end, the story submitted by Chris Splendoria won! A special thanks to Larry and Carolyn, and to all the members who provided their entertaining and uplifting stories.*



Our 2020 pandemic story actually began in November 2019, when my wife, Shayla, and I got married in Dripping Springs. In retrospect, that weekend was the last time I really remember things feeling 'normal.'

After the new year, and just before all hell broke loose with the virus, I got to work planning our honeymoon- an epic, 14-day road trip from Austin to the Porsche Parade in Palm Springs, California and back. There was only one problem: We didn't have a Porsche.

Having previously owned a 1986 944 Turbo, 2005 Boxster S, and 2005 911 C2S, I was looking for something different- something with a Mezger engine.

I had been looking for a suitable 996 Turbo coupe for several months and had been unable to find one that fit my criteria: 6-Speed, coolant lines pinned, and not previously modified, wrecked, or trashed. I figured that if I was patient, one would turn up and we would be all set for the trip with one of the best cars ever made for covering long distances fast, in comfort and with relative reliability. In retrospect, that was easier said than done.

The weeks ticked off and my search remained fruitless until the day after Valentine's Day, which Shayla and I spent lazily in bed watching TV after a great dinner and night on the town to celebrate. Half asleep, I scrolled Facebook until a post from Elite Motorsports popped onto my screen. A friend of the owner, S.W., had traded his super clean 2014 Cayman base 6-speed in on a GT4.

I rolled over and showed it to my wife, my sales pitch being "Check this out! This would be a fun car- it's in our price range and would be great for a road trip. It has two trunks." At this point, my wife had no idea where we were going or what we were doing for our honeymoon- she just knows I love planning trips for us and since she hates the pressure of doing it, it worked out perfectly. "They close in an hour, we have to go over there now."

When we showed up, Adam, the Sales Consultant for Elite, was starting to put cars away before they started locking up. I mentioned that I saw the Cayman posted on Facebook and he laughed, "I just posted that thing like 20 minutes ago." I replied, "actually, Adam, it was 13 minutes ago. Good thing we live close." He grabbed a dealer plate and let us take it for a ride, and it wound up being exactly what we expected. "We'll take it."

We picked the car up the following Monday and I continued planning our trip to the La Quinta Resort.

Unfortunately, the COVID situation started to worsen and I got the dreaded email from the PCA: "Porsche Parade Palm Springs Has Been Canceled."

Well, that was a bummer, but it didn't come as a total shock. After months of planning, our honeymoon road trip was off.

Fast forward a few months and I started trying to figure out an alternative for our honeymoon. I had heard that Florida had opened back up for travel, so I started planning a trip to the east coast. Some of our fondest memories had taken place on trips to Florida in the past. Driving my Prius (yeah, I know) through the night to camp on the beach in Jacksonville before heading to the Porsche Werks Reunion at the Amelia Island Concours... A costume change in the Prius then a quick jaunt to Bike Week and Monster Energy Supercross at Daytona Speedway... Or our engagement, which took place on a rental boat in Key West. (Fun fact: When we went to Amelia Island Motoring Film Exhibition - the night before Werks - my wife met and sat next to Lyn St. James.)

Fast forward to October, and I have the trip all planned. We loaded the Cayman up with two weeks worth of stuff and headed east. Shayla had no idea where we were going, just what to pack.

When the dust settled and we were back in Cedar Park a couple weeks later, we had traveled 3,085 miles, and:

- Shayla met Chef Gio from Gordon Ramsay's 'Hell's Kitchen' and we rented a boat to go to the sandbar in Destin, FL
- Played golf at a championship course in Amelia Island
- Went horseback riding through Sea Pines in Hilton Head, SC
- Stayed in a beautiful bed and breakfast in Augusta, SC (home of James Brown)
- Slayed the Dragon at the Tail of the Dragon in Deal's Gap, NC
- Visited friends for brunch in Asheville, NC
- Caught up on some sleep in Nashville, TN

We bee-lined it for home from there because we both had to be at work in the morning. It was a trip of a lifetime, one that I'm really lucky to have been on with my beautiful (and patient) wife, Shayla.

Oh, and about our Cayman. She was comfortable, quick, and beautiful too... and a new Valentine One that tells me where police helicopters are never hurts.

## NEW HORIZONS CONTRIBUTORS

Horizons is excited to announce the addition of two content creators to our team as we continue to bring you new member focused content with each issue. Jeff Moore has recently stepped down from his role with Horizons after having been on the Horizons team for over six years. Jeff continues his role as Dealer Liaison, and was appointed to the HCR Executive Council as Member-at-Large.

### Amber Ashy

Amber is a USAF veteran who is currently a Realtor. She gained valuable Porsche experience in her previous stint in sales with Porsche Austin. She enjoys travelling, creating up-cycled art, home improvement projects and cooking.

Owner of a 996 generation Carrera Cabriolet with manual transmission, Amber credits a previous manager with locating the car on an auction site. Her car arrived via transporter and after driving it off the truck, she was immediately smitten - the first time she ever sat in a Porsche.

After leaving Porsche Austin in September 2020 and wanting to meet other enthusiasts, Amber joined Hill Country Region. She brings her creative interests, background and Porsche dealership experience as a contributor to Horizons.

### Hans Falk

Hill Country Region Historian Hans Falk is a self-described motorhead who became interested in Porsche cars after reading "Small Wonder" as a teenager. While the book tells the story of the Volkswagen Beetle, it also covers the many accomplishments of Dr. Ferdinand Porsche - from the Auto Union cars of the 1930s to the dominating 917 racer of the 1970s.

Hans was introduced to sports cars by his older brother, and drove autocross with Texas Spokes for several years. He later got involved with restoration and engine building - and as an avid reader, developed a passion for history. Hans has combined his interests by delving into the history of motorsports.

After buying his first Porsche, Hans joined Hill Country Region in early 2019. He was impressed by the quality of Horizons and soon started contributing the recurring history column, "In Hindsight". Wanting to be more involved, Hans will now share his knowledge, interests and historical perspective as a regular contributor to Horizons.



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**ADVERTISER SPOTLIGHT: BLACK'S BBQ**  
STORY BY STEVE ROSEBAUGH  
PHOTOS PROVIDED BY BLACK'S BBQ

I wasn't born in Texas, but when I arrived in Austin over 30 years ago, my understanding of barbecue embraced a whole new paradigm. On my first visit to Lockhart, Black's BBQ was my first stop. I'll always remember thinking their sausage was going to be a must-have on future visits — more on that later - but I also remember they didn't serve BBQ sauce. If the meats were seasoned and cooked to perfection, why would anyone want to ruin it with sauce?

Having grown up around Kansas City, I remember my dad taking me to Arthur Bryant's BBQ when I was just a kid. He said it was the best BBQ around, and I guess it had to be because the restaurant was a hole-in-the-wall with worn tile floors and metal chairs. But the

smell was wonderful, and the BBQ was delicious, all covered in KC sweet sauce.

My Black's experience helped me start my adult love affair with Texas BBQ. It's a central reason for my visits to Lockhart ever since. But the good news is that Black's has grown a lot since then. They now have four locations in Central Texas, including downtown Austin. The family-run business is doing great. I recently spent about an hour with Kent Black, the third-generation pit master for Black's, who shared some wonderful stories about the family business.

Kent's grandparents started the business in 1932 primarily as a meat market and grocery store. Edgar

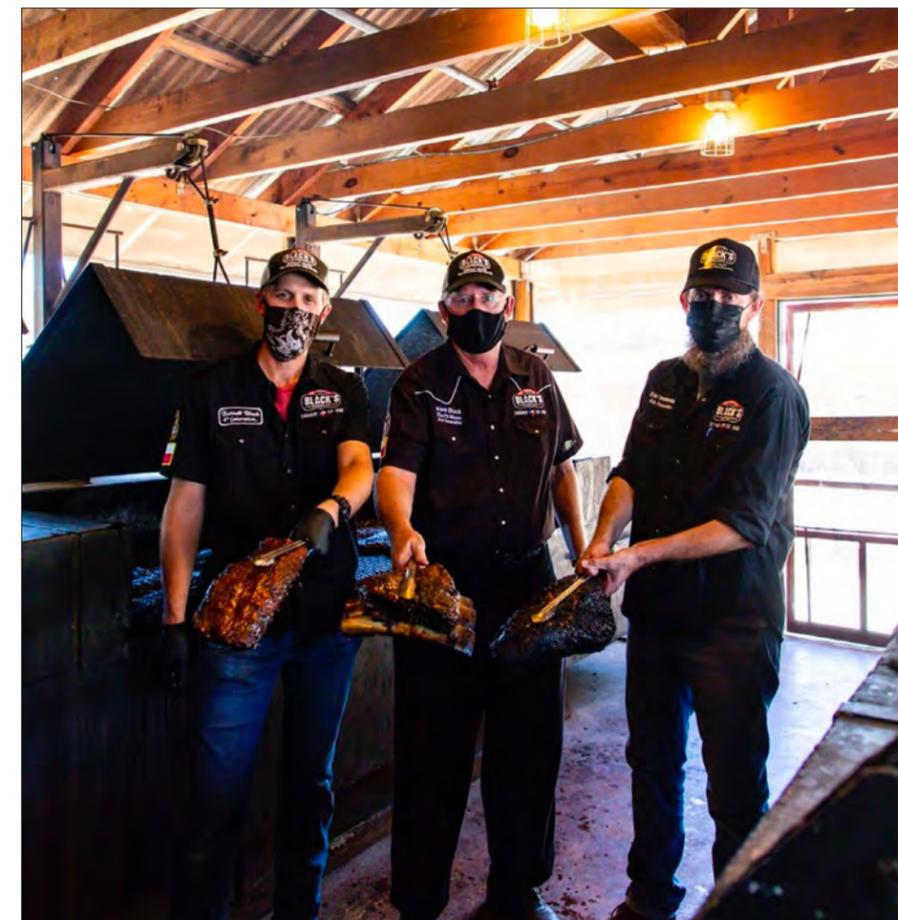
Black, Sr. needed some way to sell leftover meats at their shop. So he began smoking them as a way to preserve them and sell them the next day. Their smoked beef brisket became increasingly popular, and the BBQ started taking over their sales. There were knives chained to the walls near each table, so customers could carve up their own lunch while they dined. Modern health laws put an end to that, but the smoked meats kept customers coming.

Kent's dad, Edgar Black, Jr. had his college work at Texas A&M interrupted due to Pearl Harbor. He joined the Navy and served four years. After returning, he completed his degree and found a job in accounting. But when his dad had a heart attack, Edgar took a break from work and came home to help mom and dad with the business.

And you guessed it, he never went back to his accounting job. Kent's mom and dad were active in the business for 65 years. His dad was so busy minding the pits that his wife managed all the suppliers and business relationships which was uncommon for a woman at that time. I guess you could say Norma Jean was a trailblazer for women in business, something we take for granted today.

I asked Kent what distinguishes Black's from some of the other great BBQ places in Central Texas. His response brought a big grin to my face, as he described the quality of their ingredients and the dedication to details required to maintain their reputation. Great quality brisket, perfectly smoked, is their mainstay. But then he went on to tell me all about the sausage. A perfectly smoked brisket can be done by a few. But making great sausage is even more challenging.

Black's is one of the few still making their own sausage in Texas. A big city butcher might include scraps in his sausage making. Not Black's. They use only the finest Angus beef brisket and pork butt, with only about 10% pork in the final mix. All sausages are made in small batches under 100 lbs. They use only natural casings, and they have a



special loose pack method for stuffing the skins. Black's typically makes about 7,000 sausage rings each week. Every one of them hand-tied at both ends.

They regularly produce a selection of sausages, including their original recipe, garlic, and jalapeño cheese. They special order "restricted melt" cheese so that it doesn't all disappear during cooking. And during the holidays, they often produce other flavors for limited runs. They have a seasonal green chili sausage and also a Christmas sausage that includes turkey, onions, celery, stuffing, and fresh cranberries. They also partnered with a local brewery to make a special edition beer sausage.

Norma Jean eventually decided if customers keep asking for BBQ sauce, then she could make some money selling it. Her original "Norma Jean" sauce is now complimented by a family of BBQ sauces including, Habanero, Chipotle Mustard, and Ghost Pepper. And the crowds just keep on coming. In addition to Black's

original location in Lockhart, they also have locations in New Braunfels, San Marcos, and Austin.

As they opened new locations, Kent had the original smoke pits carefully measured and recreated, to ensure consistent results at the new stores. And just like his grandfather, all the meats at Black's are smoked using local post oak, aged six to twelve months. Kent says the wood type carries 50% of the flavor profile. They've tried others over the years, but post oak remains the only wood used at Black's.

Today you can order Black's products online, have them delivered locally, or shipped nationwide. Whether for a business meeting or wedding, Black's caters events with no sacrifice in the quality of food or friendly service - and they host local musicians for live music events at their San Marcos location. The next time you get the itch to drive your Porsche to lunch, consider a trip to Black's BBQ. And thank them for being sponsors of our club.



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## INTRODUCTION TO SIM RACING

### STORY AND PHOTOS BY VAL ASENSIO

#### ***Is sim racing a game or a driver development tool?***

Sim racing can be a high-performance driver development tool, or it can be just a game; it depends on how you approach it. We don't need to debate this here right now, instead we'll focus on sim racing as a driver development tool.

#### ***How do you know if you'll like sim racing if you've never tried it?***

It's simple and hard: before you invest in a sim rig, try someone else's rig. It's perhaps harder now, in these socially-distanced times, but strongly recommended before spending the money it takes to set up even a basic rig - roughly \$3,000 if you need a computer, less if not. But many aspiring sim racers, myself among them, have set up rigs on a shoestring just to get started.

You didn't hear it here, but some performance car shops have rigs which they permit their customers to use while waiting for service. And, the last time the author was at the Domain in Austin, the Microsoft store had a sweet, full-motion sim rig for customer use to test Microsoft gaming products. If you don't mind standing in a long line with 14-year-old boys who are very good at sim racing, it's an option.

#### ***Sim rig development***

There's no way around it, setting up a sim rig is a bespoke process. Everyone finds their own solution, and this makes it tricky when you're new to sim racing and don't know what you don't know. Be cautious, start simple and build out. The heart of the rig is the PC and the graphics card - buy the best you can afford or you'll regret it soon and forever afterwards. And even if you decide you hate sim racing, there's a robust market for used sim gear.

Due to COVID-19, the uptick in demand for sim rig gear has driven some prices above retail, if you can even find some of the most desirable gear. Be prepared.

Developing a rig requires that you be comfortable installing PC hardware and software. And be prepared to watch innumerable YouTube instructional videos of varying quality and usefulness. Be patient. The truth is out there. You'll laugh at this much later. Check out the Resources below for pointers to content I found helpful when starting out.

#### ***Choosing a racing simulator app***

iRacing is the platform most people are familiar with, and it's the one I use. Going with the market dominator has some benefits, as well as drawbacks. There are a lot of educational resources: YouTube is loaded with iRacing-specific content, which is very helpful when you're getting started, from learning tracks to how to break out of the Rookie league. There's a very active iRacing subreddit that's full of answers to questions you'll have.

The drawback of this massive global platform of users, is that not everyone is there to build skills or compete fairly. You'll have to sort through the chaff to get to the wheat. Don't get discouraged, everyone goes through the rookie-license period. Or you can join a league, and skip the official races altogether. There could be an entire article just about this, so we'll leave this here.

iRacing membership price varies, but not by much. You can find coupon codes sometimes, but expect to spend about \$100 for an annual membership. You'll get a set of tracks and cars included in that membership, but you'll likely buy more. The cars and tracks you buy don't expire.



iRacing is not the only massively multiplayer sim racing platform, and there are great debates and slinging of harsh words over which platform is "the best". I'm not going to bother with that debate. Take a look at what's out there and decide.

Quite a few of my high performance driving friends are on iRacing, so that's how I rolled into the platform. You'll probably be surprised how social the sim racing experience turns out to be. As PCA members, you can request membership in the Official PCA Sim Racing League [Details in resources below]

#### ***Learning curve***

It's harder than you think to become fast in sim racing. Many a track hero wakes up to find themselves an iRacing zero; it can be humbling, but also motivating.

Your real world performance skills make a big difference, so it should take less time to come up to pace than someone with less knowledge and experience driving a car at speed. But it will take a while before you're winning races. Accept this and you'll be 98% less frustrated. Do what you do in real life, educate yourself, get training, hire a coach.

#### ***Resources***

Official PCA Sim Racing League  
<https://pcasimracing.com/>

Dave Cam YouTube Channel - see the "Let's learn the track" videos

<https://www.youtube.com/channel/UCnwafXeJvjNzMttB1ptFPnQ>

Boosted Media YouTube Channel - rig setup information

<https://www.youtube.com/channel/UCH9Z2uxY1Rlij3Pez4omyeA>

iRacing Reddit Community

<https://www.reddit.com/r/iRacing/>

iRacing YouTube Channel - "How-to" introductory video series

<https://www.youtube.com/playlist?list=PL7D7DDOD7A5EB18CD>

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*Val Asensio holds several software engineering patents and was the co-founder and publisher of a motorcycle travel magazine, which was acquired by a national media company in 2015. She moved from Ducati to Porsche in 2018, with her Cayman R and turned to sim racing seriously once the COVID pandemic hit. Asensio resides in the Hill Country with her husband and their two pit bull mix rescues.*



**TECH SESSION: XPEL AUSTIN**  
STORY AND PHOTOS BY JONATHAN HAGGAR



Xpel Austin hosted Hill Country members for an informative and interactive Tech Session on Saturday, March 13. Their team was on hand to explain three different types of protection for our Porsche vehicles. The event took place at the 8,000 square foot facility at 11100 Metric Boulevard which has been Xpel Austin's home since early 2020. The facility impressed us with its cleanliness and lighting which aid in providing the most defect-free installations possible.

Demonstrations were done for paint protection film, window film and ceramic coating. With Porsche cars staffed at four stations for nearly two hours, HCR members enjoyed ample opportunity to observe and ask questions. Xpel Austin offers a 10% discount to PCA members and those committing to a purchase on the day of the session received 15% off.

Xpel products are well known for automotive protection and their paint protection film (PPF) is considered a market leader. It carries a full 10-year warranty against yellowing, discoloration, peeling, cracking and hazing. If it fails, Xpel Austin will replace it - labor included.

Market Manager Mason Smothermon pointed out that when PPF installation is done properly, you won't even know it's there. Popular for front bumper covers and front ends which are most vulnerable to paint chips, PPF can also be applied to the painted surfaces of an entire vehicle.

Demonstrating PPF application on a hood panel, Caleb Cox and Kris Knudson explained that the Porsche crest is removed to obtain a cleaner look. Film is wrapped around panel edges where needed - typically on door and hood panels where the panel gaps are wide enough to get the film around the edges.

The narrow gap between bumper covers and fenders is too small to allow the film to pass through sufficiently to wrap, which leads to compromised adhesion. However, Xpel kits are designed to line up perfectly with these body panel edges. This provides maximum coverage while making these edges virtually undetectable with no compromise in adhesion.

Window films offer both UV and heat protection and are sometimes tinted. Windshields typically can't be tinted but modern non-tinted films are still able to provide important UV and heat protection from the strong southern sun.

Andrew Mata explained and demonstrated the installation of windshield film. The process starts by laying the rough cut film on the outside of the windshield. After smoothing with an applicator and heating to remove wrinkles, the film is carefully trimmed to the proper size - then lifted and applied to the inside of the windshield.

Ceramic coatings have become popular due to their gloss enhancement, water repelling properties and longevity. They make your paint easier to clean, provide UV protection, and essentially eliminate the need for routine waxing. Jorge Mora and Angel Calvo helped to explain the process.

Clean defect-free paint is the starting point needed for a proper and long lasting installation. Paint correction is used to remove any surface defects - micro scratches and swirls - and ensure that all waxes and other protectants are removed from the paint surface. Ceramic coatings are also popular for wheels, especially given their exposure to brake dust.

Xpel Austin treated HCR members to coffee, breakfast tacos, custom made treats from Blue House Bakery and take-home goodie bags. Raffle prizes included three Xpel wash buckets with accessories, a PCA grille badge, a Porsche shirt and a special ceramic wheel coating package worth \$450!

*Special thanks to Mason Smothermon, the team from Xpel Austin, and HCR Tech Chair Tuffy von Briesen.*

*To inquire about Xpel products or schedule an installation, please call 512-220-2009 or visit [austinclearbra.com](http://austinclearbra.com)*



## CLUB RACE

PHOTOS BY JONATHAN HAGGAR

*Carrera of the Americas took place from February 26th to 28th at Circuit of the Americas. This event combined one stop on the PCA Club Racing calendar with Solo High Performance Driver Education. The Club Race featured two Sprint races each on Friday and Saturday, and a combined Enduro race on Sunday. Ten drivers from the Hill Country Region participated. The HPDE included both Purple and Gray run groups. HCR wishes to thank the many volunteers who helped make this a successful event.*













## GROESBECK GRAND PRIX STORY AND PHOTOS BY HANS FALK



As we silently slid past the first anniversary of the pandemic earlier this year, cautiously optimistic about its continued impact on our lives, I reminisced about an event I was fortunate to have attended last summer. A racing event in East Texas that seemed so out-of-place with the usual über-regulated, 'socially-distanced', attendance-restricted gatherings that we had to suffer through this past year. Organized by California native Michael Satterfield, the Groesbeck Grand Prix could be described as an oddity of sorts, reflecting the creativity and entrepreneurship of the organizer. Yet as Mike himself admitted during the event, "Nothing like this could ever have taken place in California."

Nestled among the lush beauty of the East Texas Piney Woods, the Fort Parker State Park located between Groesbeck and Mexia awoke one rainy weekend in August 2020 to the sound of unmuffled V-8's, flat 6's and in-line 4's as an eclectic mix of auto enthusiasts gathered and caroused with nary a concern about the state-wide COVID restrictions. The air was hot, the ground humid, and the atmosphere refreshing as spectators and racers alike mingled in a bucolic setting to enjoy the weekend's activities. Participants came from as far away as North Carolina for this unique two-day, Goodwood-style, speed event along a one-mile paved park road, where racers in three different classes competed for the best run times. Safety precautions were visible but not overly restrictive, harkening back to the 'old days' of hay bales and track markers which allowed for unprecedented intimacy between racer and spectator.

The course was essentially one half of a square box, with the start line at the top right corner on Park Road P35, just before the tree line. The cars would then run, one at a time, along P35, snaking through the oak and pine which created natural chicanes until they reached the first corner, then a sprint to the finish alongside the spectator area on the grounds of Old Fort Parker. Each car would then reduce speed and continue along County Roads 401 and 402 to complete the 'square' and end up back at the starting line for their next attempt. The spectators were rewarded with more than just casual glimpses of an entire gamut of racers from oval-track Stock Cars to open wheel racers to vintage coupes and sports cars. Everyone loved the camaraderie, fellowship, and fine display of machinery.



Our own HCR members from Werks 11 in Temple brought two of their 914's to the event, winning 3rd place in the under 2000cc category, as well as a Porsche entrant from Houston in a bright yellow 2011 997 Turbo S, who took home 2nd place overall behind the winning modified Mustang. A myriad of other prizes and awards were handed out as well.

In addition to the racing activity, the Mexia Concourse was held simultaneously on the grounds of Fort Parker (inside the stockade). Classic marques buffed to mirror-finishes graced the green lawn area and featured a wide assortment of priceless machinery from original restorations to T-Buckets to a collection of vintage Vespa scooters. The rain showers preceding the weekend kept away some of the registered participants, but the show was well represented, nonetheless.

Overall, the event showcased the variety of different activities which can be enjoyed by the racing enthusiast if one only has the vision, imagination, and determination to see an event become a reality. It is often difficult to grasp the efforts that go into planning for just a short weekend event – countless hours of organization, negotiations, meetings not to mention marketing, promotion – the list just goes on and on. It is a real credit to Mike Satterfield who first envisioned this weekend with nothing more than the proverbial 'build it and they will come' attitude. Sometimes that is all it takes to get the ball rolling. The Groesbeck Grand Prix will be back in 2021 and event information can be found at <https://www.groesbeckgrandprix.com>.

As for myself, there is something magical and indescribable that occurs when mixing the aroma of pine needles and racing fuel together with a hot cup of coffee in the early morning. We hope you can make plans to join Mike and his fellow racers this year in this rare and unique 'odddity' of East Texas!



## HCR CALENDAR

JUL AUG SEP 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				JUL 2021	2	3 PORSCHE & COFFEE
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
AUG 2021	2	3	4	5	6	7 PORSCHE & COFFEE
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	SEP 2021	2	3	4 PORSCHE & COFFEE
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25 TIRE RACK STREET SURVIVAL
26	27	28	29	30		

ALL CALENDAR EVENTS LISTED ARE SUBJECT TO CHANGE AND/OR CANCELLATION TO ADHERE TO LOCAL, STATE, & PCA NATIONAL GUIDELINES FOR PUBLIC SAFETY DURING THE COVID-19 PANDEMIC. PLEASE REFER TO THE HCR WEEKLY EMAIL UPDATES FOR THE LATEST NEWS AND EVENT UPDATES.

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