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PORSCHE CLUB OF AMERICA
HILL COUNTRY REGION
VOLUME 22, NUMBER 04

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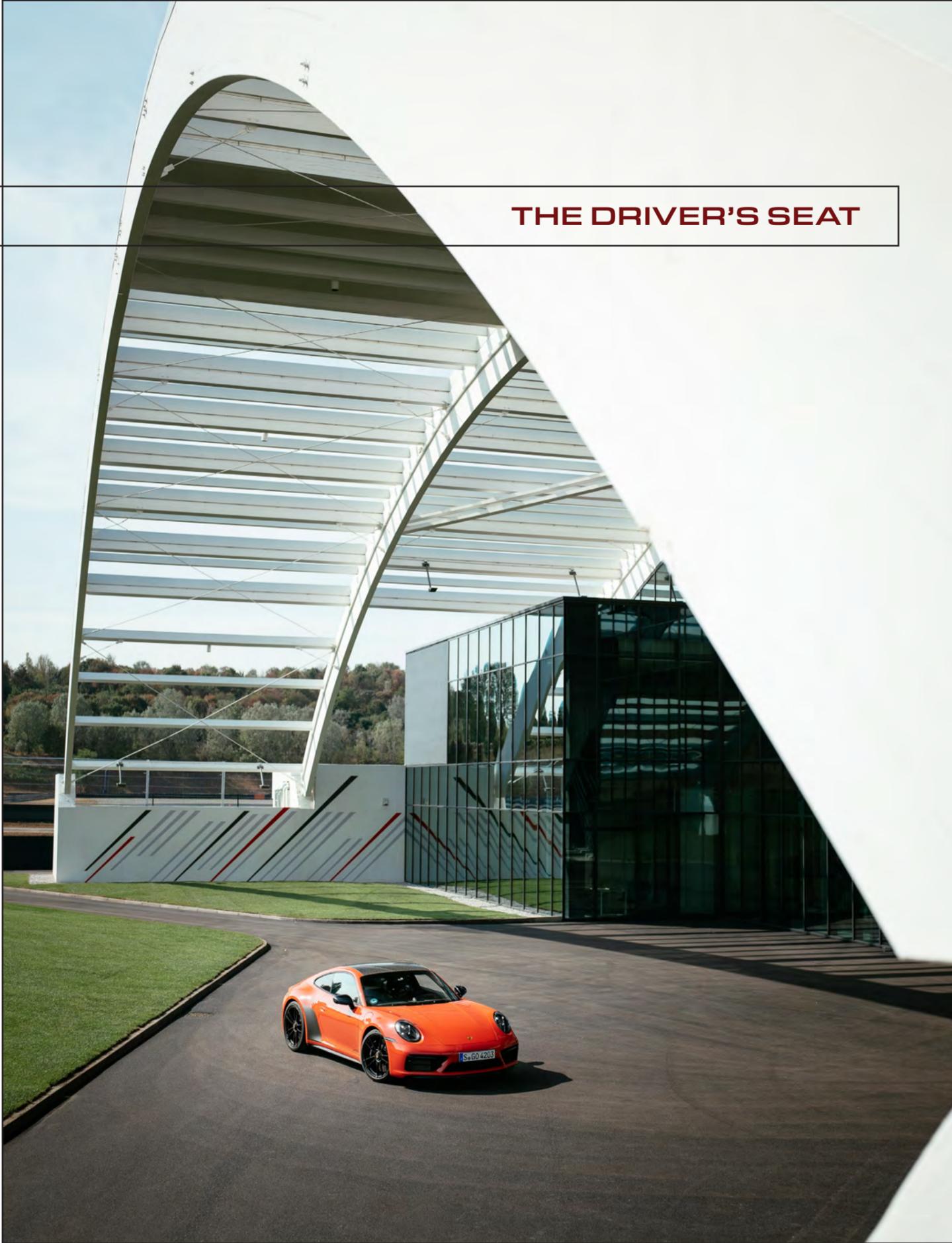
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HCRPCA.ORG

COVER IMAGE:
JOHN KISH's
1993 Carrera 2 Cabriolet (964)

PHOTO CREDIT:
JONATHAN HAGGAR



THE DRIVER'S SEAT

GRATITUDE

These days I find it rather easy to become hyper-focused on the obvious stuff, like COVID. While that's certainly an important topic, I'd like my time in the Driver's Seat to be about more than just one area of focus.

In my corporate banking career, delivering executive learning programs, I found that most of our attendees were unaware of the power of gratitude. So I'd like to share a few recent events that drive my gratitude.

I received an invitation a couple of weeks ago from Porsche Austin to attend their inaugural Delivery Experience at COTA. The event was limited to just 20 cars and you could bring a guest. The event was a test run for a regular program Porsche Austin plans to deliver quarterly to customers who have recently purchased a vehicle from the dealership. Think of it like the Austin-ized version of the Porsche Delivery Experience in Atlanta, or in Stuttgart. You get to drive your P-Car at COTA, at speed, with an instructor.

We all received a short car control clinic presentation by Eliseo Mendoza, Customer Experience Manager at Porsche Austin. Then we linked up with our assigned instructor for the afternoon and spent the next hour on the COTA track in our 718S. I snagged HCR Tech Chair Stacey Soule as my instructor - she's terrific. Afterward, we were treated to an outstanding white-linen dinner. The entire event was top notch in my opinion. I highly recommend it.

I'm grateful for the invitation to experience the event, but my gratitude toward Porsche Austin doesn't stop there. I'm grateful we have a dealership in Austin that cares enough about its customers to offer a unique delivery experience like this one. I'm grateful that HCR and COTA have such a strong relationship through our SchnellFest DE program, that COTA easily sees the value in partnering with Porsche Austin to benefit our local Porsche owners.

Here's another one: most of our members probably aren't aware of a new program we implemented recently between Porsche Austin and HCR, to aid our members who participate in a driving tour.

At the beginning of summer, an idea was surfaced to me by the operations leadership team at Porsche Austin. I met with Operation Director Steve Schermerhorn and Service Manager James Purpura to hash out the details. One of the technicians at the dealership suggested that our driving tours include two technicians. The thought was that if there was a mechanical issue with a member's car during a drive, the technicians could perform some on-the-spot diagnostic service and support, while possibly avoiding an unnecessary tow to a shop. We agreed to alternate two techs for each drive, so that our members could eventually get to know all the techs at Porsche Austin. A Gold level tech and their apprentice would join each drive.

Frankly, I thought it was an interesting idea but worried that the technicians might be bored, since Porsches typically have very high reliability. But we implemented the program with our late July drive for BBQ and Ice Cream. Two techs, Matt Burnett and Kyle Glab, showed up at the starting location, in a Porsche Austin Courtesy Cayenne. They were the hit of our gathering that morning, as members got a chance to introduce themselves and get some free tech talk. We took off on our drive, and halfway through the drive, guess what? Two cars had error codes and warnings on their dash screens, and the techs actually got a chance to prove the value of the program. They plugged into the DME ports, diagnosed the codes, cleared them, and the cars were ready to make the rest of the drive.

We wrapped up our September drive, running down to New Braunfels to pay homage to Black's BBQ, another great supporter of our club. Again, the two techs who joined us, Gio Chacon and Daniel Rosales, were called on to help diagnose a problem with a member's Panamera whose transmission gave a fault code for overheating. Long story short, they plugged in, diagnosed the problem, reset the code, and everyone involved rejoined our drive pretty quickly. I think our proof of concept shows the new program adds value. We will look to continue this element for future tour drives.

In closing, I'm particularly grateful for the strength of the relationship between Hill Country Region and our local dealership, Porsche Austin. It's a partnership that allows new ideas to surface for the ultimate benefit of our members. Jeff Moore is our Dealer Liaison within HCR. Each quarter he and representatives from Porsche Austin get together to discuss any outstanding issues, surface ideas, and plan upcoming events at the dealership - and I sometimes get to attend those meetings. I find them invaluable in reinforcing open lines of communication and more tightly aligning the dealership and the club. Porsche Austin General Manager Aldo Abad, also attends those meetings.

I'm grateful to both Jeff Moore and Aldo Abad for their mutual commitment to the success of both our organizations. They keep delivering value for our members. And I'm grateful for all our volunteers. Everyone's role is important, in delivering the breadth and depth of events we are known for in the Hill Country Region.

It feels like winning with friends.

Charlie



	JUL 2021	AUG 2021	SEP 2021
PRIMARY	1 109	1 123	1 145
AFFILIATE	520	527	528
TOTAL	1629	1650	1673

MEMBERSHIP REPORT



ANNIVERSARIES

1 YEAR

James Anderson	David Morris
Dineth Arachchi	Cesar Munoz
Michelle Arausa	Braeden Nolan
Bhavya Bhalla	Katie Parker-Smith
Maryanne Billones	Janett Parsons
Jordan Bishop	Randy Parsons
Irma Borrego	Rebecca Quade
Omar Borrego	Michael Reno
Richard Brown	Bryan Richardson
William Busen	Reese Riddle
Vincent Cacace	Robert Ritchie
Katie Capps	Tahjar Roarmartinez
Clayton Cersonsky	Maverick Robinson
Irene Chang-Cimino	Rob Rosenthal
Paul Cimino	Daniel Ryan
Cynthia Cole	Tim Ryan
Amanda Compton	Maria Salazar
Cullen Curtsinger	Dustin Seymore
Monica Curtsinger	Tammie Seymore
James Downs	Brenda Smith
Jeffrey Duncan	Michael Smith
Louis Durante	Jonathan Spiess
John Eagle	Donald Stevens
Ryan Fernandes	Faith Stevens
Melissa Fong	Steven Tellman
Kent Foster	Lorraine Wang
Kim Foster	Tory Waterman
Margaret Foster	Matthew Willcott
William Foster	Holley Wright
Justin Frank	Susan Yuhas
Geoffrey Garwood	
Paul Geiger	5 YEARS
David Glenn	Chris Alvarado
John Green	Michelle Barron
Brett Grobarz	David Berry
Katie Hallberg	Gary Boswood
Tom Hallberg	Rakesh Bura
Henry Hebel	Drew Dutton
Betty Hegarty	Stacy Dutton
Richard Heller	Jodi Eckberg
Derrick Houghton	Estelle Eckert
Kristian House	Michael Eckert
Ajit Ganapathy Iyer	John Fish
Ray James	Jean Pierre Forage
Loren Jones	Nancy Forage
Glaser Jurado	Glenn Furley
Kun Lee	Susan Gage
Hakan Lindestaf	Timothy Gage
Douglas Longo	Teresa Green
Kimberly Longo	Stephen Jones
Joseph Lynde	Charles Lam
Abraham Martinez	Alan Leffler
Gustavo Mata	Karen Leffler
Robert Matlock	Lise Lucci Menendez
Scott McClintock	Christopher McChesney
James Mcdaniel	Michael Mott
Brian Meck	Simon Mott
Matthew Mirabal	Tommy Nguyen
Matthew Morgan	Eva Sadler

(CONTINUED)

Marcus Whitfield
Thomas Wilbur
Michael Yee
William Zeitz

10 YEARS

Ernest Altgelt
Ingrid Altgelt
Jim Marshall
Anthony Speier
Karen Speier

15 YEARS

Jeff Brennan
Barbara Robbins
Gordon Robbins
Donn Vickrey

20 YEARS

Greg Karim
Laura Karim

25 YEARS

Eileen Butler
Michael Butler
Andre Rideau
April Voss
Matthew Voss

45 YEARS

Craig Seybold
Lacy Seybold

(CONTINUED)

Richard Heller	2015 Panamera 4S
Derrick Houghton	2020 718 Cayman GT4
Kristian House	
Ajit Ganapathy Iyer	2018 911 Turbo S
Ray James	2017 718 Cayman
Loren Jones	2020 Taycan 4S
Glaser Jurado	2015 911 Carrera
Kun Lee	2016 Cayman
Hakan Lindestaf	2014 911 Targa 4S
Douglas Longo	2021 911 Carrera S
Kimberly Longo	
Joseph Lynde	2020 718 Spyder
Abraham Martinez	2002 911 Turbo
Gustavo Mata	2017 911 Targa 4S
Robert Matlock	1964 356
Scott McClintock	2020 911 Carrera S
James Mcdaniel	2006 911 Carrera 4S
Brian Meck	2004 911 GT3
Matthew Mirabal	2019 911 GT3
Matthew Morgan	2018 718 Boxster
David Morris	2010 911 Carrera S Cabriolet
Cesar Munoz	
Braeden Nolan	
Katie Parker-Smith	2011 Panamera
Janett Parsons	2017 Macan
Randy Parsons	
Rebecca Quade	2018 Macan S
Michael Reno	2016 Macan S
Bryan Richardson	2006 Cayman S
Reese Riddle	2003 Boxster
Robert Ritchie	1958 356 Speedster
Tahjar Roarmartinez	2018 Panamera
Maverick Robinson	2014 911 GT3
Rob Rosenthal	2021 718 Boxster T
Daniel Ryan	2006 911 Carrera S
Tim Ryan	
Maria Salazar	1972 914
Tammie Seymore	2019 911 Turbo S Cabriolet
Dustin Seymore	
Brenda Smith	
Michael Smith	
Jonathan Spiess	2009 Cayman
Donald Stevens	2021 718 Cayman GTS 4.0
Faith Stevens	
Steven Tellman	2013 911 Carrera S
Lorraine Wang	
Tory Waterman	2001 911 Turbo
Matthew Willcott	1982 911 SC
Holley Wright	1977 924
Susan Yuhas	1973 911T Targa

PLEASE WELCOME OUR NEW HCR MEMBERS

James Anderson	1984 911 Carrera Targa
Dineth Arachchi	2016 Cayman GT4
Michelle Arausa	2020 Macan
Bhavya Bhalla	
Maryanne Billones	
Jordan Bishop	
Omar Borrego	2010 Boxster
Irma Borrego	
Richard Brown	2002 Boxster
William Busen	
Vincent Cacace	2021 911 Carrera S
Katie Capps	
Clayton Cersonsky	2014 911 Carrera
Irene Chang-Cimino	
Paul Cimino	2021 Cayenne Coupe
Cynthia Cole	2020 Taycan 4S
Amanda Compton	2017 718 Boxster
Monica Curtsinger	2021 Macan S
Cullen Curtsinger	
James Downs	2021 Taycan
Jeffrey Duncan	2005 911 Turbo S
Louis Durante	2014 Boxster S
John Eagle	1995 911 Carrera
Ryan Fernandes	2003 911 Carrera
Melissa Fong	
William Foster	2015 Boxster
Kim Foster	
Kent Foster	2015 911 Carrera 4
Margaret Foster	
Justin Frank	2006 911 Carrera 4S
Geoffrey Garwood	2018 911 Turbo S
Paul Geiger	2011 Cayenne
David Glenn	2013 Boxster
John Green	1973 914 1.7
Brett Grobarz	2021 718 Cayman T
Tom Hallberg	2009 911 Carrera
Katie Hallberg	
Henry Hebel	2020 911 Carrera S
Betty Hegarty	

PLEASE WELCOME TRANSFER MEMBERS

COSTAL BEND	
Jason Perry	Boxster S
DIABLO	
Mike DiVincent	911 Turbo S
David Lucia	911 Carrera 4S
LONE STAR	
Byron Ellis	911 Targa 4S
MAVERICK	
Justin Ovson	Cayman GT4
Micky Ray	911 Carrera
MONTEREY BAY	
Steven Hattori	928S

MEMBER PROFILE: JOHN KISH
INTERVIEW & PHOTOS BY JONATHAN HAGGAR

John Kish is a long-time PCA member of both Lone Star and Hill Country Regions and a former vintage racer who often looks to expand his knowledge at our tech sessions. We're thankful that he shared his Porsche story and black 1993 Carrera 2 Cabriolet (964).





How long have you been a PCA member and what other regions have you belonged to?

JK: I joined PCA in 1979. I was a member of the Lone Star Region until 2016 when we moved to Burnet - then I transferred to HCR.

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

JK: Since January 2016. I lived in Houston all my life and graduated from the University of Houston. I spent most of my life trying to get out of Houston. I retired from my 42-year career in Financial Services and immediately sold our house and relocated to the Hill Country. Beautiful roads, great weather and fantastic people.

How and when did you acquire your 964 Cabriolet?

JK: After retiring from racing Vintage sports cars, and selling my 1973 911E race car , I began searching for an air-cooled 911 street Porsche. After months of research, I focused on 964s. I found this particular Porsche on eBay. It attracted my attention as it was a one-owner, 25-year old Porsche with 25,500 mi. It was mint and totally original. I paid up to buy it and had it shipped from South Hampton New York. When it was delivered to my home, I was amazed. It was a time capsule . Even the black convertible top was unfaded and like new. Apparently this car was rarely exposed to the sun.

What drew you to this particular car?

JK: Original mint condition, one owner for 25 years, and the best year to purchase a 964. All factory improvements and revisions culminated with the 1992 forward.

What do you enjoy most about your car and what makes it unique or special?

JK: 964s have been under-appreciated for years. To me it retains the original 911 design queues while possessing modern mechanicals. The first 911 with automatic (Tiptronic) transmission - my 964 is a 5-speed standard. The first with air bags and an effective air conditioning system. The first with a speed activated rear spoiler, four-wheel drive, power steering, and power brakes. The list goes on. The best feature of this particular 964 - all the issues in the early model years (1989-1992) were corrected by 1993. The last 964 was 1995.

We understand that you own a Cayenne and used to own a 911 race car. Can you tell us about those and what you've liked about each?

JK: Our 2014 Cayenne Diesel is absolutely the best daily driver, of any make, we have owned. Handling is equivalent to a much sportier Porsche. Fit and finish are typical Porsche quality. Mileage of this diesel averages 30MPG. We now have over 80K miles on it and the reliability has been exemplary . It has held its value quite well. We have given thought to trading for a new Taycan, but not sure we can part with this Cayenne.

In 2015 I was convinced by two clients that I should try vintage racing. They were very accomplished vintage (1972 and earlier) Mustang drivers. I was interested but concerned that I may be too old for racing - I was 72 at the time - since it's significantly more challenging than HPDE. I attended a drivers school before deciding whether to obtain my competition license. For the school I leased a wonderful Datsun 510 for the track sessions. I loved it. After one track session, I had made my decision. I was determined to race a Porsche. After a month of searching, I purchased a 1973 Porsche 911E. This was a beautifully constructed 2.4. It had a 20-year racing history with 2 previous owners.

My first year was challenging. There are a lot of moving parts to competing on a race track. To compound the challenge, I am profoundly deaf. A result of a virus infection when I was 40 years old. I hear with a cochlear implant. However, in the environment of a race car cockpit, I could not benefit from wearing the processor. I did hear low frequency sounds - like engine noise - with what residual hearing I possess, so my deafness was not an issue. My first complete season I was the slowest driver in the C-Production class. Fortunately I was consistent and began to improve. My second year I earned 1st place in the Drivers Championship, which I repeated the following two seasons. The logistics of racing however were taking a toll. I raced in Indianapolis, COTA, Mid Ohio, Hallett, and several tracks near Houston and Dallas. Lots of miles towing for long hours was fatiguing. I retired from my racing adventure in 2018.

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

JK: I just recently purchased my 10th Porsche, a 2011 Carrera 4S (997.2). I located this mint 22K mile car at the Porsche Dealer in Bend Oregon. My wife Bette and I were excited about the prospect of flying to Bend and taking a scenic road trip back home to Burnet. We covered exactly 2,000 miles and 6 states over 5 days. It was an incredible tour. Driving a 911 over the mountains surrounding Ouray, Colorado was the most memorable.

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

JK: In 1957, my stepfather had a friend who just graduated from medical school. He came to Houston, where I grew up, to complete his internship. The plan was for him to stay with our family for a month until he was to begin rounds, living at the hospital. He brought with him a brand new 356 Porsche. I have loved cars ever since I can remember. I was 14 years old and had never heard of or seen a Porsche, but was smitten. As I learned about the design and researched the story of Porsche, I knew that someday I would have one.

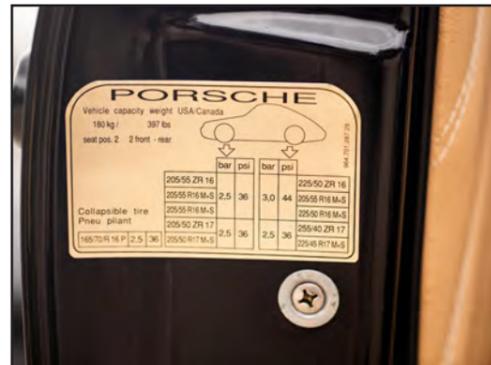
What I grew to love was the rear air-cooled engine design and independent suspension. It was just so modern and well thought out, compared to the ubiquitous MG TD's at the time.

When I was 19 years old I purchased a 1957 Volkswagen Beetle. I was attracted to it as it had the same virtues of a 356 Porsche. I learned to complete repairs on that car, using very basic tools, and it introduced me to metric. From that first VW Beetle, I accumulated 5 successive and newer Beetles.

I purchased my first Porsche in 1978, a 1974 914 2.0. I loved that car. After all, it was my first Porsche, or at least what I regarded as a Porsche. This 914 was shortly replaced with my first 911, a 1980 911 SC - and followed by a 1976 2.7 hot-rod 911 built by Alan Johnson in San Diego. I tried my skills at autocross with this car and it was also a concours winner.

More Porsches in my life followed, a 2004 993 with an X51 power kit. This was my first HPDE Porsche, a wonderful car which I enjoyed very much. I followed this with a 997.1 Turbo, which I sold when I purchased my 1973 911E race car. After retiring from racing I sold the race car and purchased this 1993 964 911 Cabriolet, which I have owned since 2018.





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

JK: I really love this newest purchase as it's the right car at the right time for us.

What is your favorite Porsche or PCA related experience?

Bette and I do love the people we meet. We made so many P-club friends while active with the Lone Star Region in Houston. We've loved Concours events as they allowed us to visit with everyone. Lots of laughs and sharing stories while we were shining up our beloved Porsches. We've also enjoyed tours - driving together, dining together, and more time sharing our passion with old and new friends.

What PCA or car related activities do you like to participate in?

JK: Mostly tours, Cars and Coffee and Tech sessions.



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OR SUBMIT YOUR REGION'S CONTRIBUTION: www.pca.org/contact-members-making-difference



PORSCHE CLUB OF AMERICA

PORSCHE AUSTIN GRAND OPENING:

DEALERSHIP TURNED HOT SPOT

STORY BY AMBER ASHY

PHOTOS BY AMBER ASHY & RILEY DICKENSON



When I saw the invitation for Porsche Austin's Grand Opening, I knew I wanted to go. I worked at the Huntland Dr. location and knew they had been operating out of the same facility for almost 20 years. The pre-owned building that held my beloved cubicle was originally the parts department and warehouse. As Porsche gained more market share and more people flocked to the greater Austin area, PA outgrew their facility and a new one (plus an additional South location) had been in the works for a while. Before they broke ground, I had seen the sketches, heard the plan, and had been to the site. Even with that, it was still remarkable to see in the flesh.

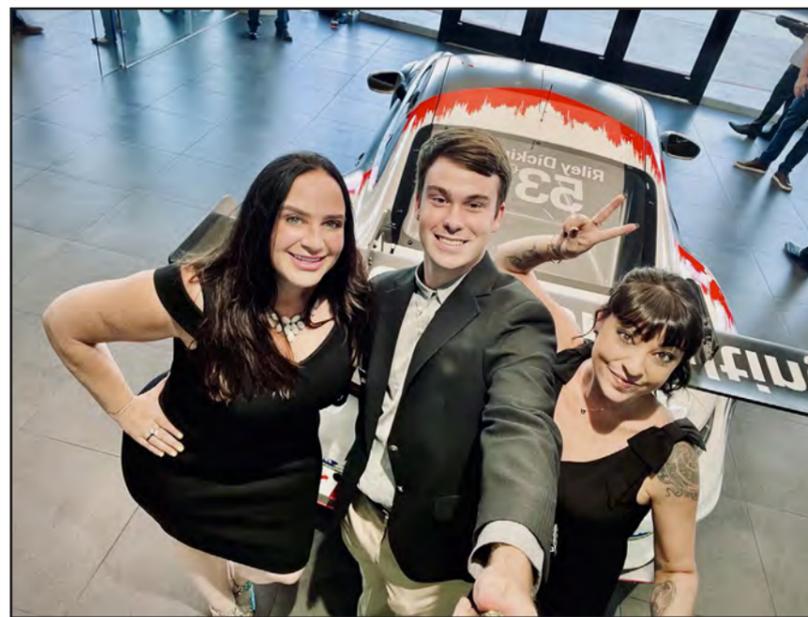
The seven-story, modern facility is perched on a hill near the Arboretum and creates a striking silhouette against the north Austin skyline. The base reminds me of driving by Porsche Zentrum in Frankfurt, but Gensler (the architectural firm responsible for the design) hit the ball out of the park with the multi-story structure poised like a giant pedestal with a brightly lit extravagant display case housing some fabulous Porsches. I had been in the new facility a few times since it officially opened in May, but it was seemingly transformed into what felt like a swanky hot spot for the Grand Opening.

As I pulled up, the valet service was a welcome surprise. Upon entering, I was impressed with the DJ spinning deep house music, servers walking around with picture-perfect hors d'oeuvres, and an elegant ice structure celebrating all the luxury lines under Hi Tech's \$40M umbrella of Aston Martin, Audi, Bentley, Lotus, Maserati and Rolls Royce. The new dealership is roughly 50,000 square feet and the state-of-the-art service department has 30 bays versus the prior location's 15. The stock was cleared out to make

room for the 1,000+ enthusiasts to mingle. The change in atmosphere added to that red carpet feel. Not to mention the swag bags with a Taycan paperweight and a Yeti mug which were crowd pleasers.

In addition to the festivities, Riley Dickenson and his GT3 Cup Car were in attendance. Guests were able to learn about the car, pose for pictures, talk to Riley and get his autograph. Riley is sponsored by Porsche Austin and he participates in many HCR events, including the new Sim racing program. It was my first time to meet him and I was struck by his down-to-earth nature. I give him credit for holding the selfie stick and entertaining my shenanigans. While chatting about how he got started in racing. I was amazed to hear that he started karting at age 7. I was still gangly on a bicycle at that age.

Before the event drew to a close, I took a moment to admire the view. There were people from all walks of life - from hopeful Porsche owners to those with a full stable, dealership management, sales, service writers, technicians, and everyone in between. All were there to celebrate the Grand Opening. As the evening drew onwards, we all gathered to hear words from people behind the success of the dealership. Kirk Franceschini, COO and managing partner of Hi Tech Motorcars, as well as Kjell Gruner, CEO of Porsche North America, were the keynote speakers for the ribbon-cutting ceremony. They spoke about the heritage of the brand as well as the history of the dealership in Austin. After the ribbon was cut, Kjell left us with the resounding words, "The future is bright here in Austin".



ABOVE: THE AUTHOR (RIGHT) WITH AMY WHITSTON AND RILEY DICKINSON



PORSCHE SOUTH AUSTIN OPENING SOON

STORY BY JEFF MOORE

The new Porsche South Austin dealership facility is almost ready! Just as Porsche owners and PCA members were getting acclimated to the spacious and state-of-the-art Porsche Austin facility at the Arboretum, now those in the south side of the Austin area will be conveniently served by this new dealership, situated on I-35 just south of E. Stassney Lane. It is expected to be open in early December.

The two-story building covers 30,860 square feet of interior space. A striking feature is the expansive glass panels which extend from the front of the building all the way across the roof of the second floor, providing lots of natural light throughout the building.

The main floor consists of the showroom which will comfortably hold 11 vehicles, two customer lounges, a café, parts counter, and office space for several of the sales professionals and Finance Manager. Also featured is the service shop which has ten lifts, an alignment machine and a separate tool room. The enclosed climate-controlled service drive holds four vehicles. Also on the main floor is an enclosed customer delivery area with space for two vehicles, and a washing/ detail shop.

The second floor features additional sales and management offices, a conference room, a second customer lounge and parts storage.

"We are very excited about this new facility and what it means for Hill Country PCA members. With its proximity to Circuit of the Americas, one of the goals of Porsche South Austin is to serve as a resource to Porsche owners participating in track driving events at COTA" comments Steve Schermerhorn, Fixed Operations Director at Porsche Austin. Pre-event tech inspections, technical support, and track car preparation and repair will all be offered. In addition, the new dealership is developing an expertise with classic Porsches to provide those specialized services.

Situated on a 3.1 acre parcel of land, there is room to stock about 60 new and pre-owned vehicles, and additional space for customer and service parking. The entrance is off the northbound I-35 frontage road.

The facility, also owned by parent company Hi Tech Motor Cars, will employ about 40 professionals at full operation. Initially, some employees will transfer from the Arboretum store. Ultimately, Porsche South Austin will be a fully standalone and separate dealership with its own dealer number, inventory allocation, and management.

Come in and test drive
the all new 2021 Taycan at
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PORSCHE PARADE 2021

THE ROOKIES' PERSPECTIVES

STORY BY CHARLIE SPARKS



Porsche Parade, the week-long PCA adventure that's held each year at a special location, was held on July 11-17 in French Lick, Indiana. I always wanted to experience the "top dog" of PCA events, and we quickly learned that several others from HCR were also attending.

There were 21 HCR members at Parade this year, with 11 of us attending for the first time. Those first-time participants were: Jane Ann & Charlie Sparks, Gail & Carl Rossi, Geoffrey, Sawyer, Pansy and Rob Price, Princess & Al Leffler, and Richard Pankhurst.

Parade Registration was online and split into two parts. Part 1 was for the event and hotel reservation. It was maddening to jump onto the portal at the appointed time, only to have a 30-minute delay to log in. I stayed patient and got registered just fine. Part 2, a couple of months later, was for specific tours and events. We got everything we wanted: resort, hotel room, tours and banquets - so everything fell into place.

Parade Headquarters was at the French Lick Resort with additional space next-door at West Baden Spring Hotel - a half mile away via a walking path or trolley. Both locations were needed to accommodate all the attendees and events required to hold Parade. We opted to stay at the resort - a rustic and grand hotel, which is right up my alley. The hotel has a below-ground level with a cool, historic Prohibition vibe to it - narrow stone lined corridors, tucked-away venues, bowling alley and breakfast spot.

Others from HCR stayed at the West Baden Springs Hotel, a modern and gorgeous place. Who would have guessed that a few years ago it was abandoned with grass growing between the tiles indoors? A renovation turned this place into a first-class location with a breathtaking Grand Atrium.

We decided to take our 2018 Cayman S - our designated road-trip car which gets 32 mpg and allows us to pack for a two-week trip. We took a couple of days to drive to French Lick, scooting up the interstates between Texas and Indiana. We also took a few back roads, mainly to check out Cairo, IN where the Mississippi and Ohio rivers come together. We stopped at Fort Defiance Park to catch the view - so much water.

We arrived at the French Lick Resort a day early, on Saturday, but everything for Parade was in place, and you knew Porsches would soon be descending on the town. We took the opportunity to do a reconnaissance of the resort and get a lay of the land. That evening we had dinner at the 1875 Steakhouse within the resort and ran into HCR members Lynn and Larry Friedman. It seems they had the same idea for a quiet dinner before all the busy hoopla started.

The first official day of Parade was exciting and we discovered several HCR members while in line for registration. The on-site process was easy and we received everything we needed, plus some cool freebies. We dropped in on the Parade store, hunting for polos, t-shirts and goodies we could use as gifts. New items are put out every day, so we

hit the store daily. PCA knows how to keep your interest high all week and shopping here quickly became Jane Ann's favorite activity.

PCA organized a huge happy hour reception in the parking deck garage, with gathering stations for each Zone. The Zone 5 station was well-attended by most of our HCR contingent. Everyone was pretty pumped about being at Parade, so there was no lack of conversation. We attended the Welcome Banquet next where seating was assigned and allowed us to meet new acquaintances from different regions.

Monday at Parade means Concours. Unfortunately, Mother Nature brought rain, so the traditional golf course venue was out. The alternative was the parking deck which kept everyone dry, and the cars in competition were simply fabulous. My favorite was an original 1958 550A Werks Spyder that was a factory entry at LeMans, finishing 3rd in that race. Just about every model of Porsche was in the Concours, and it took a few hours to see them all.

We got a kick out of watching the Parade youth camp kids judge and score several cars. They paid close attention to their judge instructor. With score sheets and pencils, they went from car to car doing their scoring. That was a great way to engage the kids in the world of Porsche, and it looked like they were having a great time.

I got to try out the Sim Racing and drive the Laguna Seca track. It's tons of fun, a huge challenge, and there's lots of sand for off-roading your race car beyond the track pavement. We found out later that Rob Price's eldest son Geoffrey, was in the top 3 for the Sim Racing competition.

Jane Ann and I attended the President's Reception where we met the PCA Executive Team and national officers. We talked with other zone reps and region presidents to compare notes. Getting to meet so many other Region Presidents was the highlight of the evening.

Our first tour was to the Buffalo Trace Distillery in Frankfort, KY. A private tour of America's oldest continually operating distillery was a bucket list item for me. We also got into the bottom floor of Warehouse C, where very special whisky barrels rest for years in the rick house. I looked for the ghost of Col. Albert Blanton down there, as he's known to make an appearance from time to time. Alas, we had no spectral sightings.

Our second tour was to a German restaurant in a town not far away, but it required us to make a run through Hoosier National Forest. Little did we know that we were in for an absolute treat. It was the best tour drive I've ever done. The road undulated and disappeared over twisting, rolling hills. You weren't exactly sure which way the road was turning over the crest of the hill. It was exhilarating. I quickly learned to watch the car in front of me as it disappeared over the hill to get a sense of which way to turn the car when I crested the hill. Total fun.

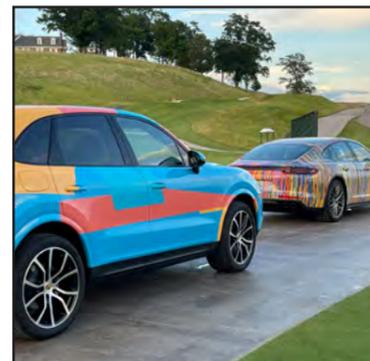


There are banquets in the evenings, each with a different award theme. One night was the major award night, where we would learn who won Region of the Year honors. We kept running into HCR members arriving early, so we gathered for an impromptu HCR happy hour. We had a blast getting to know our HCR members and families even more.

Although we didn't win first place, HCR won the award for First Runner-up, Region of the Year. When we were announced, there was a roar from the crowd so loud that I don't recall hearing the winner announced. Still, we were very happy to achieve national recognition in a room full of our peers. We rounded up the HCR members in attendance for a nice group photo with the award. It was a special evening, and a perfect wrap-up to another terrific day.

At the next evening's banquet, awards were given for the Best in Class Newsletter. For us in HCR, that means Horizons. I'm sure you all know by now our Horizons team took home the First Place Award for Large Regions. That means we beat out the bigger regions like Los Angeles, Houston, New York, Chicago, Dallas and Miami. Our Horizons team continues to outperform other large regions, and their hard work paid off handsomely for HCR.

We look forward to an even bigger HCR contingent at Porsche Parade 2022 in Pennsylvania. Come and join the fun at Kalahari Resorts Poconos.



Here are thoughts from other HCR first-time attendees:

Princess Leffler:

"After three days of driving to French Lick, we came upon the most beautiful resort. The French Lick and West Baden Resorts are situated in the tree-lined hills of Southern Indiana. My husband's eyes popped when seeing Porsche after Porsche. He set to work immediately, cleaning and detailing his prized possession, a Guards Red 911S, to get ready for the Concours event. He didn't win but it was a terrific learning experience."

"Not knowing what parade was all about, we signed up for a couple of events that were cancelled. No matter: We had such a delightful time seeing cars, meeting new friends from all over the country and enjoying the awards dinners with new acquaintances. We were so proud when our Hill Country Region won two prestigious awards. Needless to say, we will be looking forward to next year's Porsche Parade in the Poconos of Pennsylvania. It's true - it is all about the Porsche family!"

Gail Rossi:

"2021 was our first Porsche Parade. From the moment we arrived we were awed by the number of volunteers. Where to go, what to do, how do we get there, when do we have to be at our events? The volunteers knew all the answers."

"Carl and I stayed at the West Baden Resort. Even though we've been wowed before, this hotel took the cake. You looked up at this incredible dome with millions of tiles. Our room was beautiful with so many amenities."

"We volunteered at different events and were glad to help out. Each event we attended was better than the previous one, the cars were magnificent and well loved by their owners. It was so joyful to greet complete strangers and listen to their stories. The organization was astounding, the number of events impressive. The only word to describe our Parade experience is incredible"

Carl Rossi:

"On Monday morning, I reported for volunteer duty early. Our first task was to deliver equipment to anyone who needed something. We moved food, water, items for the Kids parade and even white boards. Duty soon ended and I had the opportunity to wander through the Concours and found myself volunteering to time the actual car inspections. Each team consisted of two panelists and a checklist. Each inspection was timed exactly and my job was timekeeper - not too difficult"

"Parade is an experience, so many Porsches and enthusiasts in one place at one time. While we were leaving Parade and our trek home to Texas, it was very apparent that the words "it's about the people" is 100% true."



The annual Porsche Parade is a weeklong gathering of people and Porsches from all over the world, held in a different location each year

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MORE INFORMATION: <https://www.porscheparade.org>



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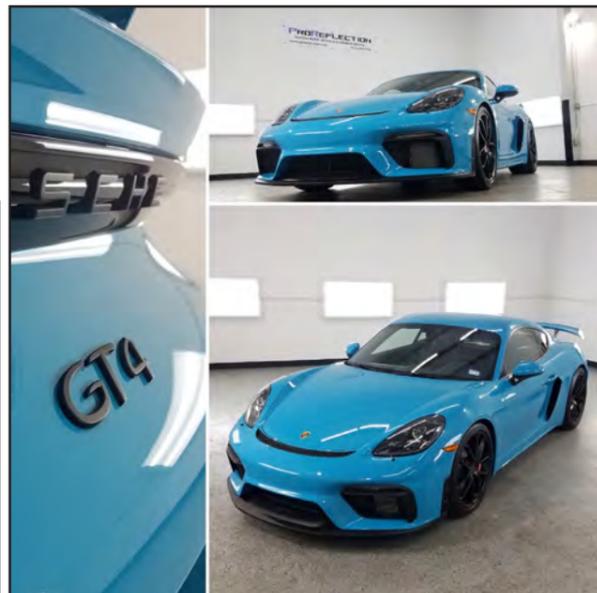
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PROREFLECTION
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STORY BY STEVE ROSEBAUGH
PHOTOS PROVIDED BY PROREFLECTION

I recently purchased a 2018 Panamera Turbo at Porsche Austin. It's a beautiful car with an Amethyst Metallic paint finish and burgundy interior. But unfortunately, the prior owner left me with a paint scrape above the rear wheel well. Wanting to minimize touching this beautiful original paint, I wondered who might be able to help me fix or improve this damage, while avoiding a full repaint. Looking at my last issue of Horizons, I noticed the ad by ProReflection.

ProReflection has been a supporter of Hill Country Region PCA for many years. Owner Cosmin Chira, and his crew, specialize in making your car finish as beautiful as possible. And they can also help with interior cleaning and treatments. It can be as simple as a wash & wax, to as complete as full paint correction with ceramic coating, film, or both.

Their core business centers around ceramic coatings, film protection installation, and paint corrections. Each package is first customized based on a full inspection, assessment, recommendations, and customer requests. Your work may include wash, clay bar treatment, wax and polish. Each of these processes follow detailed professional methods to ensure a beautiful finish before proceeding to the optional ceramic and/or film applications.

Their paint protection coating uses a revolutionary product that gives a semi-permanent second layer of protection to your vehicle's clear coat. The product has been tested with great long-term results. This coating makes washing easy and helps your car's finish withstand harsh environments, UV rays, tar, bug debris, car wash soap and water spots.

They provide full detailing services and even offer a maintenance plan tailored to your interests and use. It can vary from weekly to seasonal and is a great way to keep your Porsche looking new all the time. And here's a special tip — if you are under a maintenance plan, they provide a mobile wash and detail service at your home or place of business.

ProReflection can also provide many other related services like wheel treatments, engine detailing, interior detailing, leather treatment, glass treatment, and headlight restoration. For headlight restoration, they use a wet sanding process followed by a polishing process. This gives the original headlights a like-new appearance. They can provide custom, full or partial car wraps and even offer wraps to achieve a chrome-delete look for your car.

At the time of writing, I had not yet brought my Panamera in for the paint repair - but I look forward to getting it completed and sharing my experience with others. Please let us know if you have used ProReflection for your Porsche detailing and protection needs.

ProReflection is conveniently located in north central Austin, near 183 & Lamar. And while they are well known for working on luxury and exotic cars, they are happy to help you with any make and model. They are open by appointment only, and can usually schedule you within a couple of weeks. To get started, just give Cosmin a call at 972-834-9150 or visit them at proreflection.com. And let them know our Porsche club appreciates their support.

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ESSES RACING

STORY BY JONATHAN HAGGAR
PHOTOS PROVIDED BY ESSES RACING

The presence of Circuit of the Americas in Austin has led to a growth of automotive and motorsport related businesses in the area. Esses Racing is one such business who offers a mix of road car and racing services aimed at daily drivers, track day enthusiasts and budding racers. Co-owners Andres van der Dys, Gareth Rees, Phil Spano, Judd & Kristina Miller, and David O'Neill have a vast array of motorsport experience.

O'Neill spoke to us about Esses Racing, his career, and his interest in Porsche cars. He's been a Porsche enthusiast for most of his life after falling in love with the shape of the 911. His uncle had restored a 1970s 911 and would share his Porsche magazines. O'Neill's first Porsche was a 1969 911T, followed by a 996 Carrera and currently a fully restored 1983 911 SC that he keeps at his Silverstone home in the UK.

After gaining experience in British sport cars, formula cars and Indy cars, O'Neill spent 6 years as Chief Mechanic and Team Manager for the Jordan Grand Prix test team. He

went on to set up the nation-based A1GP series in 2005 as well as A1 Team Ireland, ultimately winning the championship in 2009.

Next for O'Neill was setting up and managing the new Marussia Virgin Racing Formula One Team which scored points in Monaco with the late Jules Bianchi in 2014. He would then set up and manage the new Haas F1 Team and score points in their debut race with a 6th place finish by Romain Grosjean at the Australian GP in 2016. Having met his wife at the 2012 USGP, the couple eventually settled in Austin, with O'Neill joining Esses Racing in early 2020.

Currently occupying a 15,000 square foot facility in Buda, Esses came together from the complementary skills of its founders. Judd Miller had been racing a Radical sportscar, Rees and Spano were involved with a racing team, and van der Dys was doing some coaching. Feeling there was an opportunity in an underserved market, the group formed Esses Racing in 2019.



THE ESSES EXPERTISE FROM LEFT: DAVE O'NEILL, ANDRES VAN DER DYS, PHIL SPANO AND GARETH REES

People looking to explore their automotive passion and hobby are natural customers, while some are simply road car owners or enthusiasts. Road car service, track day support for HPDE and PCA Club Racing, and driver coaching are some of the primary services offered - and they also support cars in the GT Celebration, Radical Cup and GT Challenge America series. Esses is a Radical Sportscars dealer providing sales, service and trackside support. Radical offers LeMans style racing at a fraction of the cost, and the UK based company is the world's largest racing car company for sales volume.

O'Neill spoke about a desire to expand their involvement in GT racing with a potential two-car team to compete in one of the IMSA or SRO Motorsports Group GT series. Other possibilities include simulation and driver management - and a possible expansion of their physical footprint in Buda.

O'Neill and Marketing Manager Maddie Miller see their relationship with Hill Country PCA as a way to benefit both

parties. Their business is young and they want to make friends with others in the local car community. They want to build a relationship with all Porsche owners, whether they're racers or not - and also to make racing accessible to all, at whatever level they desire. Esses Racing currently supports several Porsche owners in both HPDE and Club Racing and they look to be involved more. They'll host HCR members for a tech session in January 2022 with tentative topics that include alignment, tire pressures, data reading, and tire types. They also encourage members to come see them during track days at COTA - they're present at many of the non-PCA events too.

Don't let their name or motorsport background fool you, Esses Racing is just as happy to perform routine maintenance on your daily driver as they are to help you improve your on-track performance. Oh, and O'Neill mentioned that he's currently looking to find a 1970s 911 here in the US to carry on his "fascination with this beautiful car".

IN HINDSIGHT

STORY BY HANS FALK

PHOTOS SOURCED FROM www.lonestarspeedzone.com

Ghost Tracks – a recent obsession within the racing community as every year we witness more and more venues being closed or demolished to make way for newer, more modern development. We saw it happen to the Texas World Speedway – a track that in its heyday was considered state-of-the-art. Other tracks that have been abandoned over the years have had less illustrious existences, some barely remembered except for a few old veterans or perhaps the occasional article in newspaper archives. Yes, big, or small, the tracks are still important to our overall history as they represent the exhilarating heritage of motorsports, during a time when the sport lacked the type of regulation and exclusion we see today. Locals would bring their mechanical creations to a designated track or road course, stories and rivalries would be shared and experienced together, memories were made, pictures were taken, and then the whole thing was repeated the following weekend. This was racing as we remembered it. It was fun, it was exciting, it was thrilling, and it was part of our life.

In Central Texas there were several tracks utilized over the years. I've already mentioned the most famous – Texas World Speedway in College Station. There was also Longhorn Speedway of recent memory, located near present day ABIA. And Thunder Hill Raceway in Kyle which operated from 1998 to 2016. Going back to the beginning, cars were raced on the long-forgotten horse track in Hyde Park, back when automobiles were still in their infancy. This was followed by a track built on the grounds of Camp Mabry to serve the Auto Mechanics school established there in an effort to mechanize our armed forces in the waning years of WW I. The military at the time was in desperate need of trained personnel and the Camp Mabry school, operated in conjunction with the University of Texas, was one of the top locations in the country, training over 11,000 students by November 1918. The AAA sanctioning body for Indy-type 'big cars' (as opposed to Sprint and Midget cars) held several high-profile races at the paved track in the 1920s.

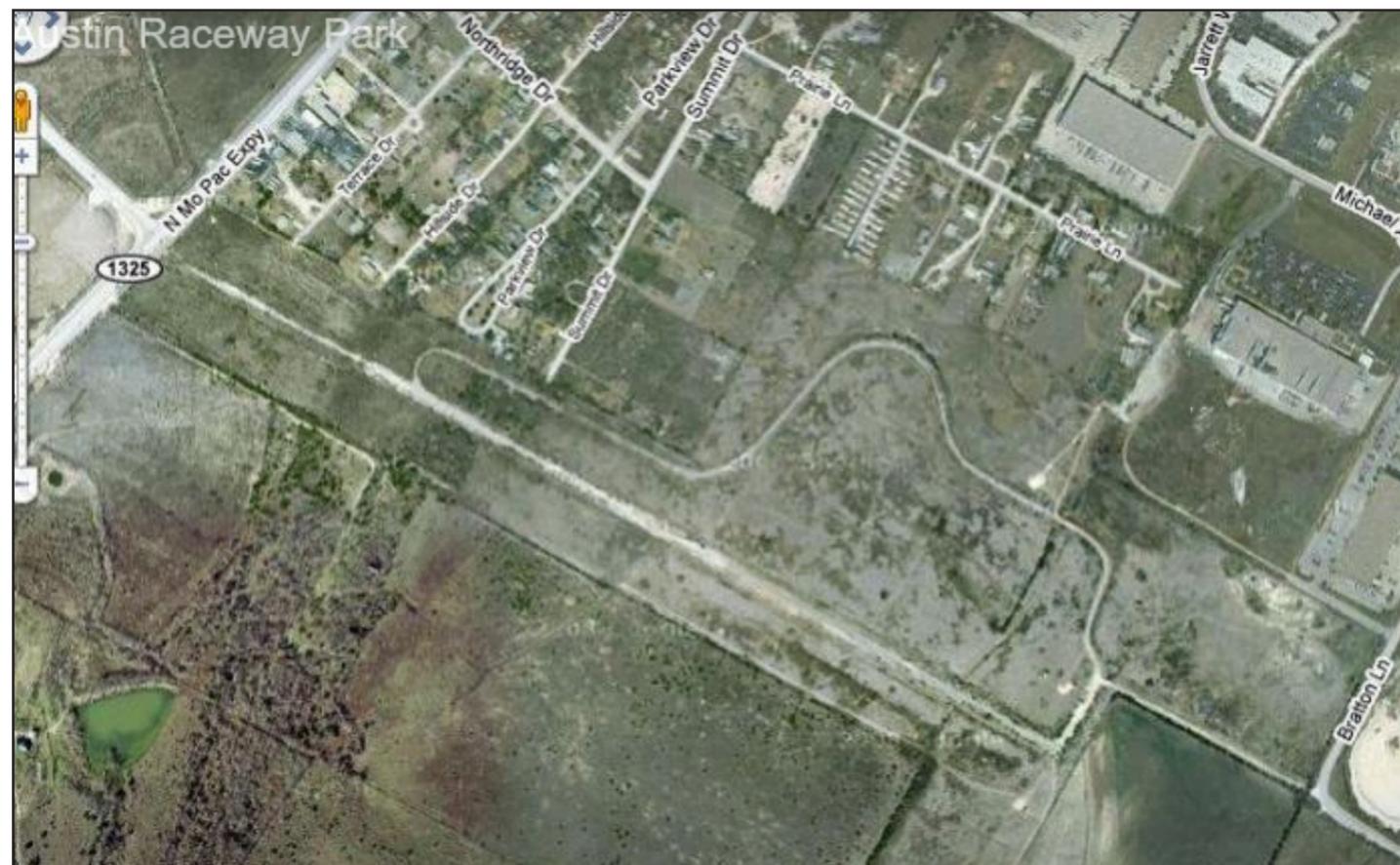
In 1966 a new track opened north of Austin, what was then outside of town, that has since been consumed by the encroaching development. Known as Austin Raceway Park (ARP) it combined a drag strip which also doubled as a

straightaway for a road course that snaked back around on the pavement used by the 'straight-liners' to return to the starting line. Located off the then very rural Bratton Lane, the quarter-mile strip ended at the point where CR172 turns off to the left from FM1325. In fact, one story tells of a drag car that lost its brakes, traversed the runoff area, and proceeded to cross Burnet Road, clipping a passenger car in the process whose occupants I'm sure were taken completely by surprise. The SCCA used the track to run several races in the late 1960's and it was also popular as a training course and test track for various racing clubs.

One feature of the track was its observation tower, a huge disused oil derrick that blew over in a windstorm after the track was abandoned and was moved to a location on Ben White, where it stood for several more years on a new car lot. The track created some fond memories for many veteran racers still alive today and the stories and bragging continue among those old-timers to this day. Even after the track closed officially, it was not uncommon for amateurs to arrange a late-night gathering among the pasture and grassland surrounding the track, and engage in some friendly, albeit illegal, competitions.

What closed the track eventually however was purported to be because of dairy cows. That's right – a dairy farmer with a grazing pasture next to the track complained (loudly and persistently) that the noise from the track reduced his cow's milk output and apparently, he had records to prove it. Lawsuits were filed and it's said that this was the only lawsuit ever lost by the NHRA. Whether that's true or not the track was forced to shut down after only five or six years of operation after which the land slowly became developed around it.

One can find a warehouse complex off Bratton Lane that is still named 'Raceway Park' but other than this, no other relic or landmark exists to identify the asphalt that once played host to front engine dragsters and tricked out sports cars. One wonders if the same fate awaits other venues in our area as environmental concerns, governmental regulations, and insurance costs continue to reduce the sport to a novel distraction for a privileged few.



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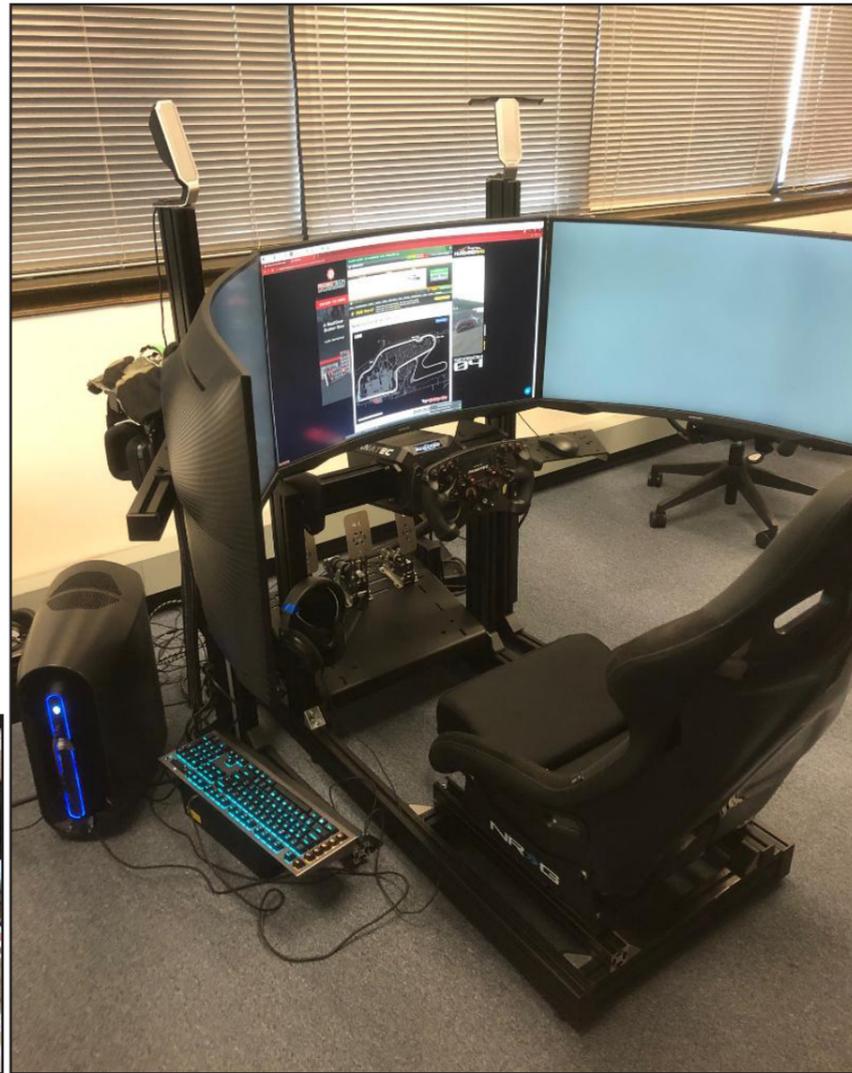


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AUSTIN



SIM RACING ... WHAT'S ALL THE COMMOTION ABOUT?

STORY AND PHOTOS BY HANS FALK

I knew I was in trouble the moment my wheel dropped into the grassy apron. I was coming out of Turn 9 at the Glen, the mild left-hand, slightly uphill sweeper coming out of the 'heel'. I instinctively lifted – my first mistake. The tail end of the GT3 suddenly got light, I over-reacted, and within seconds I was in the catch fencing. A rookie mistake which would under normal circumstances have emptied my bank account faster than a Lewis Hamilton lap time but, in this instance, I simply had to press the reset button, albeit somewhat sheepishly to the spectators around me, and resume the race with a brand-new car. I was sim racing!

According to Erin Price, co-owner of Octane Simulation, even a seasoned driver finds their first few times on a sim machine frustrating. Which is why she, along with Michael Mann and Randy Whitten of Petrol Lounge, set out to create a resource for sim racing that includes not

only a rent-by-hour sim chair inside Petrol Lounge but also consultation services, training, and technical support for those wishing to set up their own chairs. Much depends on the technology and as a relatively new sport gaining wide public appeal, navigating the different choices and selections can be daunting.

As an 'old school' driver who learned by the seat of his pants, I admit that I viewed simulated racing with some skepticism. How can a computer provide me with the same sensory input as I feel in an actual car, I thought? I admit I had written off sim racing as just a glorified video game. But the supportive folks at Octane Simulation gave me a new perspective. Even though I spent very little time in their chair and never actually completed a single lap without incidents, I walked away with a much better understanding of the value of simulated racing.

According to Michael and Erin, sim racing accentuates the visual senses much more than other sensory inputs. It is from the visual that we recognize track and road conditions much more quickly than from other inputs. When we learn to drive inside an actual car, as we all have, that visual feedback is compromised by other senses – vibration, sound, and above all the push and pull of gravitational force. As a result, we put entirely too much emphasis on that seat-of-the-pants feeling and use the visual feedback only as a complimentary input. Similar to the way a seeing or hearing-impaired person relies on their other heightened senses, sim racing trains the brain to focus on the visual much more than other senses, which has proven to translate into smoother driving, more accurate race lines, and better braking – all before you ever set foot on the track!

To capitalize on the growing interest in simulated racing brought on by the pandemic, PCA National began running race leagues in early 2020. Hundreds of members nationwide, unable to go to the track, left their cars in the garage and sat down at a computer to race, quickly joining with one another in virtual races at any number of venues – events which would be completely impossible to conduct in real life.

Now our very own Hill Country Region has initiated its own sim driving program. Under the direction of Richard Pankhurst with assistance from accomplished racer Riley Dickenson, and sponsored by XSpace, a kick-off party was recently held at Steiner Ranch Steakhouse where a turnout of more than two dozen interested individuals could hardly contain their excitement to start racing. Practices and test drives have already been conducted and the goal is to have virtual club races on a weekly basis available to our over 1500 members. Members who may not necessarily find themselves able to participate in a real race. This introduces yet another way for our members to participate in the club's activities, at a relatively low cost. Richard also visualizes the sim platform to be used for DE training and other typical driving activities. You can find more information and upcoming schedules on the HCR website.

So, if you are new to this new concept – how do you begin? Where do you start? This is the question that was on my mind when I walked into Petrol Lounge to meet with Michael and his partners. Much depends on the equipment you either purchase or have access to, but Michael warns not to go overboard at first and spend thousands of dollars until you get a better understanding of what you want to accomplish from your Sim Racing experience. The budget range can be all over the place from a few hundred dollars for your off-the-shelf Logitech desk-mounted wheel and pedal set to many tens of thousands of dollars for a full motion enclosure system of the type used by professional F1 and NASCAR teams. Michael recommends starting with something a bit better than your typical 'Need for Speed™' package, but not something that will break your bank. Thrustmaster and

Fanatec are both manufacturers that offer good starter systems as well as higher range models. Simucube is another good brand, offering simulators in an upper price range.

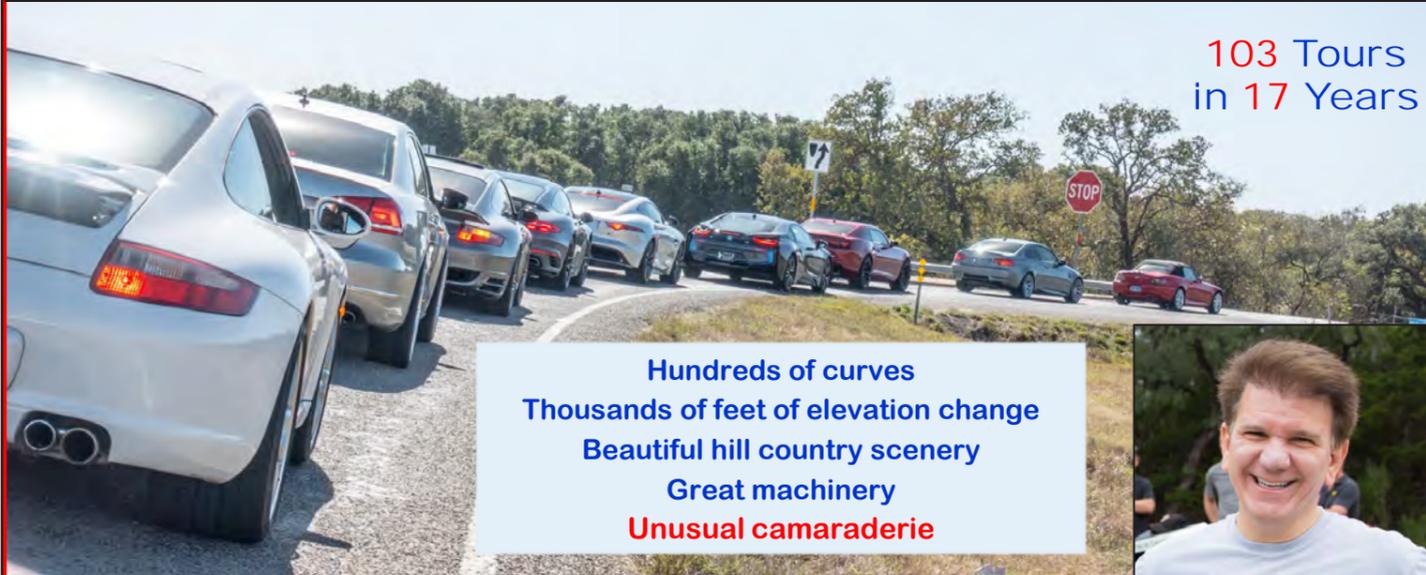
The best thing about a sim set up is that it is entirely modular consisting of the basic components – steering wheel, pedals, the wheel 'base' on which a cockpit of sorts is constructed, monitors, seat, speakers, and of course a CPU. A good system should incorporate all these components but each one has its own price range to allow you to create a custom setup according to your needs. For example, a basic wheel/pedal assembly starts at a few hundred dollars. Michael suggests getting a direct drive wheel which features a motorized control providing sufficient resistance to input. Resistance is measured in Newton-Meters (Nm) – recognizable to anyone who has ever operated a torque wrench - with a good wheel setup able to provide at least 3-4 Nm of resistance. Torque values up to 20-25 Nm are offered in the top-of-the-line systems. Seats and wheel bases should be sturdy enough to handle the input loads and can run another \$500, monitors ditto and so on. The beauty is that all the components can be upgraded individually and with COVID restrictions now lessening, more and more quality previously-owned components are available for bargain prices on the open market.

This ability to upgrade components effortlessly is what makes a consultation with the team at Octane Simulation so critical – you can try out different systems and components on their rental machines, get expert advice on the type of equipment for your own setup, plus have on-site technical support available to 'dial in' the right settings on your equipment. Just like a race team custom-fits and preps a race car to an individual driver, the myriad of computer settings available in the sim programs allows you to customize everything from pedal travel to power curves to chassis loading – everything is adaptable which is why real race teams use sim training to test different car setups without the countless hours and dollars for actual track testing. Have an upcoming club race at COTA – let's see what a higher tire pressure in the outside front will do to the car handling – you can do that on the sim machine. And if the setup works, the individual chassis settings can be shared with the pit crew who can match the physical car to the exact same settings!

Considering the amount of driving practice and car testing that can be done beforehand – a sim machine, despite the high up-front costs, is by far the most cost-effective performance upgrade you can make to your car. Check the HCR calendar or contact Richard Pankhurst for the next sim events coming up (you can simply spectate the races also) and visit the folks at Octane Simulations to begin your own personal racing experience, without ever leaving your home!

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TECH SESSION: AUTO PAINT WITH WERKS 11

STORY AND PHOTOS BY JONATHAN HAGGAR

Werks 11 owner Julian Avent hosted a joint Tech Session for members of Hill Country and Maverick regions at the end of August. Paint specialist Artisteo (Teo) Garcia led the presentation from the garage of the Werks 11 shop in Temple. Garcia has been painting cars for more than 30 years, first in California and now in Texas. His attention to detail and adherence to the process were evident in this informative 2 hour session.

The value of vintage Porsche cars along with the investment that owners make in restoration and repair mean that paint condition and quality can set them apart. While the goal is sometimes to preserve the original paint, it's often necessary to carry out repairs to individual panels or repaint the entire vehicle. Late-model Porsche owners are particular about their cars too, and most recognize that the quality of body repair will affect resale value.

Until the mid-1980s most automotive finishes consisted of a single stage process. This means that the base coat (colored paint) and clear coat were mixed and applied in the same formula. With advancement in technology, modern finishes are now two-stage where a protective clear coat is applied on top of the base coat. The two stages take longer to apply but result in a longer lasting finish.

Technology and environmental regulations have also brought about changes in paint formulations. Solventborne paints - primarily lacquer, urethane and enamel - were used for many years, but manufacturers, and many repair shops, have switched to high-performance waterborne paints.

Painting normally involves media blasting the surface down to the bare metal and using an etching primer to maximize adhesion. The use of body filler is often misunderstood as it's sometimes incorrectly used to fill holes or dents. When used correctly, filler and putty (glaze) are used as a thin skin coat to make a panel as smooth as possible before being primed. Garcia allows the car to sit for 30 days before applying the base coat. This ensures complete drying and for any shrinkage to take place.

Werks 11 uses a urethane base coat followed by several coats of clear to ensure there's enough thickness in the finish to refine it with wet sanding and buffing. After waiting another 30 days for curing the refinement process involves progressive wet sanding - starting with 800 grit sandpaper and working up to 3000 - and followed by buffing with a compound. This produces a much smoother and flatter finish than a typical collision repair shop who might use only 2 coats of clear, with no wet sanding or buffing.

Color matching is important whenever the work is something short of a complete repaint. While paint shops can match paint based on color code or even a paint sample, it will never be an exact match. Two-stage paint is more forgiving as it allows the color to be blended across a panel and then clear coated so that small color variations aren't visible. But single-stage paint requires the new paint to match perfectly. This is a tedious process that involves spraying several test samples, each with a slight variation in paint color. The samples need to dry before comparing to the existing paint, so the matching process can take several days.

Repainting a car in a different color requires disassembly to expose all of the semi-hidden areas such as door jambs, frame, interior, engine compartment and trunk area. Garcia also prefers to strip the paint so there's no evidence of the original paint color. He also notes that it's usually more cost effective to purchase new hardware rather than spending time to clean the old components.

Garcia is a bit old-school when it comes to paint protection - he prefers to use liquid carnauba wax applied with a damp rag. However, he's impressed with modern ceramic coatings particularly because they allow you to clean the finish more easily. The next time you visit Werks 11, don't look too hard for the paint shop. In order to keep the painting environment as clean as possible, it's at a different location.

HCR would like to thank the Werks 11 team for teaching us about the painting process and answering our questions.

TEXAS BURN SURVIVORS SOCIETY

STORY BY KENT KETTERMAN

Charlie Sparks, Chris McChesney and I met with Sue Dodson at the San Antonio Texas Burn Survivors Society (TBSS) headquarters on August 19. We presented the Hill Country Region donation to help TBSS continue their mission. Their mission being to provide care, comfort and services to the critically burned and their families - and to promulgate burn prevention and fire safety education.

Although TBSS provides services throughout the year, the highlight of their year is Camp David at the Texas Lions Camp in Kerrville. Camp David was named after the founder of TBSS, David Jayne, who was critically burned in a 1959 military helicopter crash. This week-long event is designed specifically for pediatric burn survivors aged 7 to 16. There are special facilities for crafts, environmental and wildlife study, fishing, horseback riding and water sports. There's also a 24-hour medical facility on site. Certified camp instructors come from as far away as Australia. The kids especially love the hill country setting, swimming pool, cafeteria, and dormitories.

The kids learn the soft skills of how to interact with others. It helps them gain self confidence and self-esteem - and

they learn coping skills intended to help them re-enter and function successfully in society.

Camp David also provides a key opportunity for the kids to reconnect with firemen who are sometimes the last face they see before going to the hospital. Men and women of the San Antonio, Austin and Kerrville Fire Departments join the kids at camp for a day.

We learned during the visit that compression garments, which apply pressure to burned skin to help flatten and improve the appearance of scar tissue, are one of the critical ongoing needs for burn victims under their care. We hope our donation to TBSS will help provide this important and much-needed aspect of burn care.

There are hundreds of charities that the Hill Country Region of the Porsche Club of America could support. We have chosen to support this charity for several years because of the amazing work that Sue and her team do for burn victims.

Camp David was cancelled this year and last because of COVID concerns, but we all hope there will be an opportunity for HCR members to join during camp week in the future.



FROM LEFT: CHRIS MCCHESENEY, SUE DODSON, CHARLIE SPARKS, KENT KETTERMAN

TECH TIPS: PRE-PURCHASE INSPECTION

STORY & PHOTOS PRESENTED BY GT INTERNATIONAL

Porsche vehicles are becoming more technology focused to keep up with the changing times, and there is one model that resists this movement whenever possible - it's the crown jewel, the 911.

Porsche is the only sports car manufacturer still offering natural aspiration coupled with a manual transmission in its current models - and they're facing increasing pressure from fans to keep the 911 as engaging as possible while capturing the coveted analog experience. One can argue that the 997 generation is the next modern classic from Stuttgart, and this is clearly being reflected in the marketplace with a significant increase in value. In addition, the 996 generation and other models like Boxster and Cayman are also making an upward movement in value.

Paying top dollar for a used car can be daunting at times and you want to make sure you get what you pay for - so a good pre-purchase inspection (PPI) from a reputable shop is a must before you stroke that check. We're going to cover the things to look for when purchasing that next dream car and what a basic PPI entails. The inspection process should take 1-2 hours, depending on how deep you want to go, with the possibility of 5-6 hours if you dive deeper into the engine and check for things like bore scoring, compression, and leak down.

The first step is a visual inspection of the exterior where paint is one of the most important aspects when it comes to value as this can uncover hidden issues. Look for paint irregularities and use a paint gauge on the body to see if paint work has been done. It's common practice in the used car market to respray the front or rear bumper and this usually will not devalue a typical non-GT car if done correctly.

Next look at the wheels and tires. Original wheels are preferred, and tires shouldn't be more than 6 years old. Brakes are inspected for wear and usable life as this can be a costly repair expense. A quick pull on the exterior door handle can tell you if the window regulators are starting to fail - and if the vehicle is a convertible, make sure everything is working smoothly and check for leaks. The next step is to put the vehicle on a rack and check the undercarriage for loose, damaged, or missing panels. Also check the drive axles and look for any oil or coolant leaks. Oil seeping from the rear of the engine at the transmission would require the transmission to be removed for additional inspection and/or repair. If you are looking at a 986/996 model, inquire if the Intermediate Shaft (IMS) concerns have been addressed. Usually, there would be a sticker on the vehicle by

the VIN plate or on the engine lid if the seller doesn't know. Replacement cost of the IMS bearing is around \$3,000.

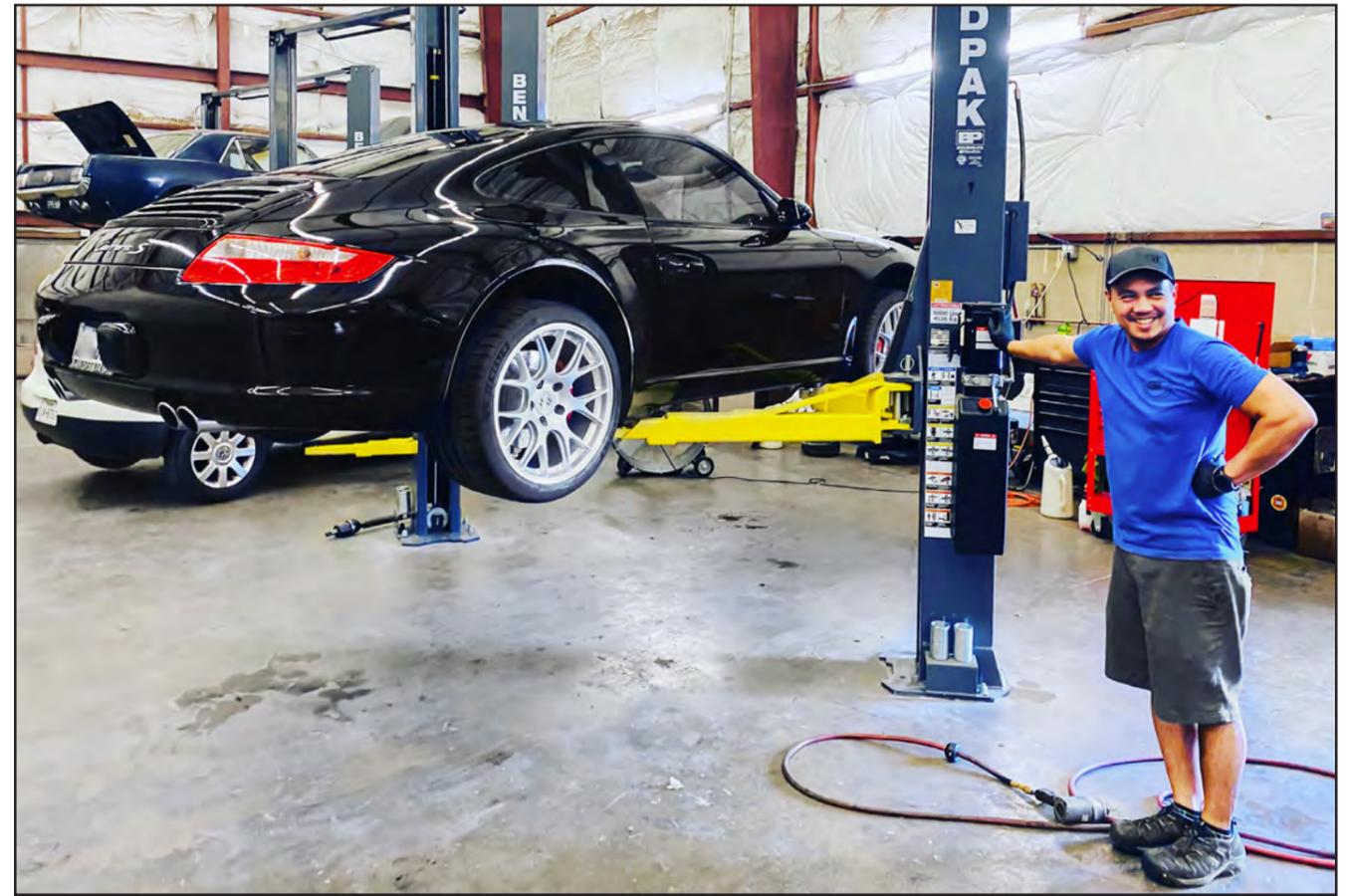
The interior is more straightforward - make sure all the controls work as designed. Check the visors as 986/996 vanity mirror covers are often broken. Foam emitting from the A/C vents is common as well, so make sure you point that out if present. Check the ignition switch on 986/996 models as they sometimes get sticky and may need replacement. Soft touch material on 987/997 interiors is often scratched and unsightly and the A/C controls are usually worse for wear. On Boxster and 911 convertibles, make sure to check the water drains.

Next is checking the engine by doing a full diagnostic scan. You want to see that all readiness monitors are set. This tells you the engine will pass inspection and that all systems are working properly. An over-rev report should be run on manual transmission vehicles. Porsche has two reports based on generation: range 1 and range 2 on 986/996 and range 1 to range 6 on 987/997 generations.

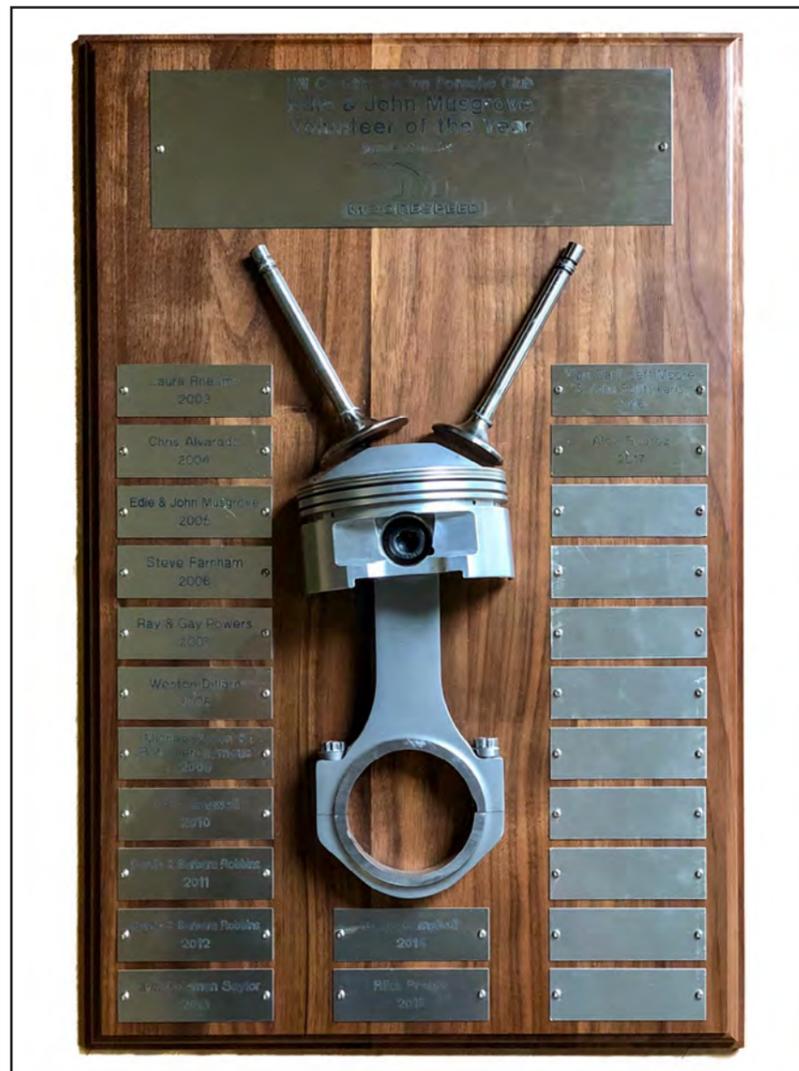
On the 986/996 platform, you don't want to see anything above range 1 as this indicates a mechanical over-rev or mis-shift. For 987/997, anything above range 2 can be problematic. For more information regarding over-revs, visit 911virgin.com/engine-revs. With each generation, control systems seemingly double, and with multiple control units talking to each other over the controller area network, erroneous codes can be stored. A trained technician should be able to tell you if there are concerns on other systems.

Finally, is the test drive where there are three main areas to pay attention to: noise, drivability, and handling. First, you need to function test all systems like wipers, horn, blinkers, lights, etc. for proper operation. While driving, be sure to listen for noise coming from the engine, drivetrain and suspension. Pay close attention to how the vehicle accelerates, brakes, and shifts into gear on both manual and automatic transmissions. Handling is a big reason people buy a Porsche, so pay close attention to this aspect and note any looseness or clunking if observed.

The PPI encompasses a lot of items, and if one of those items is faulty, you'll want to know how to tackle it properly so stay tuned for the next edition of Pit Stop where we'll dive even deeper. Once you make that important decision to purchase that beautiful Porsche, remember the most important part - enjoy the heck out of it.



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HCR's VOLUNTEER OF THE YEAR AWARD

STORY BY HANS FALK

It is customary to find accolades and commentaries written about people of distinction. Sometimes even memorable events or significant landmarks receive words of homage – laudatory comments put on paper as a token of great respect and honor. But has anyone ever exalted the very award itself? Not the person or the prestigious landmark to which it is being presented, but the fascinating story of the actual trophy? At Hill Country Region we have had for many years now what's known as the Volunteer of the Year Award. Few have ever physically seen it and fewer still have been honored by it. Like the mysterious Punxsutawney Phil, the award makes its appearance once a year during our annual Holiday party, emerging on a regular schedule to see and be seen before darting back into its den (in our version of

the story, the 'den' of the award recipient) only to repeat the appearance the following year. This is unfortunate because the award itself has a rich and interesting history as laudatory as those who have been lucky enough to receive it.

The Volunteer of the Year Award was first envisioned in 2002 by David Moore (of Moorespeed Racing) to do something special for the annual Holiday party, something more than just the usual door prizes of swag and t-shirts. He had been tasked by then Club President West Dillard to come up with some prizes for the party and David felt that the club should do more to recognize the hard-working individuals that had labored so extensively in the previous twelve months. He envisioned a grand award for the individual who excelled in

giving selflessly to the club – a top honor that would not only recognize the individual but also serve as an incentive for more people to volunteer. His vision was for a Volunteer of the Year Award.

But what type of trophy should go with the honor – a silver cup (too expensive), a framed certificate (for a car club – I don't think so...)? Being the over-achiever that David was then and still is today, he wanted to present the best, so he began to look around his shop (he was racing Porsches professionally by then) and realized he had all the necessary equipment – presses, lathes, cutters, to fabricate something truly one-of-a-kind. He scavenged a piston and a few valves from a 3.8-liter, 425 HP motor he had raced the previous year (winning for Porsche the Speedvision World Challenge GT by the way – did I mention David is an over-achiever?) and began crafting his design.

With a piece of leftover walnut from some other obscure project as a 'backer board', he carefully dissected the piston and valves so they would lay flat on the board, not unlike a cut-away view of an overhead valve arrangement. He then added the original connecting rod and allowed it to swing freely from the wrist pin like a pendulum. Adding a brass plaque for the name, some varnish and paint, and voila! – the Moorespeed Volunteer of the Year Award was created.

Unfortunately, as with all new creations and prototypes, problems soon arose. The free-swinging connecting rod ended up scoring the walnut base behind it and by the following year, when it was time to pass the award on to the next recipient, David had to scramble and replace the walnut base. Now with the connecting rod fixed in place, the award quickly ran out of room for the subsequent recipients and had to be enlarged. As more and more brass plaques were engraved and added to the award plus some other wear and tear over the years, David lost count of the number of times he 'rebuilt' the award!

In 2005 John Musgrove and his wife Edie received the award, in honor of their tireless service to the club for many years previous. David had a personal history with John going back to the mid-1970s and considered him a good friend and mentor. When John passed away in 2011 David proposed that the award be renamed in his honor, which it was. Six years later his wife Edie followed her husband's passing, and the award was quickly recognized by its current official name - the "John C. and Edie Musgrove Volunteer of the Year Award – presented by Moorespeed".

As of this year eighteen individual brass plaques appear on the award, soon to be nineteen. They honor individuals and

groups of individuals alike – paying homage to those who have sacrificed their own time and resources to ensure the club continues to grow and remain a success. As a personal recipient of that award, I can say it is quite a distinction.

There are a few more spaces yet available on the plaque, waiting for the name(s) of some future recipients who, taking John and Edie Musgrove's example as a benchmark, give of themselves tirelessly and relentlessly for the Club, and getting recognized with their own brass-engraved names for future members to see. And once the current plaques are exhausted, I'm sure David will once again do his best to craft an even larger canvas to continue the tradition. Presentation and display of this award each year is an honorable tribute to David Moore, John and Edie Musgrove, and all the other volunteers, both past and future, whose names are recorded forever on this cherished trophy.



THE AUTHOR (RIGHT) WITH CHARLIE SPARKS

VOLUNTEER VIBES: WHO DOES WHAT?

STORY AND PHOTO BY AMBER ASHY



It's no secret we've got a slew of volunteers that work tirelessly to keep our well-oiled machine of a club running, but who are they? That's where I come in; this column seeks to highlight our volunteers and explain their roles, not only to show our appreciation but to encourage you to join us. Whether your specialty is working behind the scenes or you're more socially oriented, we could use your help. And it doesn't matter if you've had 50 Porsches or just snagged your first, you are part of a diverse, inclusive club concentrated on growth, but more importantly, value. We want our Club events and culture to bring value to our members - old and new, four doors or two.

For my inaugural interview, it felt natural to reach out to Gordie Robbins. He was the first face of the club I met. We were talking cars at Porsche Austin when he was buying his third 911, a 2020 Carrera S, in Chalk which is called Crayon in just about every other country. When not in the 911, they can be found in wife Barbara's Macan GTS, but I digress. When we first met, he was the HCR Membership Chair, and true to form, I had heard him encouraging everyone at the

dealership to join the Club. He's now the HCR Secretary, on the Nominating Committee, and heads the Strategic Planning Committee which we'll get to, but first, we'll start at the beginning.

This Porsche love story began in 2005 on a trip to New York to visit some of their children and their families. Being pragmatic, he and Barbara took advantage of the down winter market for convertibles and ventured to Connecticut to nab a 2004 Boxster S 550 Special Edition with a mere 1700 miles on the clock. Gordie chuckled and said they had joined PCA before they could even get the car home. As new members, the first event that they attended was a Concours at Porsche Austin which isn't surprising given his love of racing. It started with oval tracks, Autocross, and motorcycle enduros, but he predominantly focused on sailboat racing for about 15 years.

Gordie and Barbara, a long-standing volunteer in her own right, were persuaded by John and Edie Musgrove (HCR Past President and PCA Family of the Year) to take over Lunch Bunch. Gordie credits those lunches - and the mixing of both



old and new members - with deepening his love of the club. They ended up running the Lunch Bunch for 3+ years and have volunteered for countless events over the last 15+ years. One of the most notable Lunch Bunch speakers Gordie snagged was Tavo Hellmund, who first proposed plans for COTA even before it was COTA. Tavo's HCR Lunch Bunch had well over 100 attendees! Gordie and other BOD members even arranged for busloads of HCR members to visit the site during the beginning phase of construction and view the site from the Turn 1 platform. Then, for the first Formula 1 US Grand Prix at COTA, they arranged to have a PCA grandstand section that sat about 750 members. We benefit from having a great relationship with COTA due in part to Gordie and the club's early involvement. It's no surprise that he and Barbara have been presented the HCR Volunteer of the Year award twice for their efforts.

More recently, Gordie accepted the responsibility of the HCR Test Drive Event Coordinator and the Membership Chair. The Test Drive program focuses on answering those questions we all had as prospective Porsche owners. It allows hopeful Porsche owners to access portions of the PCA website, including the classifieds, and be invited to join in some activities as a Test Drive Participant. It's a great way to show potential members what we're all about.

Currently, Gordie serves as Secretary on the HCR Executive Committee and leads the Strategic Planning Committee with his team that includes Jeff Moore, Tuffy von Briesen and Carl Rossi. They're focused on the sustainability of the Club's Leadership Team, our long-term financial strength, and providing events that are of interest to our members while accommodating HCR's growth. While chatting with

Gordie, he mentioned that over the years, he's been happy to do whatever the club needs. He ended our interview by reminding me of the PCA motto - It's more than the cars, it's the people. And that's why he's here.

Gordie shared an interesting fun fact. Have you ever heard of a GT3 Cup Car cube? This was a new concept to me. When a Porsche Race Car has crashed and the tub is damaged, it is effectively totaled, which I understood. However, I was unaware that to purchase a new discounted tub, the owner must prove to Porsche that the tub is unserviceable. So, Moorespeed owner David Moore had a 700-pound tub compacted which Gordie purchased for the scrap value of \$100. At present, it is an impressive paperweight, which Gordie plans to eventually turn into a cocktail table.

HCR CALENDAR

JAN FEB MAR 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						JAN 2022
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22 Esses Racing Tech Session
23	24	25	26	27	28	29
30	31	FEB 2022	2	3	4	5
6	7	8	9	10	11	12 Tech Session HD Motorsports
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	MAR 2022	2	3	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			

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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