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WINTER 2022
VOLUME 23 | NUMBER 01

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CONTENTS

THE DRIVERS SEAT	03
MEMBERSHIP REPORT	05
MEMBER PROFILE: KARLA KEETON-PAGE	07
ADVERTISER SPOTLIGHT: GT INTERNATIONAL	13
PIT STOP	15
NEW HORIZONS CONTRIBUTOR	19
IN HINDSIGHT	21
REPORT FROM NOVICE AX EVENT CHAIR	23
ANNUAL AWARD WINNERS	27
COFFEE, CARS, & CROISSANTS	29
NEW MEMBER SOCIAL	31
PORSCHE-FERRARI COUNCOURS WINNERS	33
PORSCHE AUSTIN TECH SESSION	35
VOLUNTEER VIBES	39
TRACK DRIVING A VINTAGE 911	41



COVER IMAGE
KARLA KEETON-PAGE'S 2016 CAYMAN

PHOTO CREDIT
JONATHAN HAGGAR



CHARLIE SPARKS

THE DRIVER'S SEAT

Memories

As I write this column, we've closed out 2021, and I'm reflecting on all we accomplished in HCR this past year. I thought I'd give everyone a glimpse at some memorable achievements.

In my first year as president, I wanted to ensure our club was well-positioned for success, not just in 2021, but for many years to come. Early on, we launched our sustainability strategy. This initiative ensures that we are able to withstand leadership changes and membership growth, while continuing to deliver events to our members. Our membership now exceeds 1,700 total members, and it was a growing challenge to serve a larger base with our structure and format of events. For example, one only has to look at our Bluebonnet Tour this past year, which was so over-subscribed that we had to split up the attendees and offer two drive dates - that's a first. This is just one example of why we simply can't sustain the club by doing things the

way we've always done them. There are many other examples.

An area of immediate need was our volunteer structure. Many volunteer and board positions were single occupant contributors. Our board has now been restructured to support a team concept, as a result. Our board meeting agenda has evolved as well, and we can now move more quickly through our board meetings and stay focused on the myriad of challenging topics that require board engagement and input.

I'm happy to report in 2021 we attracted a plethora of new board and event coordinator volunteers:

Crystal Zarpas joined us from the LA region and quickly stepped into the Social Chair position. The social team now includes event coordinators for Ladies Lunch, Lunch Bunch,

Happy Hours (north and south), Brewery Hoppy Hours, and Special Events. Crystal also now serves as an at-large member on our Executive Council.

Greg Lee raised his hand to launch our new monthly Brewery Hoppy Hour events.

David Schnepf volunteered to be our new South Happy Hour Coordinator. He's also serving on our IT team for website support.

Amber Ashy did a great job at assisting on our Spring Fling, so we asked her to become our Special Events Coordinator. She put on a Porsches & Coffee event at Mozart's this Fall, which was a huge success. She then co-chaired our highly-successful Holiday Party. She has more ideas for new events coming in 2022.

George Hansen just raised his hand to become our new DE Registrar for Schnell Fest. George also serves on our IT team and keeps our website calendar in order.

Stacey Soule recently stepped up as the Driving Standing Committee Chair position. She was previously the Tech Event Coordinator, and already has tech sessions planned for January and February. Stacey is a hard-charger, as evidenced by her Miami Blue GT4, so watch for more greatness from our Driving Committee Event Coordinators.

Tuffy von Briesen will be our new Tech Event Coordinator, while also continuing to serve as Immediate Past President on our Executive Council and Board.

Ken and Vicki Kalin stepped up from their Belton digs. Ken is a new North Tourmaster, and Vicki will help out with membership in 2022.

Tom Emr is our Public Relations Coordinator, and he recently expanded his role. He now submits a photo and short article each month to PCA's Panorama magazine for publishing in the "From The Regions" section to showcase a recent HCR event. Check it out.

I'm probably missing a few new names, and if so, I will try to recognize them in the next Horizons.

Our Nominating Committee now functions year-round, and serves as our Talent Development team. Their job is to ensure that up-and-coming volunteers are identified and developed to be ready for future leadership opportunities. That committee is chaired by our VP, Carl Rossi. Also serving on the team is Michelle Freudenberger and Gordie Robbins. Their work is critical to our club's future success.

We dusted off our strategic plan from 2018, and updated it for 2022. Gordie Robbins chaired this effort, ably assisted

by Tuffy von Briesen, Carl Rossi and Jeff Moore. This group will continue meeting quarterly in 2022, to help us maintain our momentum on action items. One of the biggest issues to address is solving our ongoing problems with communication within HCR. There are a lot of moving parts to our club communications, and we need a coordinated and streamlined process to more effectively communicate, including through social media.

There are a few specific board members to thank who stepped aside at the end of 2021:

Bill Plein served as our IT Director for the last couple of years. Under his leadership, he assembled a team of IT volunteers with specific roles that now enable us to easily maintain our website event calendar and perform routine website maintenance. Bill also spotted an opportunity, and shifted HCR to a new web-hosting service that is faster, cheaper, and better. More critically, Bill created and launched our new website to be more streamlined and focused on the areas we enjoy the most: the people, the cars, and the driving. The website is brand new and continues evolving. Bill needs a break to catch his breath, so Max Silvestri steps in as the new IT Director. Max is a professor of IT at TAMU Killeen. He's a veteran, an all-around great guy, and a car nut. Salute him when you see him.

Richard Pankhurst steps aside as Driving Standing Committee Chair. Under Richard's leadership, we launched our first-ever SIM Racing program in the Fall and held 23 virtual events including practices, races and HPDEs. He cultivated a new HCR sponsor with XSpace, who hosted both a kick-off party at Steiner Ranch Steakhouse, and an end-of-season celebration and lunch at Porsche Austin. As mentioned earlier, Stacey Soule takes over the reins for the Driving Committee.

Please always take time to thank a volunteer.

Your club had a terrific 2021, and I wish everyone a very Happy New Year!



HILL COUNTRY REGION MEMBERSHIP REPORT

	OCT 2021	NOV 2021	DEC 2021
PRIMARY	1161	1174	1191
AFFILIATE	538	541	544
TOTAL	1701	1717	1737

REGION TRANSFER NEW MEMBERS

DIABLO	
Dale Scoggin	1987 911 Carrera
GOLD COAST	
Andres Larranga	2009 911 Carrera S
GOLDEN GATE	
Michael Glenn	2013 911 Carrera
GRAND PRIX	
Michael Mulligan	1973 914
LONE STAR	
Joshua Goldfarb	1985 911 Carrera
Gordon Phillipson	1999 911 Carrera
Abraham Sapien	2019 911 GT3
MAVERICK	
Andrea Nicholas	2000 Boxster
METROPOLITAN NEW YORK	
Namik Abdulzade	2021 718 Spyder
MONTEREY BAY	
Flor Tallman	2017 Boxster
PACIFIC NORTHWEST	
Alex Dun	1996 911 Turbo
WEST TEXAS	
Ian Parmiter	2015 Cayenne S

NEW MEMBERS

Philip Atkinson	1995 911 Carrera
Bruce Bagwell	2016 Cayenne
Amy Bagwell	
Darcy Benwell	
Jeffery Blake	2008 Cayman S
Peter Blanton	2020 Taycan 4S
Tracey Blanton	
Jason Bornhorst	2022 911 Carrera S
Debbie Brethower	
Michelle Brooks	2009 911 Targa 4S
Gordon Brooks	2022 911 Turbo
Duncan Bryant	2006 Cayman S
John Bryant	2017 718 Cayman
Michael Burns	2018 Panamera 4S
Tareq Bustami	2012 911 Carrera S
Brandon Caldwell	2018 Panamera Turbo ST
Dustin Carlson	2016 Cayman GT4
Suzanne Carlson	
Daniel Chism	2017 911 Turbo S Cabriolet
Derell Cowan	2018 Macan
Amy Dean	
Uzair Farooqui	2017 911 Carrera S
Eduardo Francisco	2010 911 Carrera Cabriolet
Zack Gelfer	2014 911 Carrera
Polly Glasse	2018 Macan
Jim Grundy	2009 Cayman S
Precious Haines	
Ray Hatch	2018 718 Boxster S
Macie Hatch	
Lynda Haynes	
Alan Hays	2006 911 Carrera
Lingzi Hong	
Jerry Jensen	2022 911 GT3
Kim Joyce	
Mitchell Kays	2009 911 Carrera S
Geoff Kelly	2006 911 Carrera S Cab
Lee Kirkland	1983 928S
Chaitanya Kucherlapati	2016 Macan S
Michael Lamendola	2017 911 Carrera S
Brian Lehman	2015 911 Carrera GTS
Denese Leslie	
Larry Levy	2015 Boxster
Susan Lin	2001 911 Carrera 4 Cabriolet
Andrew Lin	
Karl Liu	2011 911 Turbo
Chris Lopez	2004 911 Carrera 4S
William Maroon	2001 911 Turbo
Kathleen Mcallister	2018 Macan GTS
Patricia McDermott	
Carolyn Mcenrue	
Kerry Misso	
Robert Mitchell	2006 Cayman S
Michael Morgan	2017 911 Carrera
Terry Myers	2017 Macan S
Jude Myers	
Bac Nguyen	2006 Cayman S
Greg Nicholas	
Charlie Ohnstad	2011 911 Turbo S
Paolo Ordonez	2001 911 Carrera
Peter Paladini	
Darshil Parikh	2021 Cayenne S
Nama Parikh	
Ian Parmiter	2015 Cayenne S
Constantine Pavlis	2016 Cayman GTS
Thomas Pawloski	2006 Cayman S
Adrienne Pitkin	
Tim Pletcher	1999 Boxster
Evan Pritchard	2020 911 Carrera S
Carrie Pritchard	
Mitch Quinby	2021 718 Cayman GT4
James Ridge	2018 718 Boxster

(continued on next page)

Bruce Roman	2011 911 Carrera GTS
Anthony Ross	2015 Boxster
Abraham Sapien	1993 911 RS America
Jonathan Schoonmaker	
Katharina Schuster	
Pamela Shen	
Michael Shing	2014 911 Carrera S
Lori Sigler	2014 Cayman S
John Sigler	
Verlon Smith	2017 Macan GTS
Joseph Sommer	2018 Panamera
Chris Spencer	2022 911 Carrera S
Jenni Stewart	
Beau Taylor	2020 Taycan Turbo
Whitney Taylor	
Pam Tims	2021 Macan S
Steve Todd	2018 718 Cayman
Jaime Torres	1966 911
Rangarajan Venkatesan	2020 718 Spyder
Stephanie Verdugo	
Paul Von Heeder	
Matt Wayne	2012 911 Carrera
Heather Wells	
Nichalos Wells	1986 944
Ken Wiles	2012 911 Carrera S
Malcolm Woods-Smith	2008 Cayman
Patrick Yonnone	2002 911 Carrera Cabriolet
Amy Young	

1 YEAR ANNIVERSARY

Philip Atkinson	Kerry Misso
Bruce Bagwell	Robert Mitchell
Amy Bagwell	Michael Morgan
Darcy Benwell	Terry Myers
Jeffery Blake	Jude Myers
Peter Blanton	Bac Nguyen
Tracey Blanton	Greg Nicholas
Jason Bornhorst	Charlie Ohnstad
Debbie Brethower	Paolo Ordonez
Michelle Brooks	Peter Paladini
Gordon Brooks	Darshil Parikh
Duncan Bryant	Nama Parikh
John Bryant	Ian Parmiter
Michael Burns	Constantine Pavlis
Tareq Bustami	Thomas Pawloski
Brandon Caldwell	Adrienne Pitkin
Dustin Carlson	Tim Pletcher
Suzanne Carlson	Evan Pritchard
Daniel Chism	Carrie Pritchard
Derell Cowan	Mitch Quinby
Amy Dean	James Ridge
Uzair Farooqui	Bruce Roman
Eduardo Francisco	Anthony Ross
Zack Gelfer	Abraham Sapien
Polly Glasse	Jonathan Schoonmaker
Jim Grundy	Katharina Schuster
Precious Haines	Pamela Shen
Ray Hatch	Michael Shing
Macie Hatch	Lori Sigler
Lynda Haynes	John Sigler
Alan Hays	Verlon Smith
Lingzi Hong	Joseph Sommer
Jerry Jensen	Chris Spencer
Kim Joyce	Jenni Stewart
Mitchell Kays	Beau Taylor
Geoff Kelly	Whitney Taylor
Lee Kirkland	Pam Tims
Chaitanya Kucherlapati	Steve Todd
Michael Lamendola	Jaime Torres
Brian Lehman	Rangarajan Venkatesan
Denese Leslie	Stephanie Verdugo
Larry Levy	Paul Von Heeder
Susan Lin	Matt Wayne
Andrew Lin	Heather Wells
Karl Liu	Nichalos Wells
Chris Lopez	Ken Wiles
William Maroon	Malcolm Woods-Smith
Kathleen Mcallister	Patrick Yonnone
Patricia McDermott	Amy Young
Carolyn Mcenrue	

5 YEAR ANNIVERSARY

Julian Avent
Richard Craycroft
Malisa DiGiacoma
Michael Ford
Vivek Goswami
Garrett Hoover
Doug Hoover
Chris Horlander
Robin LeTourneau
Scott Osborn
Heidemarie Osborn
Oliver Schulze
Samantha Schulze
Thomas Sosebee
Raymond Urbanik
David Young

10 YEAR ANNIVERSARY

Judd Chism
Michael Heard
Jeffrey Lent
Andrea Lent
Jerry Morford
Jeremy Morford
Dona Tabrizi
Ali Tabrizi
Alan White
Jordan White

15 YEAR ANNIVERSARY

Mary Ann Cooper
Ramon Llano
Stephen White
Max Willis

20 YEAR ANNIVERSARY

Mark Kulczyk
Sheila Kulczyk
Michael Mulligan
Richard Pankhurst
A White
Sharon White

25 YEAR ANNIVERSARY

Charis Morrison
James Morrison

30 YEAR ANNIVERSARY

David Moore
Tonya Noble



INTERVIEW & PHOTOS
BY JONATHAN HAGGAR

MEMBER PROFILE: KARLA KEETON-PAGE

Karla Keeton-Page is a relatively new PCA member who we met at a recent tech session. Her enthusiasm for her yellow 2016 Cayman was apparent and we're happy that she shared her story with us.



How long have you been a PCA member?

KKP: Two years. I joined the minute I signed the order for my Cayman.

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

KKP: I've been here on and off since 1986 when I came for college, with a big break when I lived in Norway and then Houston for work.

How and when did you acquire your Cayman?

KKP: I got my Cayman on December 30th 2019. I was working with a broker/dealer out of Houston who was recommended by friends, and he sent me the link to The Beast - it was in Arizona - and I knew that was the one. I'd never bought a used car before, nor one online, but I just somehow knew it would be fine. I bought it sight unseen, except for pictures. When it arrived on a big truck I swear it was the most beautiful thing I'd ever seen - it passed all inspections with flying colors.

What drew you to this particular car?

KKP: My criteria was that it needed to be as late a model 981 as possible. I really wanted the flat-six engine, and yellow - and it had to be a manual. Beyond that I was okay with whatever options, although sport exhaust was pretty important. I got all the options and it was low miles too. I didn't need the fastest Porsche - I wanted to see what the mid engine layout could do on the curves - it's all about handling for me. I wanted it to be yellow as an homage to my first car, which was a yellow 64 Corvair convertible. Yellow is such a happy color. Sixteen-year-old me thinks older me is very cool.

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

KKP: It's a Cayman base, so I guess it's not particularly special, but it is in perfect shape (headliner in great shape, no lifting of the door panels) and the little racing stripes give it a bit of an edge. What do I enjoy about it? EVERYTHING. The roar as I rev it, downshifting with that perfect gearing, the way it handles on curves, the way it smells, sliding into the low seat and knowing I'm going to have fun even if I'm just going on an errand, and looking back at it in a parking lot and knowing I'm the lucky person that gets to drive it home. The car is a joy and the yellow gets me constant thumbs up and waves.

Does it have any special features?

KKP: It's all OEM except I added a reverse camera. The only special feature is that it's mine.

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

KKP: I first saw and drove a Boxster around 2002 and fell in love with it. Then years later I saw a Cayman on a freeway and had to speed up to check it out. That was it, that was the car that I knew I wanted. My dad used to collect cars - mostly Citroen and French cars, and a few random TVR Griffiths and so on - so I grew up with a love of cars, especially oddball things like the 2CV, Griffiths and a Renault Caravelle I had throughout college. The Cayman is such a beautiful

beast, but so solid and well built, as Porsche does so well. It's oddly reliable, sturdy and practical, with none of the temperamental nature of the French cars I grew up with.

Have you owned other Porsches?

KKP: This is my first Porsche. I'm waiting to see what my next one might be - I have to let cars come to me. My other car is a VW Golf R.

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

KKP: This is the dream. I mean, okay, if someone made me take a 911 Carrera S Cabriolet I wouldn't say no. Red please.

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

KKP: I got my Cayman right before the covid shut downs. I'm pretty sure this car kept me sane. I'd just go flying out around the Hill Country on some of those fun back roads just to get out of the house, away from my desk, and get some air. I'd see other Porsches out there doing the same - it really felt like the only fun and freedom I had in 2020. I still see it as my safe place and escape hatch from stress - and I discovered it's just as good on the curves as everyone said it was.

What is your favorite Porsche or PCA related experience?

KKP: I went to an event at XPEL Austin and it was a lot of fun. Everyone was really nice to the new gal.

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

KKP: I want to join some of the tech sessions and maybe a few more hill country drives. I joined the Boerne German car meet up and that was fun too. I'm also glad to see that HCRPCA is making an effort to include women in activities... perhaps a wine tasting?



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STORY BY STEVE ROSEBAUGH
ADVERTISER SPOTLIGHT: GT INTERNATIONAL
 PHOTOS PROVIDED BY GT INTERNATIONAL

We are all passionate owners of Porsche vehicles, so we look for a number of things when choosing someone to help us with maintenance or repairs. We want someone who is knowledgeable, skilled, and easy to work with. More than that, we want someone we know, like, and trust.

Webster Mercado is an owner and master technician at GTI. He has spent 20 years in the European automotive industry. One of only three students in his class accepted to Porsche School, he has become one of the most respected and trusted technicians in the Austin area. During his journey as both a technician and manager, he repeatedly saw a need for three things: transparency, technical expertise, and hassle-free service.

GT International understands that efficiency and flawless execution is key to saving your most precious resource: time. They do this by adopting a member-focused model in which the customer takes precedence. This creates a level of accountability that people deserve, because customers should be earned, not acquired. They are taking the lead in the approach to car service by implementing a membership program that is the first of its kind in the United States.

Their membership programs are based on 4-year service plans, and each tier offers different service and maintenance packages. It starts with the Select Membership which includes annual oil and filter service, wiper blades, topping off of all fluids, setting tire pressures, multi-point inspection,

unlimited diagnostic scans, inclusion in their referral program and 5% off most repair work up to a \$100 discount.

If you're like me, the Premium Membership may be right for you. To the above level, it adds interim and full service, brake flush (every 2 years), spark plug replacement, Blackstone oil analysis, and increases your discount to 10% off most additional services and repairs, up to a \$200 discount. This is the package my wife Joann has for her 2017 Cayman.

The Enthusiast Membership is for the Porsche owner who doesn't want to worry about anything maintenance related - not to mention, it's also aimed at DE drivers. This package adds battery replacement (every 4 years), drive-train service, drive belt replacement, comprehensive inspection, annual detailing and 10% discount up to \$300. As an added note, GTI offers free track inspections for all Porsche owners. If you do occasional HPDE events, this alone can save you up to \$300.

There are also limited opportunities to become a charter member. When you become a charter member, you get these additional benefits:

- No price increase for both membership dues and labor rates for life
- Special events and outings exclusively for charter members
- Priority access to future perks and services
- Storage space leasing opportunity for extra sets of wheels, tires, etc.

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GTI strives to treat their customers like family, with transparency and integrity. If you're looking for an experienced technician and overall team to help with your Porsche, consider a visit to GT International. They believe that trust is something that must be shared in order to be gained. They strive for your trust - that they will treat you well, save you time and money, and perform excellent work.

GT International currently authors a tech column that can be found in Horizons. For more information on membership plans, please visit them at: www.gtintl.com

Editor's Note: Steve Rosebaugh is the HCR Advertising Coordinator



Left: Justin Crawford, Chief Marketing Officer
 Right: Webster Mercado, Owner & Master Tech



Mercado and Master Tech, Clayton Raley



Master Tech, Clayton Raley

PRESENTED BY GT INTERNATIONAL
PIT STOP: PINNING GT3 AND TURBO COOLANT PIPES



Tapping the screw hole in the housing



Stainless steel screw with sealant



Screw installed in housing to affix the coolant pipe

People who are fans of Porsche know the name Hans Mezger. He was responsible for designing and engineering some of the most successful racing engines in the world. The Mezger engine is considered to be the soul of the 911 and iterations of this design still continue. Mezger died on June 10th, 2020.

The 996 ushered Porsche cars into the water-cooled era by adapting the air-cooled crankcase with liquid cooled cylinder heads on GT3 and Turbo models. Non-GT models were given an all new design which wasn't as technically sound as their Mezger siblings, but that's a topic for another day. Porsche needed to do this for emissions reasons as their air-cooled counterparts ran rich when the engine was cold and didn't comply with emissions standards. With the 992 generation of 911 now on the market, true Mezger powered vehicles are becoming scarcer and the value of 996 and 997 GT3 and Turbo models are going up accordingly.

One common issue with the water-cooled Mezger engine is its coolant pipes. The process of gluing metal pipes into a cast aluminum case housing is common practice at Porsche, and for the most part, it's a non-issue. However, when the glue fails and there's high pressure coolant loss, you won't have a good day on the street and especially not on track. The most common way to alleviate this is to pin the coolant lines which requires the engine and transmission to be removed from the vehicle.

There are up to 8 coolant lines that can be pinned to further bulletproof the motor. Pinning is the process of drilling and tapping a hole where the coolant pipe is glued to the housing. After the hole is tapped, a stainless steel screw with special sealant is used to permanently affix the pipes to the housing. There are some other things to consider while the engine is out: replacing the plastic oil cooler elbows with metal ones such as those from Sharkwerks; replacing the bank #2 turbo coolant feed line on turbo models; checking the clutch; resealing the top end and cleaning secondary air passageways on 996 turbos.

Should you pin your coolant lines? We've only seen this failure 3 times in nearly 20 years servicing Porsche cars. The issues have occurred on both highway and track, so there's no apparent rhyme or reason to when they fail. The cost can run \$2500 or more, so if this 911 is your forever car or even one you plan to keep more than 3 years, you might consider pinning the coolant lines to give yourself peace of mind. If not, then don't sweat it as this issue doesn't happen that often. Enjoy your car until you're ready for someone else to enjoy it. Hans Mezger may have left us but his legacy will endure for generations to come. Stay tuned for another tech tip in the next installment of Pit Stop.

Editor's Note: Pit Stop is a recurring column with technical tips contributed by our our sponsor GT International

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ADVERTISER INDEX

AI AUTOWORKS	INSIDE COVER
BLACK'S BARBEQUE	37
CALIBER COLLISION	BACK COVER
CASA DE MONTECRISTO	17
DENTSTAR	43
DRIVING ADVENTURES USA	12
ESSES RACING	11
GERMAN AUTO CENTER	43
GT INTERNATIONAL	INSIDE BACK COVER
PETROL LOUNGE	37
PORSCHE AUSTIN	36
PROREFLECTION	38
TINT WORLD	12
TORQQE PERFORMANCE	26
TPWS	17
VICTORY MOTORCARS	18 & 44
WERKS 1 1	38
XPEL AUSTIN	16
XSPACE	34



JOAH RAYOS
NEW HORIZONS CONTRIBUTOR

Horizons is excited to announce the addition of Joachim (Joah) Rayos to our creative team. Joah is a talented photographer with an eye for detail, and we look forward to sharing his images in Horizons and on social media. He works as an engineer in the semiconductor industry and came to Austin in the early 2000s. In addition to his passion for photography, he's an active cyclist who enjoys exploring the scenic roads on both the east and west sides of Austin.

Joah first picked up a film camera in high school and photography has been an interest ever since. Over time, he's gravitated towards automotive photography and enjoys picking out details from both cars and their owners. While admitting a preference for shooting on film, Joah also recognizes the speed and convenience of digital photography. Film is his choice when the situation allows more time to shoot, while fast-paced situations typically dictate digital.

Immediately after purchasing a 2001 996 generation Carrera in April of 2021, Joah joined PCA. He notes that his Porsche ownership experience has been great and that it's enhanced by the information in PCA Panorama, the PCA YouTube channel, and the events put on by Hill Country Region.

We've included some of Joah's images plus a link to a feature where you can learn more about him and his photography.

www.precision-camera.com/blog/local-austin-photographer-spotlight-joachim-rayos/



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PORSCHE CLUB OF AMERICA

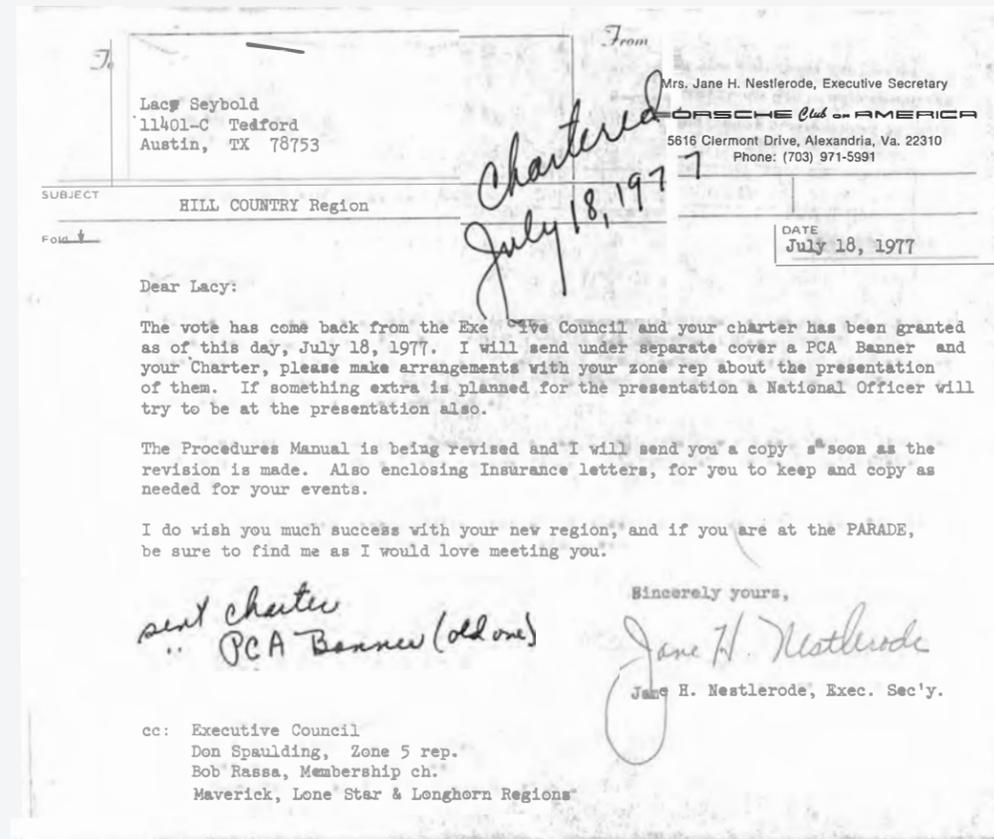
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- Craig S., PCA Member





BY HANS FALK
IN HINDSIGHT

Editor's Note: In Hindsight is a recurring history column by Horizons Staff Writer and HCR Historian, Hans Falk

Anniversary dates can evoke mixed emotions at times. They can be celebratory in nature with feelings of joy and nostalgia, such as a wedding date or they can be introspective and deferential for a date like September 11. It is also possible to look forward to a future anniversary or milestone, as I do to the year 2026 when my Boxster officially becomes a 'classic' by the State of Texas. But something of greater significance greets us this new year as it marks the year of our region's founding. That's right, the Hill Country Region will turn forty-five in 2022 and it should come as no surprise to the readers of this column that I have uncovered some interesting stories from our founding in those wild and crazy times of 1977.

When the PCA first began forming regions within Texas around 1962, Austin, despite being the State Capital, was not included in any of them. Only after three years did the Longhorn Region (representing San Antonio and South Texas) find it advantageous to add Hays and Travis County to their territory. Activities and memberships back then were still scarce and Austin, with its active SCCA presence, brought several benefits to the Longhorn region including a Hill Climb and Austin Aqua Fest. Combining the handful of Porsche owners in San Antonio together with those in Austin seemed to make sense and the region's officers

did an excellent job in catering to the membership of both metropolitan areas. But as the population and participation of Austin grew, problems soon developed. In some years for example, the elected Board members of the Longhorn region were primarily from San Antonio but in other years, due to nothing more than member interest, Austin residents filled the officer positions, and it became increasingly more difficult each year to bridge the 100-mile gap between the member groups.

Discussions among the membership surrounding this internal seesaw of influence ensued and at some point, the idea of a separate region for Austin was suggested. It remained just gossip at first, but the issue did not resolve itself and soon became a topic of greater importance. But simply dividing the Longhorn region to cater to the Austin members presented problems of its own, as both halves would suffer from a diminished member base. It was quickly realized that successfully creating a new region for Austin would require concessions of territory from the other two neighboring regions also – Maverick and Lone Star. In effect, a complete reshuffling of boundaries for all three major Texas regions would be needed to move forward. The issue now ceased to be strictly a Longhorn problem and became a discussion for all three regions.

Maverick and Lone Star were sympathetic however and graciously agreed to territorial concessions, resulting in a petition to both PCA National President M.B. Williams and Longhorn region President Dan Saunders, signed by twenty-six of his members on March 17, 1977, announcing formation of the Hill Country Region and requesting an official charter. The reason cited in the petition was that "...an alarming number of members were not renewing...because of the distances that one has to drive in order to participate in the Longhorn Region." The proposed officers of the new region were listed as Lacy Seybold for President, Henry Hentze for Vice President, Leo Mueller III for Secretary and Don Prater for Treasurer. Satisfied that all the requirements of the petition were met, the PCA National Board convened a vote and on July 18, 1977, Hill Country Region was granted a Charter.

That very well could have been the end of the story except for two subsequent developments that occurred. The first is that the actual Charter (the document) was lost at some point during the following decade. A request in 1982 for a duplicate of the original document was likewise lost which means that to my knowledge, HCR is not in possession of the PCA Charter itself, not even a copy. It is hoped that an interested reader might offer a clue as to what may have happened to the documents.

The second, and more intriguing development resulting from the Longhorn/HCR 'split' is a little-known story that was shared with me by PCA National Historian (and Longhorn member), R.J. Wilmoth. According to him, within a year of HCR receiving its charter, new officers were elected for 1978 and one of those was an attorney by the name of Dewey Dykstra who took on the role of Secretary. Upon taking office he drafted a lawsuit against the Longhorn region demanding half of its assets. Whether the entire HCR Executive Board was in favor of such an action is not known nor is it known whether the membership at-large was aware of this development, but it obviously came as a shock to the Longhorn Board of Directors, not to mention to PCA National. Nothing like the form of a lawsuit had ever arisen between regions. The Longhorn region countered that no mention of a split of assets was ever mentioned during the initial negotiations. The entire affair came to be an embarrassment for PCA National and when initial negotiations failed to reach an agreement, they produced an unorthodox solution. According to Wilmoth, the issue was settled by the issuance of a 'loan' by PCA National to the Longhorn region for payment to HCR. Then, once the litigants dropped their suit, PCA National forgave the loan amount. The entire action was highly irregular and PCA National was forced to make certain bylaw changes nationwide to prevent any such dispute in the future. Even today, according to Wilmoth, the entire episode is not spoken about at PCA National, and few records remain of it ever happening.

A very strange twist indeed to the story of our region's founding which should not otherwise detract from our proud history and celebration of our forty-five-year anniversary.



BY ALFRED FREUDENBERGER
REPORT FROM A NOVICE AUTOCROSSER & AX EVENT CHAIR
 PHOTO CREDITS: WINDUP PHOTOS & JONATHAN HAGGAR

This title might seem contradictory, but it is not entirely the case. Yes, I just ran my first autocross, but I am not without experience in the mechanics of putting on an event. Allow me to share what it felt like to participate in an autocross event.

Wow. Exhilarating. Fun.

I could use several more adjectives to describe my experience, but I guess you can already see how exciting I felt it was. But more on that later. First, let's go back to the time while I was preparing to be AX Chair, and I went to see how our friends in the Longhorn Region ran their AX events. I went to San Antonio during the early Spring of 2020 before the world – as we knew it – shut down for a while. Longhorn has been running AX events for decades. Watching their event, I saw dozens of moving parts, the course design process, the event management, and so much more. They ran the event like seasoned pros, and I took a ton of notes, asked many questions, and came away with a much better appreciation of what it takes to run an autocross. As a bonus, they even gave us their circa-1990 timing system when they upgraded to a wireless system several years back.

This experience, plus reading PCA guidelines, multiple training documents, and watching many YouTube videos, rounded out

the preparation phase. We were ready to run our very own HCR event. However, the problem was finding a large enough piece of pavement to use at an affordable price. Due to the explosive growth of Austin, this is a lot harder to accomplish than you might imagine. Eventually, we did find an ideal facility that initially was willing to host our event.

Despite the many potholes in their parking lots, a good course design would allow us to avoid them. After several visits and vehicle runs with West Dillard (PCA National Club Racing Chair), Alan Neiman (HCR AX Assistant Chair) and I were able to design an enjoyable and challenging course. But then, as COVID evolved, the facility informed us that we couldn't use their location for the foreseeable future. Unfortunately, this was after we had already published the date for our first autocross, accepted registrations on ClubRegistration, and completed other vital administrative tasks.

Alan and I spent the next few weeks calling just about every other potential lot owner to see if they would be willing to give us exclusive access to their parking lots for a couple of days - one day to set up and one to run the event. We needed them to be okay with letting many high-performance vehicles roar around their lots, leaving tire marks everywhere, and not charge us too much in the process. With a sales pitch like

that, how could anyone turn us down? Somehow, they still found a way. But things changed when we got in touch with the HEB Center at Cedar Park. Not only were they willing to provide us space, but they had multiple lots from which to choose, and the pavement was in excellent shape. Our luck was turning around.

We went into high gear to design a course that would work with the layout and obstacles on that lot with little time left. We wanted to make the course design challenging enough that experienced autocross drivers would enjoy it, remain suitable for novices, and be long enough so that each run was not over before the drivers got a chance to warm up their tires.

We succeeded on the first and third criteria, but the novices found it a bit painful at times with some very tight turns. As you might expect, the Boxster and Cayman drivers had quite a bit less of an issue with these than the 911 drivers.

During the AX event, there are a lot of simultaneous activities in motion, and every participant also does double duty as a worker to help facilitate these events. Of critical importance to any event are the cone shaggers and corner captains. We can't effectively time and score runs without counting which cones have been hit and then getting those cones back into position quickly so that the next run can occur without delay. Others help with getting cars in line and ready for a run.

Roles can range from setting up the grid to crossing guards and the starter. Sitting in a tent in the middle of the course, Tom Pruet, our other assistant AX chair, and I ran the timing and scoring to keep track of every vehicle, their run times, and whether they hit cones or missed some along the way.

The whole event is very fluid and constantly in motion if you are a spectator. If you think about managing all the actions, it would be overwhelming. Fortunately, most positions act autonomously, so very little active management is required.

Despite several technical issues, the first event went off without a hitch, with around 52 drivers and everyone getting one practice run and eight timed runs. It was opportune that I did not drive in that first event because between managing time-keeping and handling technical issues, there was no time left to do much of anything else.

That brings us to our most recent event this past November at the HEB Center. We redesigned the course and Crystal Zarpas, our HCR Social Chair, joined the timing team. With having learned so much from the first event and having fixed previous technical issues, I felt that I would have time to drive my 911 in this event. As it turns out, there were still issues to fix, but thanks to the excellent work by Crystal and Tom, I was able to participate as a driver.

So, what did I think as I started my car when it came to my turn to do a practice run? DON'T SCREW UP. There is no shame in hitting or missing a cone, driving slowly, running off course, stalling, or anything else for most people. As the event chair, I felt as if the entire group, including many spectators, were watching and would probably fall over laughing or question my competence as AX Chair if I looked like the novice that I was. Of course, that was just a little pre-drive jitters. Once I

let loose my clutch and hit the gas at the start, that instantly evaporated. I then learned that having designed the course was no assurance of navigating it without error.

For those that have seen me participate in tours, you know that I have no problem using my accelerator and look forward to driving as fast as I can. But with around 30 corners over a half-mile course, there were only a few opportunities to push any speed. Instead, you have to constantly navigate around cones, plan your strategy, and deal with the changing conditions such as road debris that started accumulating in all of the worst places, i.e., the tight corners.

I finished my practice run at a good time, and no cones were hit or missed. Hurray. When I got back to the timing tent, Crystal and Tom said, "thanks for not embarrassing us." Actually, they didn't say that and instead said, "good run." Each run after that, I got more aggressive, pressing for more speed, smoother turns, etc. Unfortunately, this confidence caused me to miss a few cones on my first two timed runs, just like almost everyone else.

Even the primary course designer (me) had problems knowing where to go. That led to some on-the-fly edits, with other volunteers and me running out to areas where drivers were experiencing problems and adding some cones for clarity. As a result of my run, I started to appreciate how effectively the set-up team and I had marked the course with cones.

I didn't hit or miss any cones on each of the subsequent three runs and gradually improved my times to the point that I finished solidly in the middle of the PCA pack (we had different results for the non-PCA drivers). That was well behind the Boxster and Cayman drivers that came in first and second, and behind my assistant chair Alan Neiman and the Longhorn AX chair, James Bricken was strong enough to be happy with my performance.

The course layout was undoubtedly challenging, and it was a ton of fun. It had enough straight sections to get my 996 engine revving at high RPMs (had to since there was no time to shift into 3rd gear) yet enough turns and tire slippage to envy the mid-engine drivers. Not only am I looking forward to driving in the next autocross, but I learned so much in driving the course that I think we can improve on many areas, from course visibility to debris removal, to novice walk guidance and event management. I now understand why the Longhorn Region gave us their old wired timing system, and the Board of Directors has approved an investment in a brand new, wireless timing system. The new system should reduce or eliminate most technical issues, allowing for more runs and a smoother event operation.

To all PCA drivers who have not participated in autocross, let me tell you that you are missing out on an adrenaline-filled and exciting day. Due to the short course and number of turns, you will have very little wear and tear on your brakes, never shift beyond 2nd even with PDK, and only your tires will object a little. And with our excellent instructors and novice walk, even if you have never done an autocross, you will learn quickly and have a blast. Please join us next time to fill up the registration list with as many PCA drivers as possible, and everyone in the club gets to experience what a blast autocross is.



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MORE INFORMATION: www.pca.org/activities



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2021 HOLIDAY PARTY
ANNUAL AWARD WINNERS

At our Holiday Party in December, the annual HCR Award recipients were announced. These volunteers are recognized for their contributions and service to the Hill Country Region. When you run across these individuals, please congratulate and thank them for their outstanding service to your region.

We especially thank all of our region volunteers as the operation and success of the Hill Country Region is dependent on them. We invite you to consider joining the HCR volunteer team to support our many activities for you, your 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 us at volunteer@hcrpca.org or speak with any of our volunteers for more information.



Edie and John Musgrove
Volunteer of the Year Award:
Ladies Lunch Coordinator,
Michelle Freudenberger
and Autocross Coordinator,
Alfred Freudenberger



Scott M. Smith
Enthusiast of the Year Award:
Horizons Contributor and Special Event
Coordinator, Amber Ashy



Rike Preuss Award:
The HORIZONS Team of Jonathan Hagger, Jeff Moore, Steve Rosebaugh, and Vipul Darji (Jeff Moore accepting for the HORIZONS Team)



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President's Award:
Secretary, Gordie Robbins



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PORSCHE CLUB OF AMERICA



BY AMBER ASHY
COFFEE, CARS, & CROISSANTS - OH MY
 PHOTOS BY AMBER ASHY AND JONATHAN HAGGAR

On October 16th, we were invited to take over Coffee, Cars, & Croissants at Mozart's Coffee Roasters on Lake Austin, and you didn't disappoint. Mozart's is a fan-favorite Austin staple with oversized windows and brick-clad walls known for all things hand-crafted, live music, and a relaxed, welcoming vibe. In addition to their indoor seating, they have a multi-level deck with gorgeous water views along with a talented in-house team of coffee roasters, chocolatiers, and pastry chefs. Although Mozart's is in the city, somehow it's magically tucked away in its quiet slice of heaven. For the event, owner Ken Leonard pulled out all the stops. While they're known for their Toddy Brau, the in-house Coffee Meister also created a limited edition blend celebrating Porsche with German and Austrian beans roasted in traditional European fashion. The culinary team made Bavarian-style treats such as giant pretzels and Porsche-themed cookies. Completing the mood was an Oompah band and swag bags for all registered club members.

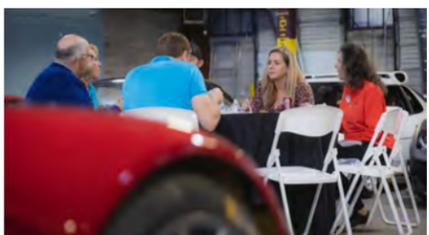
Anyone who's been to Mozart's knows that it's pretty common to see people lining up, especially on a pretty day. It was no surprise that parking near the cafe could be scarce. Luckily, we had our own private forty-one car corral, upfront, and center, as well as hundreds of spaces for overflow parking across the street. Registration was split into two sessions, allowing 64 HCR members to participate and show off their P-cars. To accommodate our club and the 2500+ attendees, Mozart's set up additional speed bars, one in the Corral and one near the gift shop, so there was no

shortage of the good stuff.

While we are invited to many car shows, Mozart's was noticeably different for the club and its attendees. While the concept of cars and coffee isn't novel, our goal was not only to show off our beauties but also to interact with the public and foster goodwill. Each driver spent some time near their cars, answered any questions people had, and got a chance to mingle with new and old members. It was refreshing to see the excitement as people of all ages strolled around the Corral, where we had a solid 60 years of P-car history on display. Because so many of us live, breathe and dream Porsche, we can forget how truly exquisite our machines are.

Our oldest specimen was a 1962 356 B T6, and our newest was a 2022 GT4. Rounding out the classic lineup was a '70 911 S, '73 911T, '74 914, '77 924, an '81 and '82 911 SC, and a '96 993. We had a handful of 986/996s, most notably an '01 GT2 and '05 GT3, and a healthy amount of 987/997s. Since the 991 has more variants than prior generations, it's not surprising that most of our modern cars on show were from this generation. The 991 Turbo S, Targa 4S, and GT4s got a lot of love. The 981s were well represented with four 2016 GT4s. Bringing us to the present gens, we had a couple of 718 Spydres, a GT4, and a 992 Turbo S. While this was our first Coffee, Cars, and Croissants, it seems it won't be our last - stay tuned in the Spring.





BY AMBER ASHY
NEW MEMBER SOCIAL
PHOTOS BY JONATHAN HAGGAR

New events keep popping up and selling out. Our first New Member Social was no exception. Stacey Soule and Tuffy von Briesen orchestrated the event to create a welcoming space, especially for our new members. Stacey notes that it can be overwhelming for our new members to step into a club with so many long-term members. And for our Austin transplants, they're often building a new social circle from scratch. Queue the New Member Social! No matter how outgoing one is, it can be daunting to casually introduce yourself around a room and hope to find your people.

HCR joined with loyal sponsors Petrol Lounge, co-owned by Jack McCauley and Randy Whitten, and XPEL Austin to bring this event to fruition. The concept was an open-arms approach to the evening with the sole agenda of fostering friendships and sharing a passion for cars. Entering Petrol Lounge feels like walking into a museum of all things autophile, so the conversation naturally flowed, and mingling was organic. It was great to see everyone chatting away, admiring the exotics, and having fun. After our fill of tasty fajitas, XPEL Austin, Chris Naylor of Alpha Dent, and Nathan Alhades of Texas Shine treated us to a slew of door prizes. By all accounts, everyone thoroughly enjoyed themselves, and you can bet on another one by summer if you missed it.

**PORSCHE-FERRARI
CONCOURS WINNERS**
PHOTOS BY JONATHAN HAGGAR

Owners and enthusiasts from both Porsche and Ferrari communities came together in early October for a combined concours car show. The event was headed up by David Moore and John Brindley and hosted by Moorespeed in the parking lot of their facility on Burleson Road.

Many participants showed their cars in the concours competition, while others chose to display their cars in the non-judged category. The comfortable weather provided a nice opportunity for everyone to mingle while viewing the cars on display. Volunteer judges were enlisted to score the cars entered in the two concours categories, while participants were able to cast a vote for their favorite in the People's Choice category.



People's Choice/Best in Show:
Mary and John Readel
1960 Porsche 356B



1st Place, Air-Cooled:
Mike Joyce
1982 Porsche 911 SC Safari



1st Place, Water-Cooled:
Bob Freeman
2021 Porsche 911 Turbo S



2nd Place, Air-Cooled:
John Paterson
1969 911 S Soft Window Targa



2nd Place, Water-Cooled:
Chuck Bush
2018 Porsche GT3

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BY JEFF MOORE
PORSCHE AUSTIN TECH SESSION
 PHOTOS BY PORSCHE AUSTIN

Porsche Austin hosted the first HCR tech session at their new dealership at the Arboretum on December 11. Over 50 HCR members were treated to an interesting and diverse set of topics while enjoying the spacious, climate controlled state-of-the-art service facility. For many, it was the first time they had been able to access the service level of the dealership. With sandwiches and drinks provided by Porsche Austin, our members explored the layout and equipment, and the diversity of vehicles in for service.

Fixed Operations Manager Steve Schermerhorn made some introductory comments and welcomed our members to the event. He also introduced two of the management team of the new Porsche South Austin dealership: General Manager Kirk Bruce and Service Manager Angela Sweeney. The attendees were split into three groups, and they rotated among the three topics which were presented in different areas of the service facility.

There are many options available when ordering a new Porsche or choosing one from dealer inventory. Customer Experience Manager Eliseo Mendoza provided an overview and explanation of the most popular options that are currently available from Porsche. He provided some interesting information about the Taycan and shared stories of his experiences with various vehicles and Porsche events.

Service Manager James Purpura presented clear and detailed information about the Porsche PDK dual-clutch transmission. This fast shifting system essentially houses two manual gearboxes that shift automatically to provide

benefits in comfort, acceleration and fuel consumption. He described the unique and highly advanced technology in a way which was understandable, and highlighted how the PDK transmission helps define the character of modern Porsche vehicles.

A wide-ranging discussion was led by Service Shop Foreman Steve Goodman, starting with the characteristics and service needs of older Porsches. He then discussed the operation of the service department, the various roles of the technicians and the specialized training they receive. Steve has a long history with the Porsche brand and Porsche Austin, and shared his knowledge and insight by answering many questions posed by members.

Numerous raffle prizes, generously provided by Porsche Austin, were awarded to 10 lucky HCR members. This event illustrated, once again, the commitment and investment made by Porsche Austin in the relationship with the Hill Country Region.

We want to remind members that Porsche Austin offers a 10% labor discount to PCA members. See more details at PorscheAustin.com > Service & Parts > Service Specials and remember to bring your PCA membership card whenever you have your car in for service. HCR members can also get an Owners Club Discount Card for additional discounts. Sign up at PorscheAustin.com > About Us > Porsche Club of America, Hill Country Region.

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STORY & PHOTOS BY AMBER ASHY
VOLUNTEER VIBES

Editor's Note: Volunteer Vibes is a recurring column featuring our HCR volunteers. Amber Ashy is a Horizons Staff Writer and HCR Special Event Coordinator.

For this installment of Volunteer Vibes, we have Stacey Soule, and I have to say this was by far some of the most fun I've had conducting an interview. What better way to get to know the HCR Driving Chair than a ride-along in her GT4, full throttle at CoTA.

As with all Club positions being on a volunteer basis, we all start somewhere. After reading one of the weekly emails asking for volunteers, Stacey raised her hand. The first event she coordinated was a scavenger hunt four years ago, and she hasn't looked back. Since she was quite involved with High-Performance Driver Education (HPDE) events as a PCA instructor, she naturally served as the Tech Session Chair. Then, when the Driving Chair position opened up, she jumped on it. She now has some oversight responsibility for HPDE, Autocross, Tech Sessions, Tours, and specialty events. While she's new to the role, I have no doubt that the relationships she's developed from working so closely with our sponsors signal that new and exciting events are on the horizon, predominantly because meeting new club members is one of her favorite things.

As you can imagine, the world of HPDE and instructors is relatively small, so I was curious how it all began. In true Stacey fashion, she chuckled and remarked, "I didn't want to be bored." She was introduced to the track by Rich Soule, who had been going long before they started dating, so she gave it a crack. Now they're married; so, I'd say that's one route to take to solidify a long-term relationship. After sharing Rich's Lotus as a track car, she made her way to the dark side and got her first P car, a manual 986 Boxster S, back in 2014. She wanted her own car, comfortable enough to daily, but formidable on the track. After tracking that for a bit, and selling it, came a 996 Carrera S, then 997.2 Carrera S, and recently a surprise 718 Cayman GT4. And I mean a literal surprise, complete with its own Rennlist thread. She was set up to believe that she and Rich were just running by the shop in what would end up being the most elaborate scheme to gift her a brand-new track car. With the eye catching Miami Blue paint job, you'll know it if you see her. Recently, Stacey also got involved as one of the instructors for Porsche Austin's new Delivery Experience at CoTA (a \$2k dealer option for new or CPO customers).

As we were casually flying around the curves of CoTA, I asked if she thought the added wheel time (from daily use) in her car has enhanced her driving skill. She said, "Like anything, you become better with use." She recalled while sharing a

track car with Rich, she would only drive it at DE events; and continued, "when you're first starting out, there's a lot to take in with the track, let alone adding a different, less familiar visual positioning on top," which makes sense. There's a lot to be said for procedural memory, aka muscle memory, and our driving skills. And for her favorite track, you guessed it, CoTA. She appreciates the thrill of the speed combined with the technical challenge of the turns, noting how that track easily shows when drivers are out-carred. The now-closed Texas Motor Speedway and Driveway were also on her list.

She says they try to get to the track monthly. I asked if she has a specific goal for herself when she's there. She said her focus is fun. I was slightly surprised by that. She went on: while she enjoys driving and knowing she's continually improving her skills, working with students is even more rewarding to her. The students have varying degrees of experience, and she tends to gravitate to beginner enthusiasts. It's fun when leaps-and-bounds improvements can be seen, even over one weekend. That made me curious. Where do said students come from? She explained that most of her students are from events like Schnell Fest, which will be held again this February and November. Any inexperienced club member who signs up is automatically assigned to an instructor. She cites the best way to learn car control as being in the car with instruction. She said many beginners are surprised at how challenging it is when they first get behind the wheel, but it doesn't start there. Step one is to get your car tech inspected in advance to ensure it meets basic track safety standards; this can be done at Porsche Austin or one of several indie shops. Then, on the day, there's a quick safety check and classroom instruction before hitting the track. Stacey also reminded me that our events are only successful because of our volunteers, which we are always looking for.

I posed, if someone wanted to volunteer, what does that look like? Without hesitation, she said, "ideas." She said she is always open to new ideas for events and different drives. Anyone is welcome to get involved in planning a course/event to the extent of their availability. We can always use help with prep and scouting, which is crucial. No one wants to get stuck at a stop sign, let alone 100+ P cars. At present, we've had some of our Sponsors (both North and South) express interest in being a start/endpoint for a drive. So, here's the plug: If any of you reading this article would like to get involved, please send an email to: driving@hcrpca.org





INTERVIEW WITH JASON SAVAGE
TRACK DRIVING A VINTAGE 911
PHOTOS BY JONATHAN HAGGAR

Editor's Note: Jason Savage participates in high performance driving events with a 1971 911T. We met him recently at CoTA to learn more about his experience driving a vintage Porsche on track.

How did you become interested in track driving events?

I joined the Hill Country Region PCA in 1995 and initially participated in some autocross events the club held at Texas State University in San Marcos. There were a good number of members back then attending track events at Motorsports Ranch (MSR) in Cresson and Texas World Speedway in College Station. Since 1995 I've been taking my cars to David Moore at Moorespeed. His shop always had 911 race cars getting prepped for different events. David and one of his mechanics (John Dwyer) reassured me of the safety behind PCA High Performance Driver Education (HPDE) and encouraged me to see what a 911 can really do by attending a track event.

Eventually I had my daily driver (a 1989 Carrera) prepped for the track and drove it to MSR on several different weekends. My experience epitomized the reputation 911s have for "drive it to the track, drive it hard, then drive it home." Those HPDE events were a lot of fun. I was especially impressed by the camaraderie among all the PCA regions that attended and how welcoming they were to novices like me. However, spending a full weekend away from my two small children was too demanding. As a result, I took a long break from DEs to raise my kids.

Once CoTA was built, it became convenient to participate in DEs at that track and still spend the night at home. Plus my kids were fully grown. I give a lot of credit to Bill Dollahite for promoting driver education because of his philosophy for providing very affordable track time at his track, Driveway Austin. I must have driven 20 half-hour sessions at his track before my first CoTA event. By the time I drove CoTA, I felt I was ready because I knew how to handle my car.

What type of coaching or instruction have you received?

PCA requires first-time drivers to have an instructor. I did 5 or 6 DEs with an instructor before COVID hit. At that point DEs at CoTA were limited to solo-only drivers. I provided my DE history to the Schnellfest organizers and was approved for solo events. I would have continued to pay the extra money for instruction at DEs because the PCA instructors are so knowledgeable. Many have thousands of laps under their belt. This year I will probably split my DEs 50-50 between solo events and instructed events. Instruction is invaluable and just below actual seat time on my list of priorities.

Do you incorporate any video or SIM driving?

I have not tried SIMs yet. When I do I'll likely get hooked and want to get one. I do use a GoPro to record and review one or two of my sessions over the course of a DE weekend. What I find to be even more valuable is to record an instructor's turn-by-turn critique right after an instructed session using my phone's voice recorder. Watching YouTube videos of experienced drivers at the track of interest is also very helpful, especially if it is your first time at the track.

What has been the most challenging aspect of track driving?

Finding the car's limit and my driving limit has been challenging. I have spun a couple of times at CoTA and it is frustrating to become a passenger in the car you are supposed to be driving. Luckily the track is designed to stop much faster cars, so the risk of damage to a car is minimal. Drivers like me still coming up the learning curve would benefit if there was a skid pad session included in DEs, so we can learn to steer the car with the throttle while driving in a big circle.



What part of the driving challenge interests you most?

Getting the sequence of events just right at the end of a main straight is the most interesting to me. Trail braking, down shifting, rev-matching, settling the car, and hitting the correct apex lap after lap is what brings me back.

You have a dedicated car for the track. Can you tell us about it?

The 1973 Carrera RS is my favorite car of all time. I remember reading review after review about this legendary car my whole life, and always wanted to own one. Since I can't afford a real '73 RS, for the last 5 years I was interested in finding a 1967-73 911 that I could turn into a '73 RS tribute car.

For me, Panorama is the best way to find a used Porsche. Sellers that advertise their car in that magazine have interviewed me to see if I am worthy of buying their car. Their cars have been well maintained and they want to find a conscientious owner that will continue to take care of "their" car. When Panorama arrives, I go straight to the classified section to see if anything matches what I'm looking to buy. In May 2019 there was a 1971 911T that had already been converted to a '73 RS tribute, except for fresh paint and the correct wheel sizes. I was on the phone with the seller a few minutes later and happened to be flying the next day to the same city where the car was located. It was meant to be. The seller is also a long-time PCA instructor.

Shortly after I bought it, we drove it all weekend at a Sebring DE with him instructing me. Driving at the track known as the Birthplace of American Endurance Racing was a special way to experience my favorite car for the first time. After shipping it to Austin, the Moorespeed team has done a lot of suspension, brake, and safety improvements to make it even more enjoyable on the track.

What's the biggest challenge in driving a vintage 911 on track?

Mainly the horsepower difference between my car and just about everyone else's car. I have 210hp and most of the Porsches, McLarens, BMWs, Mustangs, and Corvettes in my session easily have twice that much horsepower. I check my mirrors often to prevent a line of cars bunching



up behind me. And definitely wave the faster cars through in the designated passing zones, especially on CoTA's long straightaways.

Can you tell us a little about the tracks you've driven?

Motorsports Ranch in Cresson is very safe - if you go off the track you just get a bunch of dirt and weeds under your car. CoTA is also very safe since we do not approach the same top speeds as a Formula 1 car. Sebring is legendary, but a big mistake at Turn 17 can cost you. I drove it very conservatively but will drive it again if the opportunity ever arises.

Do you have any advice for drivers who are new to track driving (or may be considering getting into it)?

I had a safe and enjoyable start through PCA DEs and would highly recommend anyone interested in participating in their first DE to follow this path. Before your event you need to take your car to a mechanic for them to run through and sign a checklist that confirms your car is safe to drive on the track. Make sure you do this well in advance of your event - the checklist can be completed as many as 30 days (but usually not longer) before the event starts. Spend some time learning all the turns of the track prior to the event. Watch videos of experienced drivers on YouTube to familiarize yourself with the correct line to take for each turn.

If you are scared of getting in an accident with another car, you should be reassured that PCA DEs are run in a very safe manner. Also, the staff at any DE lets you "self grid." Position your car at the back of the line for your run group. The faster novices will get on the track first and you will have the track to yourself for the first half of your session. Then you will get passed by the really fast drivers that lap you and you will have the track all to yourself again. Get a really good tire pressure gauge and air pump and start a habit of logging the air temperature and your pre- and post-session tire pressures. Eventually you will have a database of tire pressures to use for each ambient temperature in order to have the best grip on the track. When starting off, drive slow enough to maintain car control through every turn until you learn the correct line. Finally, listen to your instructor.

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