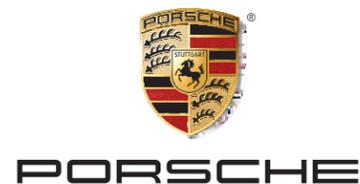




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# HORIZONS

FALL 2022  
VOLUME 23 | NUMBER 04

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## CONTENTS

THE DRIVERS SEAT	03
MEMBER PROFILE: CHRIS SPLENDORIA	07
HISTORY OF THE HILL COUNTRY REGION	13
IN HINDSIGHT	19
WINE TASTING EVENT: ESCAPE TO THE ESTATE	23
TECH SESSION: XPEL	25
PORSCHE TECH CERTIFICATION	29
TECH SESSION: PORSCHE SOUTH AUSTIN	31
VOLUNTEER EVENT: TEXAS RAMP PROJECT	35
VOLUNTEER VIBES	37
HCR REGION NEWS	39
DEN RÜCKWÄRTSGANG	40
PORSCHE & FERRARI CONCOURS WINNERS	42
PIT STOP	43



COVER IMAGE  
CHRIS SPLENDORIA'S 2009 CAYENNE S

PHOTO CREDIT  
JOAH RAYOS



CHARLIE SPARKS  
**THE DRIVERS SEAT**

*The Hats We Wear*

Our mission, I believe, is to attract more brand owners to our organization, and embrace those who value Porsche and people. Make no mistake, it's the people who make a meaningful and positive difference in our club.

I have gained an active, real-time, 360 degree appreciation of what confronts each one of us, and the true contribution each one of you is making to our club. You contribute just by showing up. You welcome new members. You engage other members in meaningful fellowship. You compliment others. You give your time and talent to create terrific events other members can enjoy. You all are the heart and soul of our club. We all create our culture in all that we do.

To support our club and drive us forward, the president performs many different functions each day. It's fairly easy to say that, today, the president wears a lot of different hats. Many members only know me from the weekly eNews I deliver to mailboxes every week. Communicating our upcoming events is just one hat that I wear.

Webster's dictionary defines the term "many hats" this way: *Someone who wears many hats has jobs and roles to perform.*

Personally, I like the many hats phrase...it sounds a bit magical. One could say simply that the job of president has many kinds of responsibilities. It's sort of like a prism: depending on how you view it or turn it, you get many different colors and hues, and at times, rainbows.

But seriously folks, as HCR president the past two years, I found that I'm expected to do many different kinds of work: CEO, COO, strategic leader, businessman, nurturer, cultivator, motivator, manager, negotiator, moderator, advisor, process improver, visionary, praise leader, counselor, marketer, HR manager, talent scout, recruiter, and organizational developer

That's a lot of hats, and it has been my good fortune to serve as a person with many hats, and draw from my professional background. With multiple roles comes a different perspective. The benefit I've gained from so many roles, responsibilities and perspectives is

an increasingly clearer picture of our mission and our environment.

Sometimes you can wear too many hats. That's true of our current organizational roles and responsibilities. Therefore, you will likely see us work toward shifting formal duties a bit, primarily between the president and vice president. Some may know it as a CEO/COO model, where the president maintains a more strategic focus leading the club, while the vice president effectively oversees the ongoing operations of the club. It's something we in the executive council have been discussing for a while, and now that our new bylaws are approved and in place, we believe it's time to move in this new direction. It's my belief this will enable us to better sustain our growing operations in the face of continued membership growth.

Eyes are on all of us. Everyone around us observes what we do. Porsche vehicles draw attention, naturally, but the eyes aren't just on the cars. People are attracted to our club, or not, because of the members in our club. They look for the spirit of our club, our inclusivity, our positivity, our joy at driving our favorite marque car, our authenticity, and our sincerity. They watch us to see if they want to join us. This club is about our people, and we drive our culture every day in how we show up to others.

Never doubt for a moment that the hat you wear always reflects the spirit and culture of our club. It's true whether we gather as a group for an event, take a drive through the hill country, or just make a run to the grocery store in our P-car. This is our community, and we're all recruiters every day to grow our HCR and Porsche community. By the time you read this column, our club will likely have surpassed 1,900 total members.

Thank you all for showing up and for how you represent our club. I'm proud of our membership.

Charlie

*The Driver's Seat is a recurring column from HCR President Charlie Sparks*



HILL COUNTRY REGION  
**MEMBERSHIP REPORT**

	JUL 2022	AUG 2022	SEP 2022
PRIMARY	1244	1252	1282
AFFILIATE	580	585	595
<b>TOTAL</b>	<b>1824</b>	<b>1837</b>	<b>1877</b>

**REGION TRANSFER  
NEW MEMBERS**

**CAROLINAS**

Jerreld Dadge  
Napasswan Dodge

**CENTRAL WISCONSIN**

Cindy Maitland  
Colin Maitland

**MARDI GRAS**

Bjarne Haug

**MAVERICK**

Clifton King

**MONTEREY BAY**

Lisa Ann Kincheloe  
Thomas Kincheloe

**POTOMAC**

Michel Znilek  
Sharon Znilek

**NEW MEMBERS**

Daood Alvi	Jamie Johnson
Russell Anastasi	Justin Johnson
John Anderson	Michael Jones
Chris Ankeny	Gage Kemsley
Michele Arceo	Charles Kim
Reggie Arceo	Katie Kim
Craig Barnes	Ashwin Kotian
Amanda Beale	John Kotulak
Luis Botello	Niranjan Lakhanpal
Drew Bradshaw	Daniel Logan
Antonio Breedlove	Ladon Madden
Tana Busch	Ron Madden
Jill Cheever	John Maisano
Alice Clemons	Beth Mandell
Barron Clemons	Diana Martinez
Neal Corbett	Mike McConnell
Daniel Cuevas	Delia Midamba
Katie Cuevas	Iain Nafe
Mark Curreni	Emiley Odom
Steven Cyrway	Justin Patrick
William De Dufour	Brian Petranick
Giovanni Di Virgilio	Devan Plantamura
Anne DiCarlo	Timothy Price
Paul Domino	James Purpura
Patrick Durbin	Josh Record
Charles Eckstrom	Lindsey Record
Hector Eichelmann	Scott Reid
Margo Fesas	Tricia Reid
Steve Fisk	Charles Roberts
Lyssette Follmer	Gregory Rosamond
Terry Follmer	Steven Rose
Jacqueline Fonti	Laura Rubio
Earl Fore	Simran Sekhon
Jacqueline Frank	Holly Sexton
Daniel Freeman	Patrick Sexton
Cindy Geary	Selena Sierra
Gary Gray	Gina Silvestri
Claudia Green	Dustin Simmons
Gayle Hamilton	Ryan Smith
Scott Hamilton	Neal Stewart
Jamal Hasnat	Elias Torres
Richard Heath	Darryl Towell
Thayer Holmgren	Kenneth Trethewey
Micah Horwitz	Karla Walter
Greg Hughes	Buzz White
Brian Hyde	Jennifer White

**1 YEAR  
ANNIVERSARY**

Dylan Aksomitas	Ajit Ganapathy Iyer
James Anderson	Loren Jones
Dineth Arachchi	Glaser Jurado
Michelle Arausa	Clifton King
Travis Benzing	Kun Lee
Bhavya Bhalla	Hakan Lindestaf
Maryanne Billones	David Lindzey
Jordan Bishop	Douglas Longo
Irma Borrego	Kimberly Longo
Omar Borrego	Joseph Lynde
William Busen	Abraham Martinez
Katie Capps	Robert Matlock
Clayton Cersonsky	Scott McClintock
Irene Chang-Cimino	James Mcdaniel
Paul Cimino	Brian Meck
Cynthia Cole	Matthew Mirabal
Amanda Compton	Matthew Morgen
Cullen Curtsinger	Braeden Nolan
Monica Curtsinger	Katie Parker-Smith
James Downs	Janett Parsons
Jeffrey Duncan	Randy Parsons
John Eagle	Rebecca Quade
Ryan Fernandes	Michael Reno
Caitlin Finney	Bryan Richardson
Melissa Fong	Reese Riddle
Kent Foster	Robert Ritchie
Kim Foster	Spencer Romo
Margaret Foster	Daniel Ryan
William Foster	Tim Ryan
Justin Frank	Maria Salazar
John Fultz	Dustin Seymore
Geoffrey Garwood	Tammie Seymore
Paul Geiger	Brenda Smith
David Glenn	Michael Smith
Bobby Goldstein	Jonathan Spiess
John Green	John Stanton
Brett Grobarz	Donald Stevens
Katie Hallberg	Faith Stevens
Tom Hallberg	Steven Tellman
Henry Hebel	Matthew Willcott
Richard Heller	Holley Wright
Derrick Houghton	

**5 YEAR  
ANNIVERSARY**

Chris Alvarado
Michelle Barron
Gary Boswood
John Fish
Jean Pierre Forage
Nancy Forage
Charles Lam
Alan Leffler
Karen Leffler
Christopher McChesney
Michael Mott
Simon Mott
Tommy Nguyen
Amy Rogers
Jed Rogers
Thomas Wilbur
Michael Yee

**10 YEAR  
ANNIVERSARY**

Ernest Altgelt
Ingrid Altgelt
Jim Marshall

**15 YEAR  
ANNIVERSARY**

Jeff Brennan
Barbara Robbins
Gordon Robbins
Donn Vickrey

**20 YEAR  
ANNIVERSARY**

Greg Karim
Laura Karim
Jeffrey Parrillo
Louis Parrillo

**25 YEAR  
ANNIVERSARY**

Eileen Butler
Michael Butler
Andre Rideau
April Voss
Matthew Voss

**45 YEAR  
ANNIVERSARY**

Robert Lambert
Craig Seybold
Lacy Seybold





**MEMBER PROFILE:**  
**CHRIS SPLENDORIA**  
 INTERVIEW BY JONATHAN HAGGAR  
 PHOTOS BY JOAH RAYOS

*We discovered Chris Splendoria's 2009 Cayenne S in Macadamia Metallic at the GT International Car Show in May. He and his wife Shayla, along with young son Bobby, opened the roof-mounted tent and gave tours to a few interested attendees. You may also remember the Splendorias from the Spring 2021 issue of Horizons where their pandemic story was chosen from many submissions to be shared with our readers.*



Shayla, Chris, and Bobby Splendoria

**How long have you been a PCA member?**

*CS:* I joined the PCA in 2013 when I bought my first Porsche, an Atlas Gray Boxster S 6-speed.

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

*CS:* I've lived in the Austin area since 2010 - I moved from the Chicagoland area, which hadn't recovered (for me) from the recession in 2008.

**How and when did you acquire your Cayenne?**

*CS:* With our first baby due in December of 2021, my wife Shayla and I decided to purchase an SUV. She thought practicality, and I thought horsepower and off-road capability. We found our Cayenne at a small dealership in Dripping Springs last October.

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

*CS:* As the story went, the Cayenne was a one-owner truck with a clean Carfax and documented service history that had been owned by an older gentleman that had recently relocated to Austin from Florida. The clean condition, two keys, all books, and manuals, plus Beethoven and Johann Sebastian Bach CDs in the glove box, confirmed the car's history. We test-drove it and took it home on the same day.

**Can you tell us about the pop-up tent mounted to the top of your Cayenne?**

*CS:* The tent is a Tuff Stuff Alpha rooftop tent mounted to a Eurowise roof rack. I selected this particular tent because of its size and durability. When opened, the tent will comfortably sleep two adults and two children, giving us room to grow when we have another little one.

**Are there other features that make it unique or special?**

*CS:* The truck has a 2.5" Eurowise lift on the stock steel suspension, 32" Kenda Klever off-road tires mounted on Sparco Dakar wheels, custom tubular front and rear bumpers from Eurowise with a Warn winch up front, and a swing-out, integrated hitch mounted tire carrier with Rotopax gas cans which were all installed at GT International. To accommodate the new rear bumper, GT had to remove the large and heavy stock exhaust, and then I had Buddy's Mufflers in Liberty Hill custom bend RS-style, center exit straight pipes to finish off the exhaust. The roof rack-mounted light bar with KC HiLites was custom fabricated and installed by Royal Overland in Hutto. Finishing the truck off are custom Cayenne Transamerica decals done in the style of the Transsyberia.

**What do you enjoy most about your Cayenne?**

*CS:* I love that it helps me spend more quality time with my family - traveling, camping, and at car shows - and despite being so capable off-road, it still handles like a Porsche.

**How did you first become interested in the Porsche brand, and what do you love most?**

*CS:* I remember my father, Bob, who had a Guards Red 911SC, taking me every year to the Chicago Auto Show. The first one that struck me was the Porsche type 2708 Quaker State Indycar, which I happened to get a picture in front of at the 1987 show when I was about 5. He got me subscriptions to Road & Track and Car and Driver from about 5, and I became enamored with the Ruf Yellowbird, the 959, and anything 911. What I love about Porsche is that they encourage driving the cars as intended, not putting them in a bubble and storing them away. Andy Preuninger is a great example of this ethos.

**You mentioned that you have a few other Porsche cars. Can you tell us a little about those?**

*CS:* I have a 2007 6-speed Turbo in Meteor Gray with 14k miles and 1983 944 in Light Blue Metallic that I bought from a PCA member for my son the day he was born. The nurses had taken him for a bath, and I was killing time on the PCA classifieds. Oops. My most recent Porsche is a 1984 Carrera in Grand Prix White that I got to replace the Turbo, which I've decided to sell. Having owned the Turbo for about a year, I decided that it's in too nice of a condition for me to pile miles on without being stressed about damaging it. I'd also like to keep my license. The Carrera was formerly a track car with a hot-rodged dual plug 3.8 from a 964, a bolt-in cage, no carpet, etc. I'm turning it back into a street car with an outlaw vibe, and I'm thrilled I won't be putting the first nick or dent in it and can modify it as I see fit. For my father's 70th birthday, we're running the car in the Big Bend Open Road Race in West Texas in October, with him as my navigator.

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

*CS:* If money were no object, a Ruf Yellowbird.

**You drove your Cayenne to Porsche Parade in Pennsylvania this year. Tell us about that road trip and your experience at Parade.**

*CS:* Our road trip to Parade was certainly an adventure. We had anticipated camping most of the way up to the Poconos, with a short stop in Asheville to stay with friends, but our driveshaft center support bearing had other plans for us a half hour outside of Petit Jean State Park on the first day. We limped into camp late, and the next morning I went to the visitor center to make some calls to see if there were any Porsche shops in the area. After about a half hour of busy signals, dial tones, and "your call cannot be completed as dialed" messages, I found Rick at Perfection-Plus, a second-generation Porsche master tech, racer, and a PCA affiliated shop owner in Little Rock, an hour east of Petit Jean State Park. He was as nice as could be on the phone and, against all odds, said he had the parts to get me back on the road. When I told him my



story and that we were on our way to Parade, he stopped everything he was doing and got us back on the road in about an hour. It was unbelievably lucky as Arkansas no longer has a Porsche dealership.

We made it to Kalahari at the Poconos 3 or 4 days later, after the stop in Asheville and a visit to Chimney Rock State Park with friends. Our 8-month-old son Bobby was a big hit at Parade, always smiling and in great spirits, despite spending untold hours in his car seat during the trip. He looked very stylish in his Porsche Motorsports onesie. While at Parade, the three of us took part in the Yuengling Brewery Tour, the Nürnberger Bierhaus tour, and the Porsches and Prosecco painting class with famous painter Kelly Telfer, where Shayla and I both learned to paint our own Gulf 917s with a wiggly 8-month-old on our laps. We loved the driving tours, but for us, the highlight was the art class. While in PA, we also met the Baumers, the PCA family who sold us the 944. We were invited to their home and treated to some cold beer.

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

*CS:* Werks Reunion Amelia Island is my favorite event. We got engaged in the Keys, and in 2018, when I was in between Porsches, Shayla and I drove our Prius to Florida for Werks and camped on the beach in Jacksonville. I used that trip as motivation to return to a place financially where I could own another.

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

*CS:* I enjoy driving tours, and car shows more than anything else. Every weekend I get up early to take my son to shows which we love doing, and it gives Shayla a well-deserved chance to sleep in.



*Chris at the 1987 Chicago Auto Show*



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# HISTORY OF THE HILL COUNTRY REGION

STORY BY HANS FALK



Photo Credit: Austin Hill Climb, reproduced from Panorama OCT 1962

The Porsche Club of America was conjured out of the mind of Bill Sholar to fulfill a desire for a national organization. While our Austin-area club cannot claim to be among the select group of inaugural regions, we have a rich and colorful history that predates our inception in 1977, with roots that go back to the nebulous days when PCA was first conceived.

In the future editions of HORIZONS, the historical editors plan to publish a series of articles intended to document the full history of our club. Below is the first installment of this article series.

Long before the Hill Country Region was ever founded, in 1955, Porsche owners in the United States had a problem. They loved their cars, having imported one after experiencing their driving pleasure overseas or purchasing one stateside. Still, they felt alone and isolated concerning service and support after the sale. Representation of the brand at this time was limited to only a handful of dealers, and when things on their German-made cars went wrong (and they did go wrong sometimes), many drivers were forced to improvise. Some, being auto enthusiasts for the most part, undertook repairs on their own, carefully dismantling this or that mechanism and marveling at the precision and engineering that went into each vehicle. Others relied on their own local mechanics, almost none of whom had ever seen a Porsche, let alone worked on one, yet who came away with the same profound awe and respect for the machine. One can almost envision semi-mythical tales of Porsche drivers from this era upon spotting the unmistakable shape of another Porsche (once described by TIME magazine as an 'upside-down soup spoon') by the side of the road, taking pity at the other driver's predicament and stopping to render aid, or if not actual aid, at least comradeship during their plight.

One such enthusiast was Bill Sholar, a commercial artist living near the nation's capital in Arlington, Virginia, at the time. Part of an informal group of 'Porsche-pushers' from the area who met regularly, he began to take note of the complaints expressed regarding the lack of support for the Porsche marque. In fact, this group, which later organized to become the first region of the Porsche Club of America (PCA), came to be known as

the 'gripe group' due to their constant harping about lack of parts, manuals, and other issues unique to the early Porsches. To solve this problem, Bill proposed forming a car club exclusive to the brand.

Now, car clubs, or automobile 'associations' as they were generally called, were not a new idea, having been around since the turn of the century as a way at first for dealers and manufacturers to promote the building of roads and highways. Later, in the 1940s, car clubs were sometimes rooted in the growing subculture of hooligans and outcasts, essentially groups of teenagers who built and raced their own street rods, often in twilight adventures that drew the ire of the local constabulary. Members of such gangs proudly carried their club names on the backs of leather jackets, names like the Prowlers, the Dutchmen, the Stags, and so on. And then, there were legitimate racing clubs that tried to build a more respectable image for both the sport and the machines, most notably the Sports Car Club of America (SCCA), which was founded in 1944. But rare was the instance of a club exclusive to one vehicle brand. It was this idea of uniting owners of the Porsche marque outside the direct influence of the manufacturer that stands out as one of the unique contributions of Bill's group of griping buddies, not to mention the publication of the first Panorama newsletter.

On September 13, 1955, Bill Sholar's group met at a local steakhouse, officially holding the first meeting of the inaugural Porsche Club of America. Arlington, Virginia, and its surrounding territory received designation as the first region aptly named

the 'Potomac'. Twelve members were officially sworn in, and they wasted no time electing Bill as president of the club, along with an additional slate of officers. The group's vision was to build a nationwide organization of Porsche owners, mirroring the egalitarian structure of the SCCA, where enthusiasts of any background could participate on equal terms. At their first Business Meeting, they carved up the nation and assigned responsibility to fourteen Regional Directors living near major metropolitan areas, tasking them with the promotion and formation of additional clubs like Potomac. Today we are familiar with the PCA structure of geographical 'zones' representing an assigned group of Regions. Technically, this arrangement was not formally adopted until 1969 - in the early days, it was strictly Regional Directors and Executives spreading the word about PCA, organizing activities, and laying the foundation for the future structure of the club across the contiguous 48 states - some of which had yet to even be graced with the presence of a Porsche automobile.

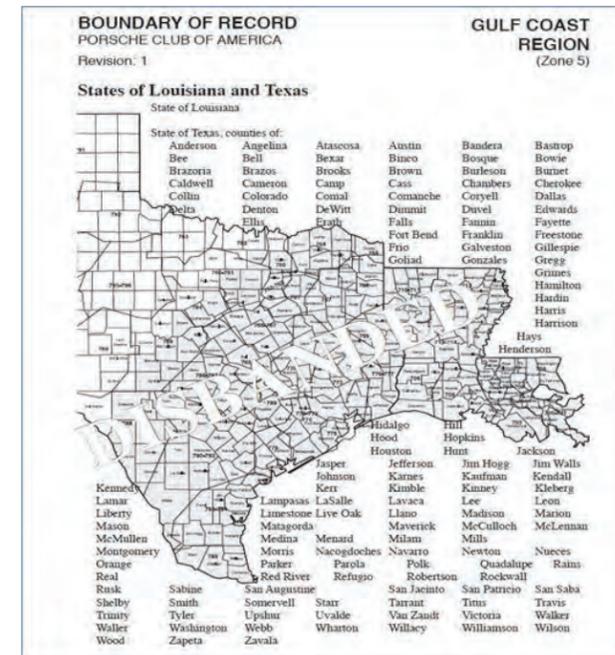


The first edition of Panorama, Number 1 dated December 1955 - courtesy of PCA National Historian R.J. Wilmoth

Adhering to Bill's original concept for the club, new regions continued to flourish in the most populous metropolitan areas. The Regional Director position for the Texas area was assigned at that time to a local enthusiast named Henry 'Tom' Donaldson, a resident of Austin who was quite active in the sports car scene. His name appears in the Panorama issue of August 1956 as a participant in the first Porsche Parade, winning the Gymkhana as navigator along with his driver Allen

Fine. He is also found around this time participating in the SCCA-sponsored races at the Mansfield Airport in Northwest Louisiana, the same location graced by such early racing legends as Carroll Shelby and Phil Hill.

Tom Donaldson, along with a group of enthusiasts in Houston, was instrumental in organizing the first PCA region in Texas in 1957 and naming it 'Gulf Coast'. Although based out of Houston, the club encompassed the majority of eastern and central Texas and Louisiana. Challenged by the small number of Porsche owners in this vast territory and the driving distances between major metro areas, participation was spotty at best. But the handful of Porsche owners who resided in Texas at the time did their best to represent their club at notable races around the area. Unfortunately, the geographic challenges it faced proved insurmountable, and the group ultimately disbanded three years later due to a lack of activity and leadership.



Gulf Coast Region - courtesy of PCA National Historian R.J. Wilmoth

While the popularity of the PCA continued to grow in centers of automotive interest - the East Coast, Southern California, and the Great Lakes, areas all active in hosting and participating in Parades, Treffens, Concours, and so on, many other remote locations including Gulf Coast lagged far behind in member activity. This sporadic participation can be attributed in large part to the fledgling dealer network of these remote areas. But despite a lack of dealer representation, it has always been a recognized fact, then and now, that the best salesperson for Porsche is the car itself. It was not too long before Texas began to take notice of the funny little rear-engine car making

a name for itself in racing circles and recognizing it as a marketable product. Dealers well-established in offering traditional American-made iron soon added Porsche to their roster. This held true in Austin also as C.B. Smith Motors, a popular Oldsmobile dealer at the time, became the first Porsche representative in 1960, building a brand-new showroom at 405 North Lamar.



C.B. Smith Motors – courtesy of Austin History Center

Ostensibly to sell the Volkswagen brand, it was also the officially designated dealer in Austin for Porsche throughout the decade. Soon, enough vehicles had been purchased from this and other dealers around Texas to generate interest in PCA participation. The original Houston group that started the Gulf Coast region reorganized and received a charter in 1961 as the Lone Star Region. Dallas and San Antonio soon followed by forming their own clubs, the Maverick and Longhorn region, respectively, in 1962.

Surprisingly, neither the city of Austin nor Travis County was included in any of these three groups despite the number of influential Porsche owners in residence. This did not detract from the area's activity, however, as the other regions were frequent visitors to Austin, taking part annually in the well-known Hill Climb event. Organized by the Texas Spokes Sports Car Club, a former affiliate of the SCCA, the Austin Hill Climb attracted participants from all over Texas, including members of the PCA regions. It was staged at various spillways of the LCRA dams along the Highland Lakes, first at the foot of Lake Buchanan Dam and later at Mansfield Dam at Lake Travis. The event pitted the little-known Porsches against the more popular Triumphs and assorted MGs and Alfas, as well as other marques, often defeating them and earning the little 1600 cc cars the nickname 'Giant Killer'.

The Hill Climb was such a popular event that it was featured in the 1962 Panorama, in which ten Porsches competed in the D Production, F production, and Ladies class, earning top honors. Mr. C.B. Smith was on hand that year to award the No. 10 Porsche (pictured in image) a trophy for the fastest competitor for the marque.

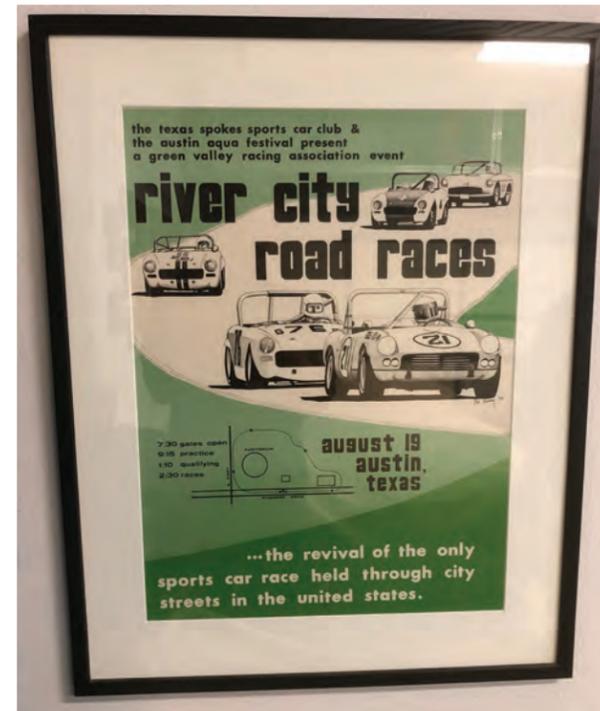
Much camaraderie was enjoyed between the three Texas regions, and events were commonly hosted and cross-attended by members from each area. Sales of the Porsche brand and membership in the club grew steadily in and around Austin, and it wasn't long before the Longhorn region, based in San Antonio, came to realize that a large share of its members (including some club officers) actually lived in Austin, even though the area was not officially part of any region. The situation was soon remedied, however, in February 1965 when both Travis and Hays counties were formally annexed into the Longhorn region.

This boundary change was in keeping with the increasing racing interest and activity in and around Austin, beginning in the early 1950s and continuing for at least two decades. Besides the Hill Climb, there were numerous other events hosted by the SCCA and other clubs. One of the reasons for the consistent interest was Bergstrom Air Force Base which regularly brought in fresh 'fly-boys' and their propensity for high-speed thrills. In the early days of Porsche manufacturing, it was the precision-minded and quality-conscious military types who first grew to appreciate the German automobiles, especially among pilots and airmen. These enthusiasts were the first to import their European-bought sports cars to the US and drove much of the market growth in those days. The airfield at Bergstrom was no exception. It hosted its own SCCA-sanctioned road race in 1953 and 1954 before a budget-conscious Congress officially banned racing events from all US military bases.



Image courtesy of romeorosso.tumblr.com

Austin's Interest in racing remained at a high level, however, as Bergstrom was soon replaced by other venues, such as Austin's Raceway Park, a combination drag strip/road course in North Austin, and the famous Austin Aqua Festival. Inaugurated in 1962, the Austin Aqua Festival began as a sailing regatta but quickly mushroomed into a weeks-long celebration of summer fun every August. It combined lake activities, including drag boat races, music, dancing, fireworks, and aerial displays by the USAF Thunderbirds. In 1963 a road race was introduced along the streets south of Town Lake, which became a big draw for enthusiasts from the area. Originally known as the Carrera de la Capital, it changed names several times over the next two decades, including Austin Grand Prix and River City Road Races. Hugely popular for Austin residents for many years, it digressed into a political feud in the late 1970s as growing environmental and racial concerns eventually closed it down.



Official poster of River City Road Races, 1976, from the private collection of Joe Vining

Throughout the 1960s, with car shows, gymkhanas, driving tours, and other activities, the Longhorn region found plenty of things to keep its growing membership occupied. Balancing the interests of Austin-based members and those from San Antonio, particularly social gatherings, became an increasing challenge as membership continued to sway back and forth between the two metro areas. As a result, the tiny town of New Braunfels became an ever-popular gathering point for the club, primarily thanks to its central location on the I-35 corridor, but also because of the annual

Wurstfest celebration, which began in the mid-1960s. It proved to be an ideal venue for the club, particularly in 1970 when a large turnout of members helped the historic German community, nestled on the banks of the Guadalupe River, celebrate its 125th anniversary by hosting a car show and driving tour of the historic homes in the area.

But the world was changing, and Austin became a prime mover. The decades-long dealership of C.B. Smith closed in 1968, and Porsche's representation was taken over by Bob Miller Volkswagen. It proved to be a tumultuous time for the area, with the budding music industry beckoning the return of Willie Nelson and the continual draw of the liberal-minded to the University of Texas. The country seemed to have skipped past the Summer of Love and began stumbling headlong into the 'Psychedelic Seventies' with forebodings of protests, fuel shortages, and general discontent. The atmosphere in the club somehow mirrored these changes as rumors and speculation began to surface about creating a separate club for the Austin members, the 100-mile separation from San Antonio proving to be increasingly more challenging to manage.

In our next installment, we will explore the tumultuous times ahead, which resulted in the actual formation of the Hill Country Region, and the challenges faced by the start-up group as they forged ahead to ultimately create one of the premier regions in the nation.

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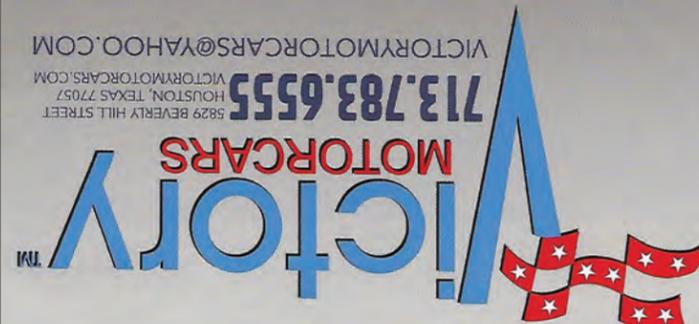
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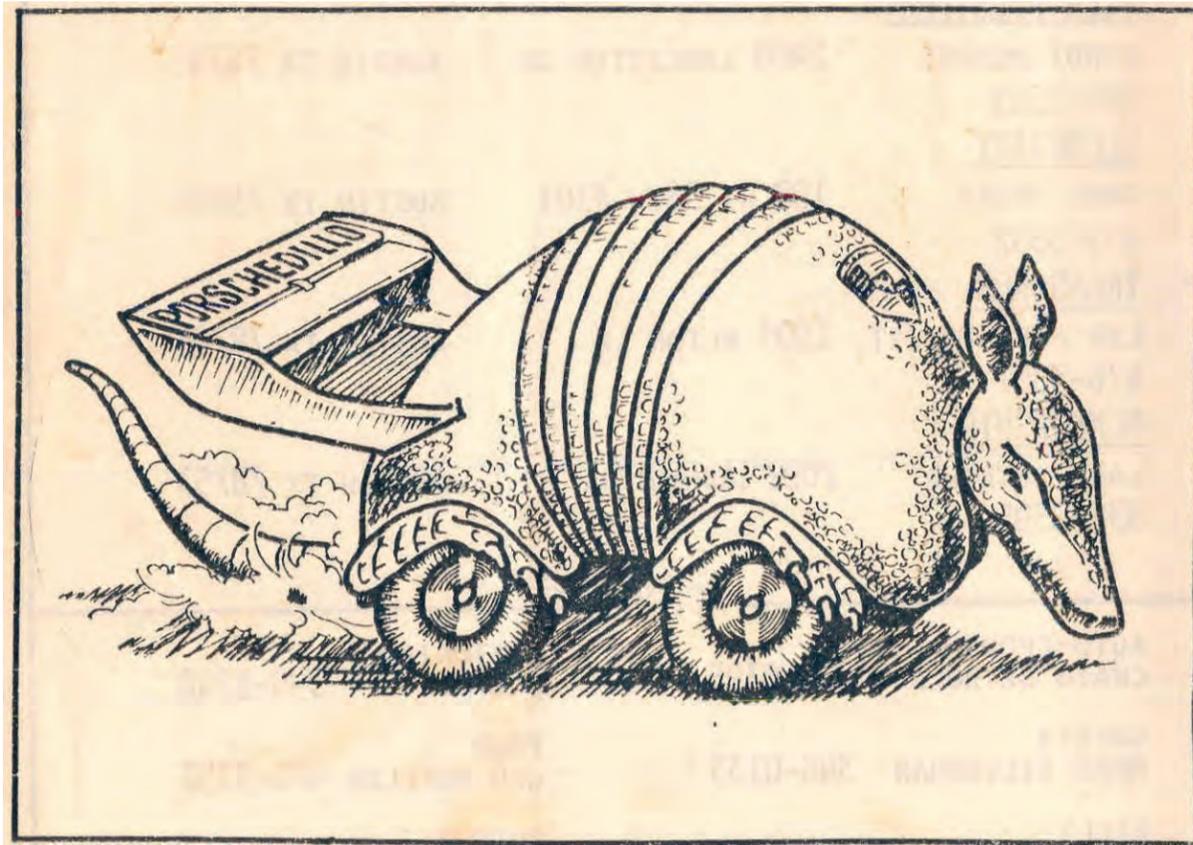


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## ADVERTISER INDEX

AMBER ASHY: REALTOR	17
BLACK'S BARBEQUE	21
CALIBER COLLISION	BACK COVER
CASA DE MONTECRISTO	11
DENTSTAR	28
ESSES RACING	33
GEARSPACE	12
GERMAN AUTO CENTER	28
GT INTERNATIONAL	INSIDE BACK COVER
HOUSE NINJA	11
PETROL LOUNGE	21
PORSCHE AUSTIN	INSIDE FRONT COVER
PROREFLECTION	17
TINT WORLD	34
TORQUE PERFORMANCE	22
TPWS	34
VICTORY MOTORCARS	16 & 41
WERKS 1 1	41
XPEL AUSTIN	27



## IN HINDSIGHT

STORY & IMAGES BY HANS FALK

Since first joining the PCA several years ago I've often been amused by the creative names sometimes used to identify our various events, newsletters, and clubs. Often incorporating a humorous mix of German and English resulting in such examples as Riesentöter or Musik-Stadt. In some cases, such clever renditions require the reader to pause momentarily before recognizing the local reference or pun skillfully woven into the name, leaving those less knowledgeable about the area's customs and traditions a bit bewildered at times. Long before our very own Schnell Fest and current Bluebonnet Tour, HCR had another event with

a colloquial twist, intertwining Hill Country roots and automotive enthusiasm to produce the unmistakable Porschedillo.

Officially known as the Porschedillo Challenge, this event was one of the earliest annual gatherings hosted by HCR. Reference to it can be found in the oldest edition of the Horizons newsletter in our possession - from the month of July 1979. Our club was barely two years old then, yet the promotion written for the Porschedillo reads as though it had existed for many years already. Described as an "annual Labor Day

weekend event" complete with rally, concours, picnic, autocross, and awards banquet - it must have been quite an affair for our young group. The tradition in those early days, when membership numbers for the clubs was relatively low, was for neighboring regions to support one another which was certainly the case here as attendance and participation for Porschedillo came from all over Zone 5, as each region eagerly lent their support to such a popular event.

While the automotive event itself may have had earlier antecedents, we do know that the rendition of the Porschedillo caricature, that creative mix of Texas armadillo and swept airfoil reminiscent of the 917 Langheck, made its first appearance in the summer of 1979 and faithfully reappeared every year for decades afterwards. Here, reprinted from the August 1979 Horizons edition is the story of its creation:

*"Before a few weeks ago, no one even knew what a Porschedillo was, much less what one looked like. Mrs. Francis English, who drives another kind of sports car, came to the Hill Country Region's rescue, and created the symbol which has been seen recently in the newsletter.*

*Francis is the wife of Bill English and together they operate English's Restaurant on Guadalupe. The family has owned a variety of sports cars over the past several years but have not converted to Porsche...yet.*

*Francis used illustrations from PANORAMA and pix of armadillos she found in her branch library."*

For those old enough to have been around in the embryonic and pre-electronic days of our founding, the sports car community in Austin at that time was very small and it was not uncommon to see British and Italian enthusiasts hanging around Porsche events and vice versa, undoubtedly resulting in the interest by Mrs. English to gift us with her artistic talents.

Over time, the creation that emanated from her sketchbook grew in mythical stature, not unlike the infamous Jackelope, half Porsche and half mammal, until sightings of the creature were reported on an annual basis. Year after year, this rambunctious and spirited animal made its appearance in parking lots, newsletters and t-shirts, consistently for a remarkable twenty-eight years, culminating in its last sighting in 2005. Unlike its real-life cousin in far-away Punxsutawney however, who emerges like clockwork every February and influences the seasons around it, the Porschedillo's appearance proved to be far less punctual, no doubt reflecting a lazier, more casual mood which often mirrored the extremes of our hot Texas summer.

Originally appearing on Labor Day weekend, through the years the creature sometimes emerged from its cozy den much later in September. Then, one did not see its distinct profile until early October. In one memorable year his presence was not felt until Halloween. The records even indicate that in 1992, he must have rolled over, hit the snooze button, and slept through the remaining months of the year, not bothering to make an appearance at all. By that time the event had aged a bit also, steadily shedding its more active components such as the driving tour and autocross. What remained was just the concours and awards dinner. The Porschedillo, it was felt, was getting tired.

While we don't know the exact reason the Porschedillo ceased to appear after 2005, undoubtedly superseded by newer, more exciting events, we remain hopeful that he has not left us for good but is instead just taking an extended siesta in his underground garage. Since he had previously been seen only in black-and-white, one wonders whether the mischievous creature is undergoing a full restoration, reappearing in the future with a fresh colorful re-spray and overhaul, ready to invite auto enthusiasts from all regions anew, for another weekend of fun and frolic. So, we remain vigilant, especially in the months of September and October, for possible sightings of the little guy in case he decides to grace our streets, parking lots, and t-shirts once again.

*In Hindsight is a recurring history column by Horizons Staff Writer and HCR Historian Hans Falk*

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You asked for a broad range of events; we listened! “Escape to the Estate” was the first event of its kind, but I’m betting it won’t be our last. As the name suggests, we gathered at Flat Creek Estate in Marble Falls, on an unseasonably warm September Sunday, even for Texas. The 80-acre property is home to a working winery and approximately 17 acres dedicated to 9 varieties of grapes (each selected for our specific soil and microclimate). For our event, reservations were capped at 30 cars for corral parking; however, there was ample overflow parking for our additional members! In total, we had roughly 75 members in attendance.

Upon arrival, members collected their drink tickets and grabbed a seat at one of our reserved tables under the Pavillion. With live music playing in the background, the staff (and tasting menu cheat sheet) guided each table on how to taste wine properly and spoke about the grapes used in each wine. We enjoyed their Reserve Flight of 5 tastings, which consisted of reds, whites, and a rosé. Food was available at the outdoor pizza kitchen (which was a big hit) or via their full menu to-go style from ‘The Bistro’, their crown jewel, full-service restaurant. With stunning hill country views, a Tuscan-inspired theme, and an elevated northern Italian menu, Flat Creek didn’t disappoint. And, a special thanks to Eva Horton, and her team, for extending an invitation to the Estate and for their hospitality.

Without a rigid timeline, our members were free to walk the trails and vineyards, view the production room, play the 18-hole disc golf course, or just relax while listening to some live music in the fellowship of other enthusiasts. If you have a recommendation for the next estate or tasting room we should visit, please email [amber.ashy.hcr@gmail.com](mailto:amber.ashy.hcr@gmail.com).

STORY & PHOTOS BY AMBER ASHY  
**ESCAPE TO THE ESTATE**



## TECH SESSION: XPEL AUSTIN

STORY & PHOTOS BY JONATHAN HAGGAR

(L to R) Marc, Matthew, Chris, Tony, Ivan, Rigo, Angel, Camden, Kristianna, Jonah, Nick, Kris, Brittany



The morning of Saturday August 21st looked to be a typical hot summer day in the Austin area, but also a unique opportunity to learn first hand about paint protection products from XPEL Austin. For anyone who hasn't attended an HCR tech session, they're a great way to learn first hand about some of the service providers in our area - and many sessions offer access that isn't available on a normal customer visit. Sessions typically take place in the service area of the host business and we usually get detailed explanations of services and ample opportunity to ask questions.

Porsche owners are common customers at XPEL Austin and they wanted to give back to the HCR enthusiast community by hosting a tech session for

our members. On my way to the XPEL facility on Metric Boulevard, I recalled the interactive and informative session they provided on our last visit, and knew this highly anticipated morning would provide valuable insight for our members.

We appreciate that XPEL Austin provides support to many HCR events and their staff are often on hand as well. Many will recognize Angel Calvo, manager of the Austin store, who is often accompanied by Service Coordinator Kristianna Garcia and / or their installation technicians. Calvo greeted the large group of HCR members, introduced her staff and explained the format for the session.



Three demonstration areas were set up for installation of paint protection film (PPF), window tint film, and application of ceramic coating - and members were free to move between the stations. Each area had one or two Porsche cars and was staffed by two or more dedicated installation experts, with others stationed nearby to offer additional support. As we moved to the spotless service area it became clear that XPEL had 13 members of their staff on hand to demonstrate, inform and support our HCR members. As a bonus, members were able to grab a squeegee and try installing film on one of the demonstration cars.

PPF is perhaps the most popular product for XPEL - a film that protects the most vulnerable areas of your car's paint from rock chips, debris and abrasion. The most common film is Ultimate Plus, a clear film with high gloss finish that is nearly invisible once applied. With a thickness of 8 mils, it can absorb the impact of many road-going stones without harming the underlying paint. In addition, the film has self healing properties allowing it to resolve scratches and minor impacts when exposed to the sun. PPF also prevents water spots from forming in the painted finish. Patterns are available for the panels of most vehicles, while technicians can custom cut pieces when needed. XPEL Austin cuts film on site from bulk material which allows for faster turnaround versus waiting for pre-cut film to ship. Stealth film with a satin finish is also available for those wanting to change the sheen of their paint while still preserving the color. Technicians shared details about the installation process including when and where film can be wrapped around panel edges to make it more invisible. Many Porsche cars have stone guards just in front of the rear wheels, and replacement is available if yours have yellowed or collected impossible-to-clean dirt along the edges. While many customers opt for protecting the most vulnerable portions of their cars - front bumpers, hood and fenders - full coverage is available as well. In fact, XPEL Austin can accommodate your choice of which body panels you wish to protect.

A relatively new variant is Ultimate Plus in gloss black which unlike film wraps is a true paint protection film offering the same thickness, protection and self healing properties as clear PPF. This film is intended to cover gloss black trim pieces such as b-pillars and mirrors. However, it can potentially be used on an entire panel, such as a hood or trunk lid. Ultimate Plus and Stealth films come with a 10-year limited warranty, when applied by XPEL, that covers yellowing, cracking, blistering and delamination.

The hot Texas sun can be hard on occupants and car interiors which is an ideal situation for window tint film. When applied to the inside of windows and windshield, it blocks heat and up to 99% of UV rays. We observed the installation process where the film is temporarily applied to the outside of the glass and cut slightly oversized. Then the film is reapplied to the inside of the glass and carefully cut to final size. The goal, just like with PPF, is to make the installation as invisible as possible.

Ceramic coatings provide a super thin and highly durable layer of protection to exterior and interior surfaces. We observed it being applied to paint, but it can also be applied to PPF to create yet another layer of protection. The hydrophobic properties allow it to repel water, dirt and grime making surfaces easier to clean. Those who obsess over their vehicle's appearance may be interested in these XPEL Fusion Plus coatings. They're available in specific formulations for paint & PPF, plastic & trim, glass, wheels & calipers, and upholstery.

A frequent perk at tech sessions is raffle prizes and XPEL Austin didn't disappoint. Along with wash buckets, detail kits and posters, one member walked away with a ceramic wheel coating package. We couldn't help but notice the enthusiastic, friendly and helpful nature of the entire XPEL crew who seem to work as a team and genuinely enjoy what they do. All are car enthusiasts who are XPEL trained and certified. XPEL Austin is here to help and you can contact them to learn more about their products and services or to obtain a free quote.

Please visit XPEL at [austinclearbra.com](http://austinclearbra.com), call 512.220.2009 or email [acalvo@xpel.com](mailto:acalvo@xpel.com).



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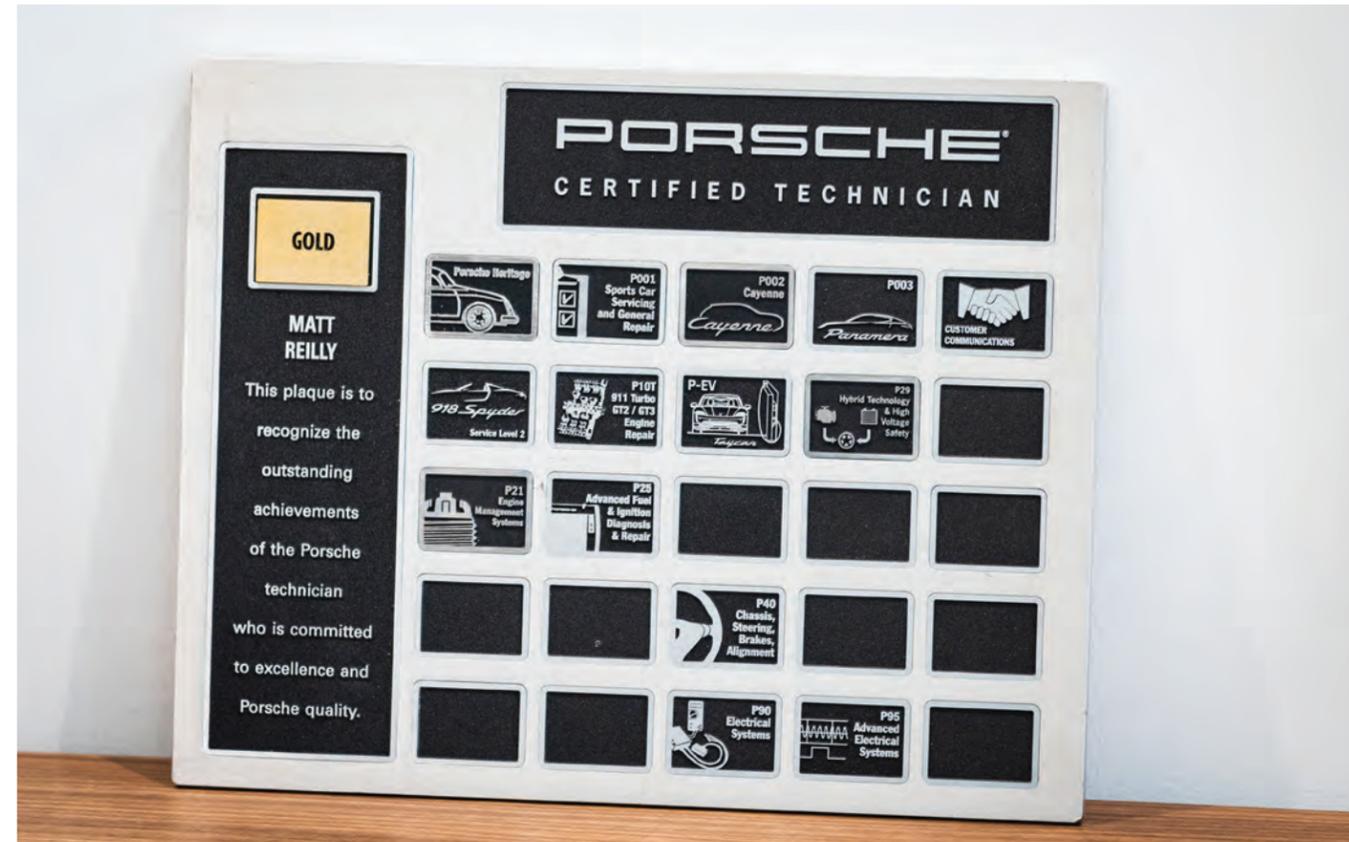


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STORY BY JEFF MOORE



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PTAP is a 23 week intensive program, with the typical day starting at 7:00 am. There are a total of 17 instructor-led courses in this program. Most courses are four days in length and include a high percentage of hands-on practice on current model Porsche vehicles. The program is unique in the industry, characterized by a low student to instructor ratio of 12 to 1. Most classes are taught by experienced staff of PCNA.

There are also 52 Porsche-specific web-based training courses. All of this encompasses an impressively wide and deep variety of technical topics. There are model-specific classes, as well as those focused on specific systems or technologies. For example, entire courses are devoted to hybrid technology, DME (Digital Motor Electronics) and climate control systems.

As Porsche continues to evolve and expand the model lineup and accelerate hybrid and electric technology, the PTAP curriculum has adapted as well. New courses are added as needed to accommodate rapidly changing automotive technologies.

In the past several years, all or a very large majority of PTAP graduates have quickly been recruited and secured positions at a Porsche dealer. PTAP actively assists students in being placed at Porsche dealerships.

Immediately upon starting a service tech career at a dealership, a new employee is expected to begin working toward certification via a specific multi-level detailed training program designed by Porsche.

## Bronze (Dealer Service Technician)

PTAP graduates typically attain Bronze certification within their first year working at a Porsche dealership. Training occurs via a Technician Workbook and instructor-led training on several topics, including two in-depth courses choosing between sports cars, Cayenne, Macan and Panamera, plus a chassis systems course, followed by an on-line Theory Test.

## Silver (Dealer Systems Technician)

The Silver designation adds several more increasingly advanced courses, including electrical systems, engine management systems and chassis system performance. The testing requirements include an on-line Theory Test and a Practical Test which occurs in person at one of the training centers.

## Gold (Dealer Diagnostic Specialist)

This requires three additional technical courses: advanced fuel and ignition diagnosis and repair, hybrid technology and high voltage safety, and advanced electrical systems. Training in customer communications supplements the technical training. Testing includes the Theory Test and a Practical Test.

## Porsche Classic

There is also a Porsche Classic certification, typically pursued by technicians who have been with Porsche for many years. This certification does not follow a prescribed set of required instruction. Instead, the training path is customized based on the extent and type of classic experience of the individual, focused on training in areas where the person has less experience with classic models.

The two Porsche dealerships in Austin place a heavy emphasis on hiring and retaining experienced and certified technicians. They recognize the value to customer service and satisfaction. Porsche Austin has (5) Gold, (3) Silver, and (4) Bronze certified techs, and (5) in the process of achieving Bronze. Porsche South Austin has (1) Gold, (1) Silver who is going for Gold testing in November, (2) Bronze and (3) in the process of achieving Bronze.

When you bring your Porsche to one of the Austin Porsche dealers, you can be assured that the tech working on your vehicle is highly trained and part of a team having a collectively vast amount of Porsche specific training and practical experience.

As Porsche drivers and owners, we know our vehicles are highly engineered, complex and have unique features and technology which makes them so rewarding to drive. For this reason, Porsche service, diagnosis and repairs are often best suited for technicians who have the brand and model-specific training and experience. With the continued growth of Porsche vehicle sales, there has been an increasing need for trained technicians to fulfill customer's service and repair needs.

Porsche Cars North America (PCNA) has invested in a focused and deliberate set of training and certification programs to help ensure an adequate number of qualified techs who are available to join the service departments at dealerships.

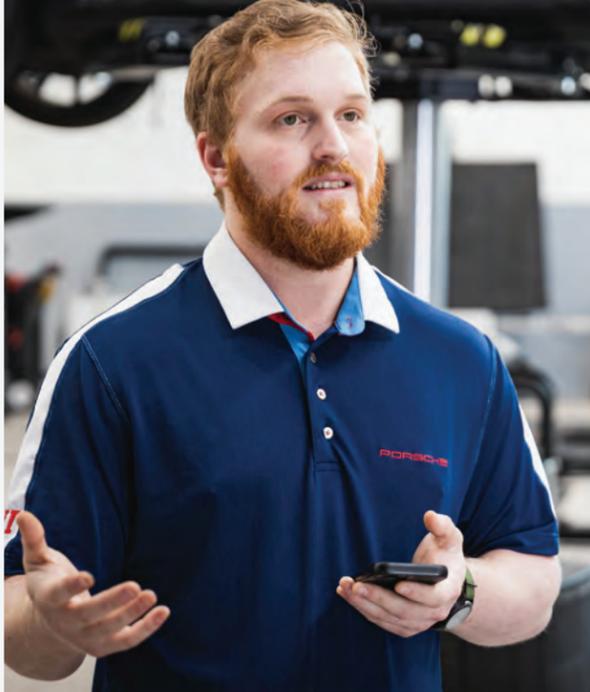
**Porsche Technology Apprenticeship Program (PTAP)**  
Since its inception in 1999, PTAP has graduated well

over 800 technicians in the US. These professionals make up over one third of all the techs employed at Porsche's US dealerships.

The majority of PTAP program applicants have already completed the automotive technology curriculum at Universal Technical Institute. The top graduates of UTI are recruited by Porsche and Porsche dealers to join PTAP. Not only does Porsche provide instructors and equipment for PTAP, the company also pays for the student's tuition and most housing costs, and often helps arrange part time employment while they are in the program. This allows students to more easily manage their overall cost of attendance and focus on their training. It also exhibits Porsche's commitment to investing in their future technicians.

There are three Porsche Technical Training Centers located in: Atlanta, GA; Easton, PA; and Eastvale, CA.

Gabriel Lewis explains what's behind the driving characteristics of a Porsche.



Dalton Meshell and Miranda Simons describe Porsche infotainment system features.



STORY & PHOTOS BY JONATHAN HAGGAR

## TECH SESSION: PORSCHE AUSTIN

We often take for granted the way we interact with our Porsche vehicles and the unique way they behave on the road. To help HCR members better understand our cars, Porsche South Austin hosted a tech session on Saturday, September 17. The staff helped to explain the design and technology behind the user interface and driving characteristics of our beloved Porsche vehicles.

### Infotainment

Customer Experience Manager Miranda Simons, and Sales Professional Dalton Meshell provided an overview of the enhanced Porsche infotainment system. The sixth generation of Porsche Communications Management (PCM) includes new functions in the 911, Taycan, Cayenne and Panamera models.

The system screens are now more powerful, offering more functions and easier navigation in a more user friendly design. Native Spotify integration gives owners direct access to their favorite songs by connecting directly to the streaming service rather than going through a smartphone.

Navigation Plus includes real-time traffic information to help you find the fastest route to your destination. In

addition, Taycan owners will benefit from the Charging Planner with improved algorithms to make charging stops more efficient. When route guidance is active, the system will find the fastest or shortest route based on traffic conditions, and then plan ideal charging stops for your entire trip. The optimized algorithm gives higher priority to charging stations with higher energy output, and takes into account the time required to start and stop charging.

Voice Pilot allows the driver to communicate freely without predefined commands. Intelligent speech comprehension allows you to issue commands such as "I'm too hot" or "Play 90.5 FM" and the system will adjust the cooling system accordingly or play the requested radio station. The system is activated by saying "Hey Porsche" and works seamlessly with touchscreen input.

Owners of some older Porsche vehicles will be happy to know that upgraded electronics with smartphone integration are available for some models. The Porsche Classic Communication Management system (PCCM) and PCCM Plus are available now. The PCCM system has a 3.5-inch display for classic cars with smaller radio slots while PCCM Plus has a 7-inch display for



all 986 and 996 models. Both systems feature DAB+ and Apple CarPlay with the PCCM Plus also offering GOOGLE® Android Auto. They're also designed to blend with the interior look of classic models. Porsche South Austin recommends that you contact their service department for availability for your specific vehicle.

### What Makes a Porsche Drive Like a Porsche?

One of the unique and coveted features of a Porsche is the driving experience but we don't often think about what makes it so engaging. HCR members were fortunate to have Bronze Technician Gabriel Lewis share some of the reasons for the responsiveness and agile handling of Porsche vehicles.

### Tires

With only four areas of contact with the road, tires are integral components and all Porsche vehicles have unique tires that are made to Porsche specifications. They're referred to as N-spec tires because they have a designation such as N-0 or N-1. While they often share the same model name with standard versions, Lewis assured us that N-spec tires have several important differences. Steel bands have higher strength, sidewalls have less flex, beads are specially designed and reinforced, and the rubber compound is adjusted to suit the specific vehicle model. Owners should understand that they're not getting the same tire if they spend less on a non N-spec version.

### Suspension

With traditional suspension systems, an alignment service will set only the static alignment angles of the suspension. This will impact the car primarily when driving in a straight line. However, these suspension angles are negatively impacted during cornering since road forces pull against the tires. Porsche saw this



as an opportunity in the late 1970s and developed a kinematic toe angle adjustment into their suspensions through the design of their control arms and the use of hydraulic bushings. The kinematic system causes toe angle to increase during cornering which produces a positive impact on handling - essentially by allowing the suspension to add additional toe-in to the outside tire. The system operates mechanically through the design and geometry of the suspension and doesn't require computer or electronic control.

### Adaptive Learning

Porsche strives to provide intuitive driving characteristics, ones that make you feel like the vehicle knows what you want to do in advance. Adaptation strategy is built into the DME (Digital Motor Electronics) that allows your car to learn how you drive, and adapt to your driving style. The DME is the motor control unit which is linked to every other system in the vehicle. It starts to adapt after two driving cycles and adjusts things like throttle response, brake feel, ignition timing, torque mapping, shift points and more. In fact, the more you drive your car, the more it will learn how you drive, and adapt to your driving style and inputs. This means that no two Porsches are likely to drive alike. Please note that certain repair procedures that require a DME reset will restore adaptation to default settings and require another few drives to re-learn and adjust.

Porsche South Austin provided a few gift bags that were awarded to members via a raffle, and also supplied enough posters for all who wanted one. We greatly appreciate their generosity in hosting this informative session for our Hill Country Region members.

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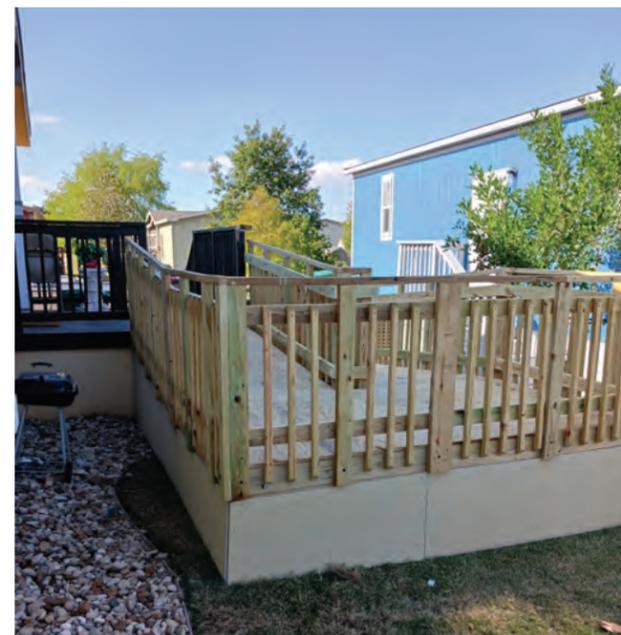


**VOLUNTEERING WITH  
THE TEXAS  
RAMP PROJECT**  
STORY BY KENT KETTERMAN

Fourteen of our members gave up their Saturday on October 29 and gave their time and skills for the second time this year to help a family in need. The group met at a North Austin location and were treated to coffee and donuts to start the day.

The Community Service Coordinator, Kent Ketterman, worked with Texas Ramp Project Regional Coordinator, Randy Kerkman to organize the build, which was substantially completed within a few short hours. The team offloaded lumber, tools, materials, and pre-fabbed modules and built a sturdy ramp under the guidance of an experienced build captain. Lumber was measured and cut on-site for support legs, framing, decking, and railings. Everything was carefully laid out and screwed together with fasteners while turf was removed and leveled to place pavers at the bottom of the ramp to serve as a landing. The ramp tied into an existing deck at the front door turned 180 degrees and gently sloped to the lawn. Kathleen, the client, was thrilled to have easy access to her home by the ramp.

Please watch for our next volunteer project in 2023 and come join us.





STORY & PHOTOS BY AMBER ASHY  
**VOLUNTEER VIBES**

*(Note- "Greetings from Austin" Mural photographed with permission from Todd Sanders, the infamous owner of Roadhouse Relics, a one-of-a-kind Austin near-centric studio/gallery)*

Most of us remember what launched our love for Porsches, and Crystal is no exception. While you know her as our social chair, her relationship with the brand started - surprise surprise - as a teenager, while dating a young man who owned a 914. She was in love! With the car, not the guy, reminiscing that she fell for the speed and the aesthetic. She joked that her car has always been her number one priority ever since getting her driver's license. She bought her first Porsche, a 944, in the early 80s. She later had a Corvette and several BMWs, but we won't hold that against her because sometimes you just need a family-friendly option.

Crystal procured her next Porsche, a 997.1 Carrera S once her daughter was old enough to drive. She exclaimed, "Once you drive one, if you get it, you're hooked for life" And, in the 'cool mom' category, she even let her teenage daughter drive it to high school on occasion, saying, "it's just a car, and what's the point of having it if it isn't used for fun?" After her sports car fix, came the Cayenne, for its versatility. Before moving

to Austin, she was into road biking, making the bike rack, plus cargo space, paramount. The longest ride she participated in consisted of 180 miles over 3 days with a women's group led by a professional cyclist - not a leisurely outing.

After trading the Cayenne, she bought a BMW 650i Convertible, an identical car twice in a row, because she loved the lines and the performance. Then, BMW stopped making the 650i. So, she was literally on her way to build out a new BMW 8 series, when she stopped just to make sure she didn't want another Porsche. While there, she drove a 2019 911 GT3, and if you've seen her around, it's needless to say, she left with the keys. Crystal's favorite feature is Sport Chrono, saying it never leaves Sport + mode. It's hard to resist the stance and handling of a 911. She chuckled and called it her "yoga on wheels," saying how much she enjoys a good Sunday drive with the top down as it makes one aware of being in the moment.

Crystal joined PCA about 5 years ago in California

and spent the first several years solely participating in events, enjoying the driving tours as well as special events like the LA Experience Center. Additionally, she participated in the Panamera research focus group before its launch, including several PCA Roadshows. A couple of years ago while visiting her sister in Dripping Springs, Crystal told her sister, "I can't believe you get to live in this beautiful place" to which her sister retorted, "You can, too." And, just like that, Crystal moved to Texas. With the re-landscaping of the professional environment, the advent of Zoom, and becoming licensed by the Texas State Bar, she's fortunate to serve her clients from anywhere there's Wi-Fi. So, she leaped and hasn't looked back- saying she's continually amazed at the friendliness and down-home hospitality she's experienced since living in the Hill Country.

Once her home was unpacked and settled, she focused on her social life, immediately transferring her membership to "meet her Texas Porsche people." And, with Michelle Freudenberger on the welcoming committee, it didn't take long for her to attend a Ladies'

Lunch, her first experience with HCR. While there, Crystal offered to volunteer for events which led to her serving as the social chair and member at large on the executive council.

Her main focus is to ensure that HCR offers quality and consistent social events, as well as sourcing new event ideas, particularly since our membership has grown to nearly 1900 members. She oversees the planning and execution of each social event and is always willing to be an extra set of hands for the Social Event Coordinators. Recently, the club has been on southward expansion with a monthly Happy Hour South, Lunch Bunch South, and a soon-to- be South informal Sunday get-together to meet our members' needs. However, if you want to volunteer to help with ongoing events or have new event ideas, don't hesitate to email Crystal at: [crystal@hcrpca.com](mailto:crystal@hcrpca.com).

*Volunteer Vibes is a recurring column featuring our dedicated HCR volunteers by Horizons Staff Writer, Amber Ashy*

### 2023-2024 EXECUTIVE COUNCIL ELECTION RESULTS

Voting for electing Hill Country Region's 2023-2024 executive council officers concluded in November. The nominating committee completed counting of the ballots and the slate of candidates previously reviewed by the membership, board of directors, and nominating committee have been voted into office and will assume their responsibilities on January 1.

Please join us in welcoming the Hill Country Region Executive Council officers-elect:

President - Carl Rossi  
Vice President - Tuffy von Briesen  
Secretary - Gordie Robbins  
Treasurer - George Hansen

Thank you to all who participated in voting and for your continued support of the Hill Country Region.

### UPDATED HCR BYLAWS APPROVED

The revised HCR Bylaws were approved by the HCR Membership on August 31 and are now in effect. They can be viewed on the HCR website by selecting the 'About Us' menu and then 'Documents'.



**DEN  
RÜCKWÄRTSGANG**  
BY HANS FALK

We're excited to announce a new feature in Horizons entitled *Den Rückwärtsgang*, a feedback column essentially for you the reader, to provide comments, corrections, or opinions on articles you've read in the newsletter, either currently or in the past.

We welcome all feedback and you can look forward to seeing your name in Horizons. Just drop us a line at [horizons@hcrpca.org](mailto:horizons@hcrpca.org) for your chance to participate in our award-winning publication. We'll print as many comments as we can, but reserve the right to edit for length and content.

Here is some recent feedback from y'all:

"Amazing issue. I loved reading about the design, layout, design theme, weight of paper and more. I LOVE this publication." - Michelle F

"Nice recap of the River City Road Races. Brought back many fond memories of those fun times - the heat, the sunburn, but mostly just wonderful experiences." - Jon H

"You did a great job improving the article with your additions. Reading the more detailed version brought back some good memories. I appreciate the inclusion of additional facts - well written." - Tom E

"I just found the 2021 edition of Horizons and your nice tribute to Spokes. I especially like the mention of Joe McCrosky. He and his wife Ann were very much involved in the club when I joined in 1962. As you noted, Spokes got me and lots of newbies 'hooked' on sports cars. Thanks again for the nice tribute to Spokes and its rich past." - Jon H

"What an awesome issue of Horizons. The cover looks like a million bucks! The content inside was great, as always. Please know that I love Horizons and applaud each of you on an outstanding issue. Way to go guys." - Michelle F



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**PORSCHE & FERRARI CONCOURS WINNERS**

The Porsche - Ferrari Concours and Car Show on October 2nd brought together members of Hill Country PCA and the Ferrari Club of Austin at the Moorspeed facility on Burleson Road.

This unique event provided an opportunity for owners to mingle and view beautiful cars from each marque all within a friendly judged competition. Food and drink vendors were on hand as well as local automotive service providers.

Awards were given in four categories as well as a people's choice award. The categories were Class A (1949 - 1969), Class B (1970 - 1989), Class C (1990 - 2009) and Class D (2010 - 2022).

Here, we share the winners from the Hill Country Region.



Jon Gunderson - 1st place Class B, 1972 911



Richard Gorcyca - 1st place Class D, 2022 911 Turbo S



Bob Freeman - 2nd place Class D, 2021 911 Turbo S



Alex Suarez - 2nd place Class C, 2009 Cayman S



Robert Whyte - 2nd place Class B, 1973 911 S



Avi Ghosh - 2nd place Class A, 1958 356 Cabriolet



Mark McKenzie - 3rd place Class B, 1973 911

# PIT STOP: SOMETHING IS LURKING BEHIND YOUR VENTS ... FOAM!

PRESENTED BY GT INTERNATIONAL

When Porsche transitioned from air cooling to water cooling, one of the biggest improvements for us here in the States was a proper air conditioning system. The air-cooled systems, to be frank, were not very good. Aftermarket systems like Griffith Technologies for the 911 have done a great job bringing the antiquated system to modern standards but extensive modifications must be done for installation and can devalue a vehicle in pristine condition thus relegating it to a spring and fall driver. Water-cooled vehicles on the other hand work great on function and design but they too have issues which we will discuss in this tech tip.

Porsche sports cars from 1998 to 2010 have an inherent illness which, more often than you would like, coughs foam debris in your face when the A/C is turned on. Where does the foam come from? What effect will it have on the heater and how do we correct the issue? At GT International, we developed a way to repair this issue without doing major surgery. Skill level on this one is about a 6 out of 10 and can be done with tools in your garage.

The temperature blend door is the issue. This piece of metal is covered with foam which over time will start to disintegrate producing the dreaded foam-in-vent phenomenon. However, this component is wedged in between 2 pivots built into the HVAC housing. The dealer will sell you a new evaporator housing plus labor to pull the dashboard and call it a day. This solution is not cheap, with the evaporator housing running anywhere from \$1500 to \$2000 plus 10-15 hours in labor. Our repair is cheaper with \$20 in material and labor amounting to 5 hours. Let's get started.

Removal of the battery, battery tray, wiper arms, wiper cowl, and drive gear are required to access the heater core (Photo 1). Porsche really thought about design here. Most vehicles would require removal of the evaporator housing to replace the heater core. Kudos Porsche. Next, we pinch the coolant lines to keep things clean, remove the cover for the heater core and then remove the core (Photo 2).

Now is the tricky part. With the heater core removed, you can see the blend door on the left side of the heat core cavity as well as a piece of foam at the bottom (Photo 3). This is the point at which to slightly modify the HVAC housing. If you follow the blend door up, there's a small circle at the corner of the opening (Photo 4). This is the first pivot point we need to access by cutting the top portion off, about 8-10mm from the top. With the cap removed, you should be able to remove the pivot that holds the blend door (Photo 5). Then, it's into the interior on the passenger side. Remove the lower foam cover under the dash and you'll see the blend door actuator. You'll have to remove the lever by loosening the screw and the cap will come off (Photos 6, 7 & 8). It will take some effort to pull the pivot out. With that removed the blend door will be free to lift out of the housing (Photo 9).

With the blend door out, remove all the foam and backing from the blend door and clean well with alcohol. We use aluminum metal tape to cover all the holes on the blend door then, on top of that we use thick felt tape to make sure the door has a good seal in the housing. All the material can be purchased from Amazon. When the blend door is fully covered (Photos 10, 11 & 12), it is time to re-install the door into the housing for assembly. We do not recommend gluing the top cap on, use some black duct tape or aluminum tape to re-secure.

When this door fails and there is no barrier separating the heater core and evaporator, you will have very little heat coming from the A/C system. With winter around the corner, it's best to do this as preventative maintenance. Experiencing foam in your vents is likely to be a when, not if, situation. Please stay tuned for our next tech tip.

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



Photo 01



Photo 02



Photo 03



Photo 04



Photo 05

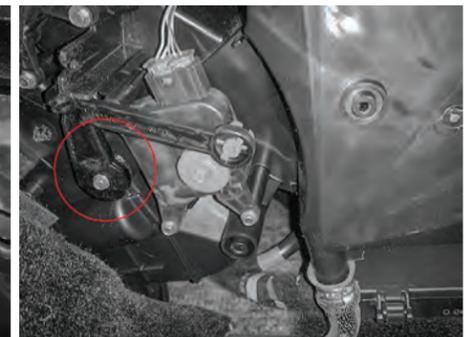


Photo 06

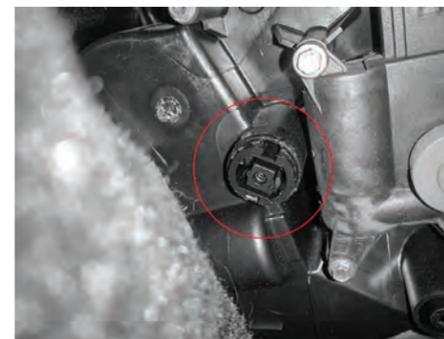


Photo 07



Photo 08

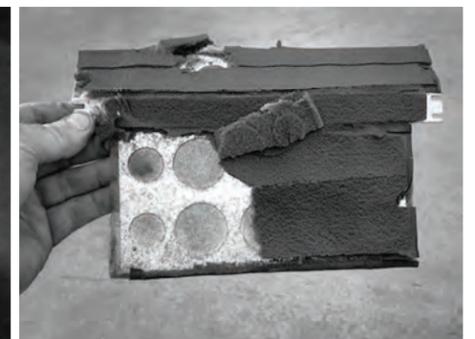


Photo 09



Photo 10

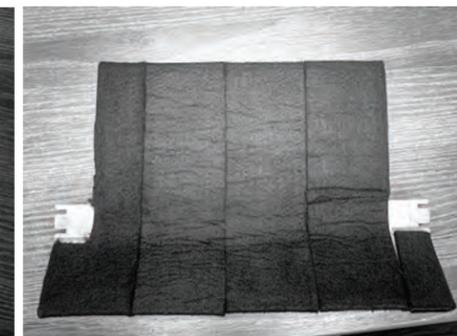


Photo 11



Photo 12



PORSCHE CLUB OF AMERICA

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## Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



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