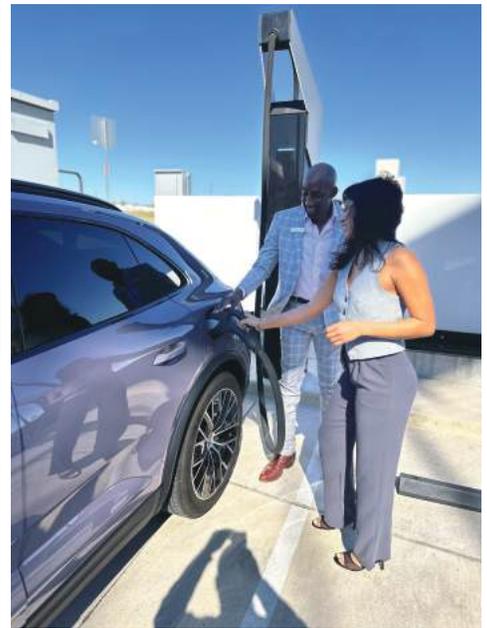


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# HORIZONS

Issue 01 | 2025



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Cover Photo by Billy Hawkins. Driver waits for their turn to take on the frozen track.

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Horizons Advertising  
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***“Porsche Club of America (PCA) is also gearing up for a significant year, celebrating its 70th Anniversary on September 13, 2025. Rumor has it that there will be a few surprises as part of the celebration, including a limited-edition commemorative book titled “Through the Ages” to be handed out during Porsche Parade!”  
—Crystal Zarpas***

# The Driver's Seat

By *Crystal Zarpas, President*

So far, HCR's 2025 has arrived like a lion! In just a few short months, our exceptional team of volunteers has successfully planned and executed 23 recurring monthly events, 11 special events, and 5 leadership meetings. HCR also held its Annual Meeting, where leadership shared the good news with the members that HCR is stable and financially sound. Additionally, HCR members took part in 5 HCR advertiser-sponsored events. The bottom line is that, as one of the busiest Zone 5 regions, we aren't slowing down anytime soon.

Notable upcoming events on the HCR Calendar include Mozart's Cars, Coffee & Croissants; Pick-Yer-Tour Weekend, a joint event with our friends in the Maverick Region; Tech Sessions; Driving Tours; Hands-on Community Service events; Tire Rack Teen Street Survival School; Porsche Trivia Game; Autocross; and Schnell Fest (HPDE) combined with a PCA Club Racing event at COTA. When I say HCR isn't slowing down, I truly mean it!

HCR has also completed its PCA National Award submissions for Region of the Year, the PCA Public Service Award, Best Overall Newsletter (Horizons), Best Newsletter Cover (Horizons), and Best Overall Website. Regional winners will be announced at Porsche Parade in July, so keep rooting for our incredibly talented HCR Team of volunteers!

Similarly, VP Kent Ketterman and I recently participated in the Zone 5 President's Conference in Oklahoma City, OK. During the event, we met with Zone 5 Rep Wendy Shoffitt, along with several other Zone 5 Presidents and representatives. We had the chance to share club experiences, discuss issues, and explore potential resolutions. Spending time with the other Zone 5 regions confirmed that HCR is doing many things right, including establishing a sound infrastructure, recruiting dedicated and

loyal volunteer members who always prioritize the club's best interests, and engaging HCR's consistently growing membership. My takeaway: give yourselves a pat on the back, HCR, because you are one well-organized, lean, mean-running machine!

Speaking of our growing membership, HCR, with 2,225 members at the time of writing this article, is recognized as one of the largest regions in Zone 5, ranking 3rd behind the Maverick Region (Dallas) with 4,167 members and the Lone Star Region (Houston) with 2,841 members. Here are the HCR statistics: from Jan 1, 2020, to Dec 31, 2024, HCR experienced a growth rate of 50.3%, increasing membership from 1,084 members to 2,182 members. Considering this trend, it's unsurprising that HCR's membership numbers will have increased by the time this issue of Horizons reaches you.

Porsche Club of America (PCA) is also gearing up for a significant year, celebrating its 70th Anniversary on September 13, 2025. Rumor has it that there will be a few surprises as part of the celebration, including a limited-edition commemorative book titled "Through the Ages" to be handed out during Porsche Parade! All regions are invited to plan a special event on September 13th and share photos on social media using the hashtag #PCA70. Of course, HCR's Social Team is already in the planning stages of our celebration. Another PCA milestone, you are invited to check out all 862 Panorama issues, now available online.

I don't know about you, but just thinking about how busy HCR will be for the rest of 2025 makes me feel exhausted! However, I am also exhilarated and enjoying every minute of serving as your President. You are the most welcoming and supportive group in PCA, and I am certain of it.

See you on the road, *Crystal Zarpas, President*

# From The Paddock

By Joe Cunningham, *Horizons Editor*



One aspect of Porsche vehicles that never ceases to amaze me is their ability to be enjoyed in all ranges of performance levels. During the last couple of months I had the pleasure to attend both the HCR autocross at its new venue, the Travis County Expo Center, and Schnell Fest at the Circuit of the Americas. I was behind the lens and shutter for the autocross, but behind the wheel during the latest Schnell Fest at the beginning of March. What I truly love about my 718 is its versatility—from groceries and sod in the front trunk to driving a current Formula One circuit. Both vehicle and driver comfortable in both situations.

We hope that you enjoy the following pages featuring those that joined the autocross event, HCR's new budding relationship with the German Texas Heritage Society and our cover art—a local HCR member sharing his experience traveling to Austria for Porsche's annual FAT I.C.E. event. As the weather warms, the HCR calendar follows nature's lead and starts to bud and blossom with several driving tours in the near future, more get togethers and social gatherings during the week and weekends. I hope to see you at any one of them. ■

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## Moment of Recognition and Thanks

*Horizons Editor*

In this issue of Horizons, you might notice that things look and feel slightly different from previous issues. We hope that you appreciate the work that has gone into these changes.

I would like to extend my heartfelt gratitude to the dedicated HCR members that volunteer their time and their skill to make this publication possible. To our talented photographers, both professional and amateur, thank you for capturing stunning images that bring our stories to life. Your work helps us show-

case the talent and beauty of our region in ways words alone cannot.

To our writers, we appreciate your insightful contributions that keep our community informed and connected. Your words inspire and engage our readers with every issue.

A special thanks to our meticulous production team, who ensure each article is polished and compelling. Your hard work and commitment are truly valued—thank you for your contributions!





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## Ladies Luncheon

Article By Gloria Hughes • Photos By Kim Foster  
(Both contributors are HCR Members)



The first HCR Ladies Lunch of 2025 was held at the Austin English Tea Company on January 8th. It was a well-attended event at this “reservations only” venue. This authentic English tearoom is located inside of a bakery called Michelle’s Patisserie that is in the Lake Creek Village Center on FM 620 & Lake Creek Parkway. As soon as we walked through the doors of the patisserie and turned right, we were transported into an authentic English eatery. The ambience of the tearoom is created by colorful decorations hanging from the ceiling, as well as an assortment of teapots, dishes, glassware and vintage furniture displayed throughout the room.

Owner, Sara Olano, has had an affinity for baking since she was a youngster learning from her “Mum” in Lancastershire, England. The tearoom menu consists of a variety of delicious scones, tea sandwiches, and an assortment of baked sweets. All items are freshly prepared daily.

The experience of afternoon tea was an education. The teas offered were of different flavors and perfectly paired with our meal. We learned the proper way to hold our teacups, and the food was served

on a tiered stand. We began eating from the bottom of the tier to the top where we finished with dessert, and the portions are quite filling! Everyone who attended the luncheon expressed how much they enjoyed the quaint atmosphere, food and excellent service. It was suggested to the Committee to consider making The Austin English Tea Company luncheon an annual event. If you have a chance, make a reservation for afternoon tea, you will thoroughly enjoy it! ■





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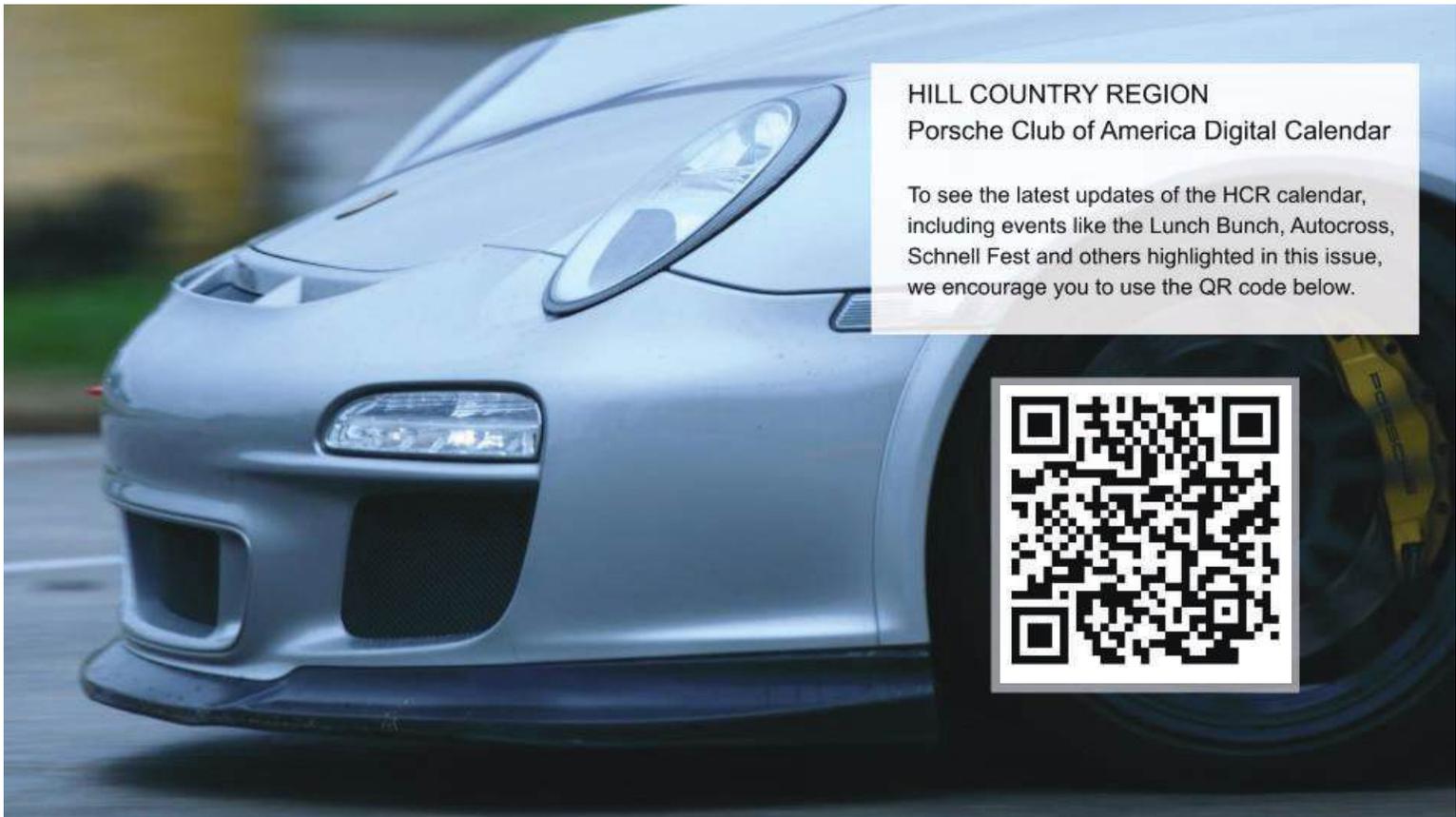
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#### HILL COUNTRY REGION Porsche Club of America Digital Calendar

To see the latest updates of the HCR calendar, including events like the Lunch Bunch, Autocross, Schnell Fest and others highlighted in this issue, we encourage you to use the QR code below.





Photos by Porsche Newsroom

# Nobody's Perfect

By Steve Tellman—HCR Motorsports Editor

After an almost perfect 2024 season with 15 victories in motorsports, only missing out on the Constructors Championship in World Endurance Challenge, Porsche is looking to continue that trend into 2025.

There were some driver changes in the #6 and #7 cars for Porsche Penske in IMSA for 2025. Dane Cameron was replaced with Nick Tandy in the #7 car, while Matt Campbell replaced Tandy in the #6 car. In WEC, André Lotterer and Frédéric Makowiecki are no longer with the Porsche Hypercar program. Micheal Christensen and Julien Andlauer will be piloting the #5 car with Laurens Vanthoor and Kevin Estre in the #6.

Iron Dames, which is an all-female racing program, will be campaigning a Porsche 911 GT3R this year instead of the Lamborghini from last year. They will be running the IMSA Endurance Cup and a full season of World Endurance Challenge. With a more reliable Porsche underneath them, and hopefully some better luck, I expect them to do well this year.

Other customer teams are looking for a successful 2025. JDC-Miller Motorsports still has the bright yellow #85 car, but now has former Porsche factory driver Gianmaria Bruni joining their team. Proton Competition continues to campaign their #5 Mustang Sampling car with Tristan Vautier and Nico Pino being added to their roster. Tom Sargent and Ayhancan Güven are Porsche Carrera Cup drivers that will be joining Wright Motorsports in their green and yellow 911 GT3R in GTD this year.

Overall, lots of changes and refining of teams to help secure wins this year.

The Rolex Daytona 24 Hours was an absolute nail biter, as is with this race now. Not too long ago, cars would barely finish the 24 hours, but now they are expected to be reliable and be able to sprint for the last hour of the race! In a true battle to the end, Porsche Penske ended up 1st and 3rd in GTP with the Meyer Shank Acura splitting them for 2nd. Unfortunately, in the GTD Pro category, the AO Racing “Rexy” 911 GT3R finished 8th and was also the first 911 for the GTD and GTD Pro series. Wright Motorsports in their beautiful green and yellow livery car finished 2nd in GTD.

Next up is the 12 Hours of Sebring for IMSA, which should occur at the time of print for this publication and the Qatar 1812 km for World Endurance Challenge. Sebring and its track that includes part of a WW2 airstrip promises to be an exciting race. Porsche Penske ended up 3rd in GTP and 3rd in GTD with Wright Motorsports last year at Sebring, so hopefully this year brings better luck.

2025 is going to be an incredible year of motorsports. This season promises to be exciting and full of drama with the famed 24 Hours of Le Mans starting for its 93rd race on June 14th, 2025. ■





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 Anik Akhund  
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 Jake Aziz  
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 Kiran Bains  
 Ryan Barlow  
 Jim Bartenslager  
 Ainsley Benton  
 Cynthia Blocker  
 Ross Brown  
 Robert Buford  
 Shelli Callender  
 Charles N. Choukalos  
 Peter Chrzanowski  
 Lillie Crawford  
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 Cristiano Dos Santos  
 Risser Estes  
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 Jonathan Green  
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 Brian Hodgdon  
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 Hausten Irving  
 Lisa Jackson  
 Quincy D. James  
 Shervonne James  
 Samantha C. Jeffers  
 Chris Jones  
 Christine Keffeler  
 Walter B. Kemp  
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 Ben D. Lemmons  
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 Douglas Mcleer  
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 Bryan Urioste  
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 Cindy Villarrubia  
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Clint Walker  
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### 10 YEAR

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Paul Frantz  
Catherine Frantz  
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David Kil  
Jan Kubicek  
Sean Kubicek  
Damon O'Gan  
Jason Pratt  
Kelly Pratt  
Christopher H. Shaffer  
Jerry M. Sugeran  
Jan Sugeran

### 15 YEAR

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Cheryl Boudreau  
Alfred Freudenberger  
Michelle  
Freudenberger  
JC Jammal  
Dee Jammal  
Mark Killen  
Michael J. Picolo  
Courtney E. Rivers  
Cameron Rivers

### 20 YEAR

Steven Robertson  
David Robertson

### 25 YEAR

Trish Mangum  
Mark Roe  
Terri Storer  
Bess Stewart  
William Stewart  
Jim Storer

### 26 YEAR

Margaret Hobgood  
George Hobgood

### 27 YEAR

Charis Morrison  
James Morrison

### 28 YEAR

Rocky Howard  
Helen Howard

### 29 YEAR

Kim Vazquez  
Samuel Vazquez-Agosto

### 30 YEAR

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Fred Ringness

### 35 YEAR

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### 37 YEAR

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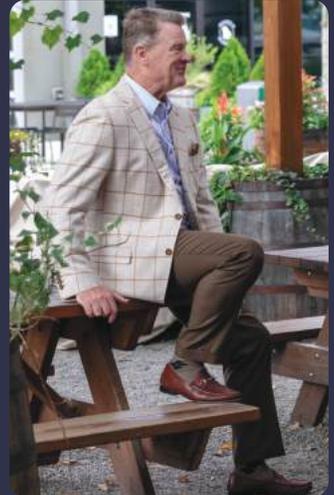
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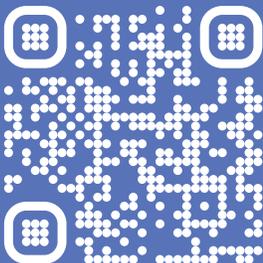
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# Frozen Fury: Porsche's F.A.T. Ice Race

Article and Photos by Billy Hawkins—HCR Member

It's a cold winter day in Austria, where Porsches and other incredible cars are seen sliding around the ice. This can only mean one thing, the historic F.A.T. Ice Race is back in town. Nestled between the Austrian Alps in Zell am See, a small racetrack sits on top of ice, surrounded by breathtaking mountains, ski resorts, and picturesque buildings. It's safe to say, I'm no longer in Austin Texas.

The F.A.T Ice Race is one of those bucket list events I always found myself wanting to attend. The race was full of history and experiences only a car enthusiast could appreciate. The F.A.T. Ice Race, formerly GP Ice Race, dates back to 1952, when a few brave souls tethered themselves to cars like the Porsche 356 and raced on ice. Fast forward 67 years, and Ferdi Porsche, the great-grandson of Ferdinand Porsche, revived the event, bringing the ice race back to life. I knew then, I would be making the journey from Austin Texas to Austria to capture this experience.

## What Makes F.A.T. Special?

Traveling over 5,000 miles to attend an Ice Race should say a lot about the event and how special it is. As soon as I began walking along the F.A.T. Ice track, I immediately sensed that I was witnessing something extraordinary, an event few know exists. The day begins early, with Ferdi Porsche himself taking the micro-



**Billy is a professional photographer based in Austin Texas, known for his work with major brands, both in the automotive world and beyond. His passion for capturing the world extends beyond his camera, as he's also a dedicated traveler, constantly seeking new perspectives and stories to tell. Instagram: @visionsdrop**

phone to kick off the race. Engines roar, and in an instant, the competition is underway. Ferdi stands nearby ensuring everything runs smoothly, waving on the next round of cars as they hit the ice.

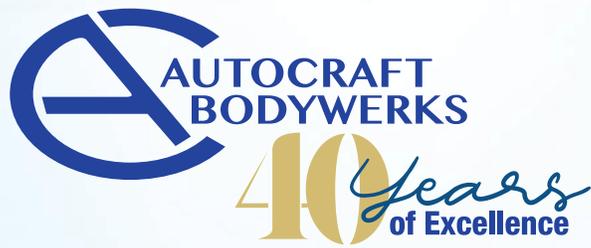
The cars are the main attraction but never overshadowing the spectacle that is surrounding it. The snow capped mountains, blowing snow off the peaks, adds a bit of drama to the

early morning events. As the sun rises, and the temperatures climb, you can fully grasp how large the event has become due the crowd's size. The fashion at the race was just as entertaining as the action was on ice. Spectators and racers alike leaned into the winter chaos, showing up in everything from neon ski suits, oversized boots and the occasional cowboy hat.

## The Full Experience

As I made my way across the track, I can hear the Red Bull team making its presence known. Their engines roar as I approached the barrier. Camera in hand, their car goes flying by. Striking up a conversation with another race participant nearby, I quickly realized I am speaking to Porsche legend, Jeff Zwart. Jeff is an iconic racer, photographer and creative director for everything Porsche. Our conversation was unexpected but an incredible experience, offering deep insight into the famed German brand. His knowledge, rich with history and personal experiences, felt almost legendary.

For 20 minutes, we spoke about his Porsche experience, family, and the race unfolding in front of us. However, the Red Bull cars made it difficult with a relentless spray of snow causing us to take cover mid conversation, but honestly, it only added to the moment.

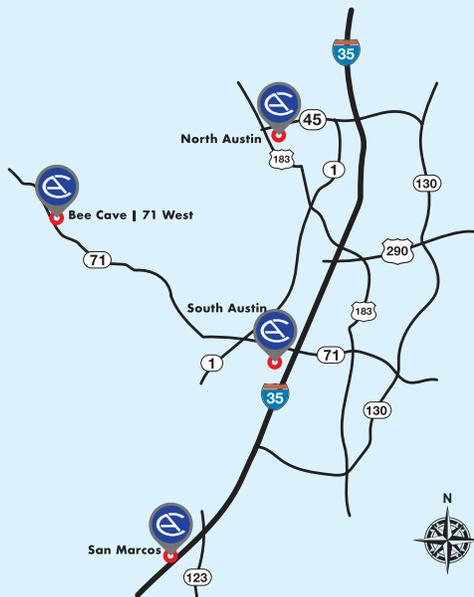


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550 Spyder built on a 356 platform designed as a daily driver.

After wrapping up my conversation with Jeff, and the assault by Red Bull, I headed toward an old airport runway serving as the event pad-dock, an attraction of its own. As you walk the strip, you can't help but engage with race teams, car enthusiasts, and manufacturers. One standout was the German manufacturer RUF, renowned among Porsche enthusiasts for its custom high-performance Porsche models. RUF displayed several of its cars and even took a few laps around the ice track, offering a firsthand look at their incredible capabilities.

The RUF team was easy to spot within the crowds. The entire team showed a bit of Texas flare with their large white cowboy hats and embroidered "RUF" logos. It was a rare treat to meet the teams behind these engineering masterpieces.

### Porsche Brings It All Out

As I explored the track and its surrounding attractions, I found no shortage of incredible Porsches. Inside the bright red Porsche hangar, new models are on full display. The striking 911 GT3, decked out in its F.A.T. livery, turns heads, while the new Macan catches the eyes of the SUV lovers.

Stepping outside the hangar, visitors are met with some of Porsche's most legendary race cars as well. At the center of attention sits the Porsche 962 Dauer Le Mans GT, a car celebrated for securing a Porsche victory at the 24 Hours of Le Mans. Nearby, the Paris-Dakar winning Porsche 959, in its iconic Röhrl livery, stands as a testament to Porsche's rally dominance.

Just beyond the Porsche hangar lies the ice track itself. While profes-

sional race teams battle for the fastest lap times, Ferdi Porsche takes to the ice in an all-electric Taycan. I was shocked to see the Taycan's handling so effortlessly around the ice circuit. The cars dug into the corners hard and accelerated out with precision. It was a masterclass of driving excellence.

The Taycans disappear and suddenly I notice some air-cooled action on track. It becomes a scene from the past as a classic Porsche 550 Spyder and a 356 take to the ice, each towing skiers behind them. I can hear the announcers yelling "skijoring" which I discovered is the winter sport of pulling a skier behind a car. The cars slide into corners, pulling the skiers along, some lose their balance and go tumbling across the ice. The crowd erupts in cheers as the skiers quickly recover, arms raised in celebration. I found myself celebrating and yelling



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This year at Porsche Parade, PCA has plans to celebrate the club's 70th anniversary, including a special PCA History Museum in the hospitality area.



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***Nestled between the Austrian Alps in Zell am See, a small racetrack sits on top of ice, surrounded by breathtaking mountains, ski resorts, and picturesque buildings. It's safe to say, I'm no longer in Austin, Texas. —Billy***

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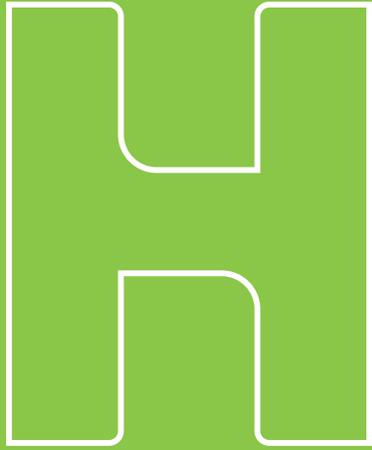
in joy as the skijoring continued; it was easily one of my favorite race activities of the day.

Just when it seems the event can't get any more thrilling, the Red Bull Air Team makes a surprise appearance. Streaking across the sky in a breathtaking aerial display while vintage Porsches continue their icy race below, it's a moment that perfectly captures the magic of the F.A.T. Ice Race.

As the day winds down and the cars are put away, the celebration continues inside the Porsche hangar. With beer flowing, delicious food being served, and music playing, the after-party is the perfect way to close out an unforgettable event.

It's clear that the F.A.T. Ice Race is more than just a competition, it's an experience. The race is quickly becoming a must attend winter event for Porsche enthusiasts worldwide. With over 5,000 attendees this year alone, the race's popularity continues to grow. As F.A.T. International expands, one thing is certain, the F.A.T. Ice Race is a winter spectacle that everyone should experience at least once. As I make my journey back to Texas, my mind is a buzz thinking about next year's event. ■





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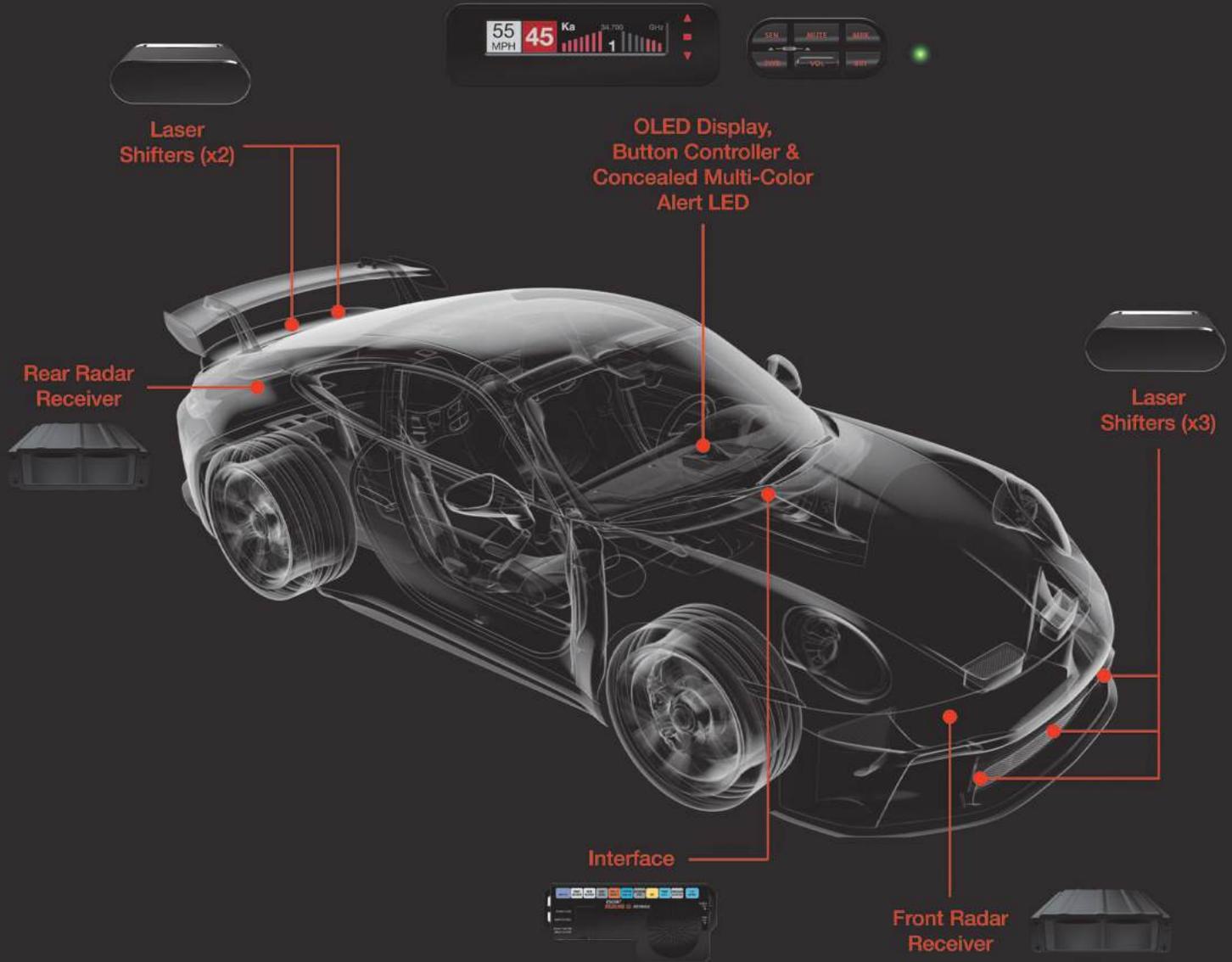
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**Finding Pavement,**

**Finding Time**

**Written by**

**Alfred Freudenberger**

**Photos by Eduardo Moll,**

**Kevin Overholser, and**

**Horizons Editor**



Finding pavement is the most challenging part of putting on an autocross. For the last few years, the HEB Center at Cedar Park has been our home. Though not without challenges, being long and relatively narrow with asphalt that was starting to wear and create some interesting slip zones, it served our purposes. The last event there was probably our best one with some fun turns, a long slalom and a few fast straightaways. So, when the management there informed us that they would no longer allow car events, we had to go back to square one. Of course, there are the usual candidates, e.g. COTA or the Dell Diamond, but most either have unacceptable surface conditions or charge more than we can recoup with our normal \$45 registration fee. One location, on the surface, looked to fall into the “nice space if not for the pot holes, cracks and debris” category, and more known for livestock shows than performance car events. Then we realized that they have one parking lot made up of 4 wide lanes that were actually in pretty decent shape. That location is the Travis County Exposition Center. The price

was right, but the only date available before Rodeo Austin takes over was in February. We had never put on an autocross in February, which as we know, can be sunny and warm or freezing cold, or both over the course of 12 hours! But, we decided to go for it and hope for the best. I assured our VP, Kent Ketterman, that it would be a lovely day. His response was “I will have what you are drinking!”

With lanes rather than a wide open parking lot, at first it was a bit of a head scratcher as to how to design a course that would have most of the elements that our drivers enjoy. The process always starts with grabbing satellite views from Google Maps, finding all of the obstacles and areas of poor surface conditions and drawing PCA mandated 25’ boundaries around them. Then, we just start scribbling. Well, a little more than that, we draw serpentine lines around and through the spaces available to us. Our team goes through multiple iterations using different start and end points, different radii turns, slaloms, etc. all the while considering

both how to make it fun and exciting for the advanced drivers but easy to follow and not painful for the novices. Once we arrive at a “good” course design, we then head out to the facility on the day before the event and we lay out cones in all of the locations we have marked during the design phase. This is where we find the differences between a design on computer and reality. We drive both slow and high speed test runs, finding a number of turns which are tighter than expected, cone layouts which can cause confusion and areas where additional cones are needed to help clarify directions in which cars need to drive and/or places to avoid.

For this new course, there were more unknowns. Turns out that a perimeter of 25’ around oak trees is not enough and when approaching massive dumpsters, even 30’ “feels” too close. Then there was the issue of a beautiful downhill element at the finish line which was going to cause cars to come in hotter and take longer to stop. Fortunately, we had our regular contingent, Tom Pruett and Steven

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Tellman, our assistant event coordinators and a few of our instructors there to help us lay out cones, advise on dangers, mark the cone positions and pick them up at the end of practice. We would love to leave them out, but we do not have exclusive access to the site and can't afford to lose cones to those who might one to snag a few and our liability insurance company might have a cow if anyone were to use our "course" and have an accident without us being there and having signed our favorite waiver. Mission accomplished as far as our Friday set up, but rain on Friday night and Saturday morning caused an unexpected consequence, i.e. the drywall chalk that we use to mark cone positions was largely washed away. Our crack team of volunteers did their best on Saturday morning to place cones as close as possible to where they were intended to be and mark their new positions.

As mentioned, it was raining when we arrived, the temperatures were chilly, the wind was whipping and the grass, which we had no choice but to walk through, was wet. The last of these

caused us some discomfort as it is hard to drive cars in shoes meant for wet weather, so we just got to "enjoy" cold feet for a while. Autocross events go on rain or shine with the obvious exception of during thunderstorms. So, we got prepared as normal. Kent Ketterman and others worked in our tech inspection area. Their job, is not to "tech" a car like our favorite service shops do, but to make sure there are no loose objects in cars ready to launch during fast turns and stops, that helmets (including those borrowed from us) meet PCA guidelines (Snell 2010 or later, soon to be Snell 2015 or later with the new 2025 helmets coming out this year) and to make sure there are no glaring issues like front ends with lots of play or tires that are dangerous. Soon after that, Steven Tellman led a novice walk. This is really a misnomer. Steven is consistently our fastest driver and has tremendous insight into how to drive the course. I often count as many experienced drivers walking along as those that are newcomers. Steven also leads our instructor team and the biggest

issue I hear is that not enough people take advantage of their skills as the day wears on. That is unfortunate as these instructors can dramatically improve your run times and enjoyment, whether you are new to the sport or a long time participant. In a recent event, I asked an instructor to join me and over two runs, I improved my run time by more than 1 second.

If you have never attended an autocross event, you might be wondering what sorts of cars join us. It runs the gamut, from Boxsters and Caymans (natural cars for tight turns) to 911s and usually one or two Taycans. We have even had the occasional Macan or Panamera join us and we are still waiting to see a Cayenne out there! But, drivers are not limited to driving their Porsches, so some bring Miatas, Mustangs, BMWs and one usually brings his Mercedes SUV. We also have non-PCA participants, who we charge \$55, and they bring their favorite vehicle. In fact the winner of the non-PCA/non-Porsche participants drove a 2009 Corvette Z06. One reason that we attract so many non





PCA members is that we limit the number of participants to 60 which means that everyone gets up to 11 runs in total. Some other car clubs allow hundreds of participants, no practice runs and the total runs per participant is often in the 3 to 5 range.

Autocross is in a different league than many other driving events in that we have a huge need for course workers since the course is nothing but about 200 cones across a large parking lot. A well designed course will result in relatively few cones being hit, but as one instructor remarked “if you aren’t hitting cones now and then, you aren’t pushing hard enough”. To address the cone hit issue, we break up our drivers into two run groups and send out the individuals in the run group not currently driving the course to act as cone shaggers, zone captains (to call in hits and address safety issues) plus we use other workers to manage the grid, act as instructors and work in the timing tent. That is where Tom and I sit when we are not in the active run group. We are joined in the timing tent by Crystal Zarpas who loves to attend and capture all run times, cone hits and DNFs on paper while Tom and I operate the timing equipment, drive our computer based timing software and radio out to various individuals based on issues that need attention. Especially in the beginning,

when cone hits are more frequent, it can be a little like a bees nest in there, with calls coming over the radio from various zones, cars starting and others finishing, each of which requires an action by us. Often many actions are overlapping which means that our Mistress of Timing, Crystal, temporarily becomes the essential source of information when we miss something on the computer side. We have been working as a team doing this since 2021, so we are like a very small but well tuned orchestra.

It was cold, wet and overcast to start the day. Tires were hard, cars were slipping and sliding and plenty of cones were being hit. But as the day progressed, the weather conditions continuously improved and eventually, the sun came out and the temperatures got into the low 70s. As drivers got more familiar with the course and it got drier, run times improved and cone hits became more rare. In fact, everything ran so smoothly that every participant got 1 practice run and 10 timed runs. We finished the last run group’s 10th run by about 3pm, picked up all of the cones/stored them in our trailer and announced the winning times by 4pm. Steven was our overall fastest driver and beat out the second best time by about 1.5 seconds, but since he helps to design the course and manage the event, he doesn’t get

an award plaque. That is reserved for our non-management participants. For awards, at the end of the event, we break up the PCA participants driving Porsche vehicles into three classes based on the capabilities of their cars. Non-PCA members and PCA members driving non-Porsche vehicles are grouped together into a single class for which run times are adjusted using a multiplier SCCA performance index called PAX. Regardless of class, the run order is somewhat random across all participants.

Huge thanks go to all of those mentioned above as well as Billy Cash for hauling our trailer to and from the site, Chris Alvarado and ClubRegistration.net for providing signs, helmet stickers, coffee and donuts, plus so much more, and to Kevin Overholser and Authentic Details for sponsoring the awards and taking lots of great pictures.

It was a great day with some outstanding runs. Everyone seemed to have a big smile on their faces in the end and were eager for the next event there. The good news is that we have received approval to schedule our next event at the Expo Center on Saturday, May 24. We hope to see both our past participants and lots of new drivers there. ■



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## Pitstop—The 997.1 Turbo Through the Eyes of a Porsche Master

*Written and Photos by Webster Mercado*

It is my opinion, as owner of GT International, that the Porsche 997.1 Turbo is far more than a car—it's a symbol of mechanical purity and performance heritage. As one of the Porsche specialists in Austin, my passion for the 997.1 is rooted in both personal affections and professional experience. My professional journey with Porsche officially kicked off in 2004, a pivotal time for the brand as it prepared to unveil the next evolution of the 911. The 996 generation had introduced significant changes to the 911 formula, including water cooling and a new design language. But for many purists, something was missing. The 997 was Porsche's answer to that sentiment—a return to form that rekindled the aesthetic and tactile appeal of earlier 911s. With more traditional styling, sharper handling, and a renewed focus on driver engagement.

What truly sets the 997 apart from its successors, especially in its first-generation form (997.1), is its analog character. This was the last generation before electronic aids and driving assists became deeply integrated into the 911's personality. The absence of excessive digital interference allowed the driver to feel directly connected to the car—a trait that defined Porsche's golden era. The steering was hy-

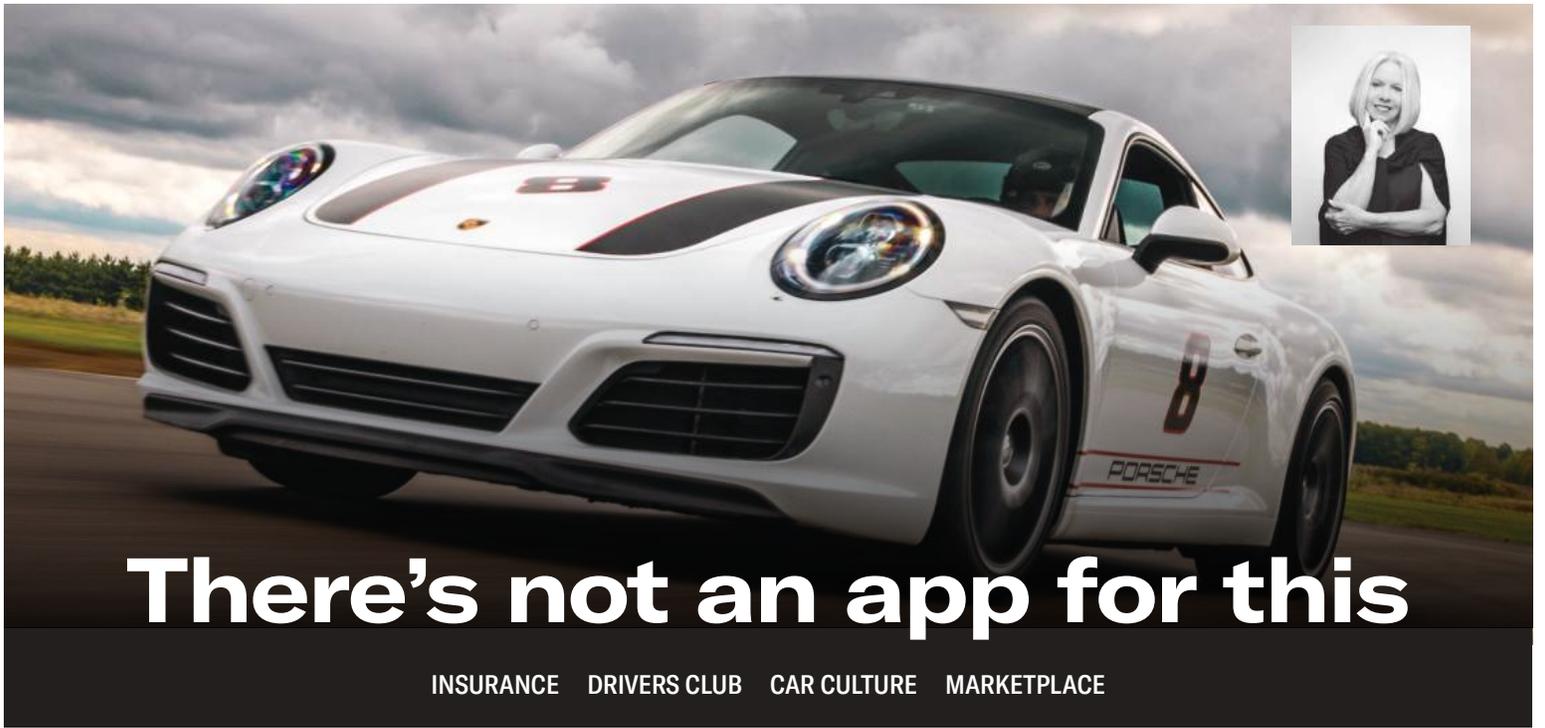
draulic, the chassis was communicative, and the experience behind the wheel was as mechanical and pure as any modern sports car could hope to be. For me, the 997 became a touchstone, a model that embodied everything Porsche should be.

Among the many 997 variants, the Turbo holds a special place in my heart. It wasn't just the fastest or most technically impressive version; it was the one that carried the legendary Mezger engine under its decklid. The 3.6-liter twin-turbocharged flat-six is a masterpiece of engineering, rooted in Porsche's long and storied motorsport history. Developed by Hans Mezger, the engine traces its DNA to the 911 GT1 and the 962 race cars—machines that conquered Le Mans and

redefined endurance racing. The Mezger powerplant is renowned for its durability, dry-sump lubrication system, and robust crankcase architecture, making it a favorite among tuners and track-day enthusiasts alike.

Over the years, through countless hours spent under the decklids of these machines, I have developed a nearly encyclopedic understanding of their systems, quirks, and potential. With my knowledge and passion, I am setting my sights on a new, personalized adventure. Following the automotive vision Dr. Porsche started years ago, I am aiming to create the best version of the 997.1. Project GT.01S will be a complete transformation of the platform, blending the analog soul of the 997 with bespoke engineering, custom design, and handcrafted details. It's a love letter to Porsche's past and a bold statement about where performance art is heading. Retaining the visceral, connected driving experience that made the 997.1 Turbo legendary while pushing the platform to heights previously thought impossible. While full details remain under wraps, the GT.01S promises to be a benchmark project, not just for GT International, but for the entire Porsche aftermarket community. ■





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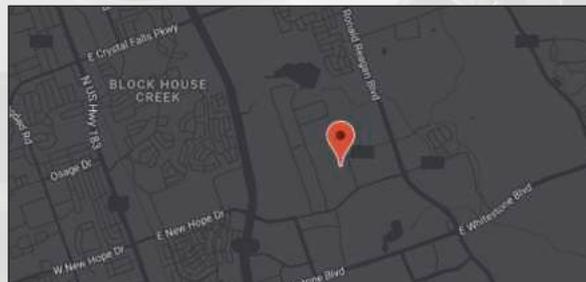
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# Beyond Stock

Article by Don Stevens and David Pickering • Photos by David Pickering

In this issue of Horizons, we are introducing a new recurring section that will be featuring the unique ways that HCR members have enhanced or personalized their Porsches. We're calling this new feature **Beyond Stock**. In this space, we will be showcasing the ingenuity and passions of members who have in some way taken their Porsche beyond factory-standard specifications. Each installment will delve into the story behind a member's project—exploring their inspiration, the challenges they faced, and the ultimate results of their efforts.

**Beyond Stock** is about sharing knowledge, inspiring others, and fostering a deeper appreciation for the endless possibilities of Porsche ownership. As we would like to feature a member project in more future issues of Horizons, we'll be on the lookout for HCR members who have modified their Porsche in a way that would be of interest to other members. Our very first featured **Beyond Stock** article follows below.

## The 992 Coffee Cup Capacity Conundrum

HCR member David Picking discovered a problem with his new 2022 Genitian Blue 911 992 Cabriolet that he had just purchased from Porsche South Austin. Here is how David described his cupholder issue, and what he did to resolve the problem.

After picking up my new 911 from Porsche South Austin, I decided to go for a nice drive in the Hill Country. I like to take a cup of coffee with me on drives, so imagine my dismay when my everyday coffee cup wouldn't fit in the 992's cupholder!

No problem, I thought, I'll just use the cool Yeti cup the dealer gave me with my car. Surely that will fit. After all, they gave it to me to go along with the car, didn't they?

Wow, double dismay—that didn't fit either. Now, I really started to get concerned. Could it possibly be that the Ultimate Cup—my Rudy's free refill cup, might also not fit. I took the Rudy's cup out to the car and NOOOOO, triple dismay—IT DIDN'T FIT!

For a moment, I considered returning the car and finding another model with larger cupholders. That thought passed when I discovered my 992's cup holder was removable, and there was a larger space underneath. That got me thinking—I have a 3D printer. Could I design and print a new cupholder insert? How hard could that be? Well, it turned out that measuring the dimensions, angles and curves inside the center console hole was not that easy.

I started with a thin wall prototype—just to get the shape right. I used white plastic, as it's easier to see the fit. After a couple of iterations, I got one to fit. Then, I basically did the same with the inside, using my large Rudy's cup as a guide. After a few test iterations – actually, more than a few—I finally had one that worked for all three of the cups that I wanted to use.

My final version prints were in ABS plastic to provide added strength and temperature resilience. I used black plastic to match my console color, but I probably could also print versions to match consoles that are a color other than black.

Extensive testing (that involved trips driving to Rudy's and back) proved the cup holder works great! It also now holds my everyday coffee mug and my cool Porsche Yeti cup. If a HCR member is interested in having me print a cupholder insert for their 911 (currently only for a 992 with a PDK transmission)—contact me at [Davepick66@msn.com](mailto:Davepick66@msn.com) or have a chat with me at a club event. ■



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# German Texas Heritage Society

By Kent Ketterman—HCR Vice President • Photos provided by German Texas Heritage Society

Last year, members of the HCR Executive Counsel, Carl Rossi, Gordie Robbins and Crystal Zarpas met with the Board members of the local German-Texan Historical Society (GTHS) to determine how we (HCR & GTHS) can support one another. HCR leadership believes it will become an important relationship. GTHS also has a close relationship with Porsche Austin, which participates in its events. We are planning on doing the same.

The goal here is to create a connection between GTHS and the passionate HCR Porsche car owners, us!! GTHS will consider purchasing advertising space in future Horizons newsletters dedicated to joint-promotions of future fund-raising activities.

GTHS is unique in many ways—from the rich German heritage and year-round festivals to the historic downtown Austin building. The building is said to be the third-oldest in the city and one of the birthplaces of public education in Texas. Very impressive.

So at this point you may be wondering, who is the German-Texan Heritage Society? You may begin to understand the answer to that question by reading their Mission Statement. Here it is.

“As a nonprofit organization we are committed to the preservation of the history and heritage of German-Texans by promoting and providing educational experiences in its culture and language and by encouraging within our Texas public schools, colleges, private institutions and other organizations similar learning opportunities in all of the her-

itage, values and language that make up the unique culture of our state.” Whoa, that’s a mouthful. Was that really just one sentence!??

Here’s what I think their Mission Statement is all about

- 1) Preservation of History and Culture
- 2) Promotion and Provision of Educational Experiences
- 3) Focus on Culture and Language
- 4) Encouraging Educational Opportunities
- 5) Connection to Texas Culture

They profess a value that also helps to understand what they’re all about. “That engaging in shared celebrations of our German-Texan heritage with other Texas heritage groups expands our understanding of common values in cultures and enhances our bonding identities as Texans.

So you may be wondering by now how they accomplish their mission. In a nutshell, they hold authentic German cultural events throughout the year, they conduct numerous cultural programs, provide genealogical services and provide German language classes.

Here’s where the fun starts, GTHS holds a German Auto Car Show. Of course that includes our wonderful Porsches and OK, the other German automakers too, BMWs, Volkswagens and Mercedes Benz. The auto show is a fundraiser for their Pre-K, through 3rd grade International School. More about the show later in this article. But that’s not all, there will be a Beer and Wine Fest at Maifest. Even if you don’t understand German, you could guess that Mai-



fest is held in the month of May. Of course, Oktoberfest comes next. It's the most famous German cultural event and has become a worldwide phenomenon which started in 1812. We've all seen the photographs of the servers carrying way too many beer steins. The record being 40 steins but it's not unusual to see a server carrying 8-10 steins in one go. Ok, enough talk about beer. As soon as you've recovered from Oktoberfest, don't forget their Christmas Market. It's held during the most wonderful time of year and provides a chance to enjoy the most authentic Christmas Market in Texas. GTHS imports decorations from an East-German region known for its Christmas customs and don't forget the hot spiced wine (Glühwein).

The German-Texans Heritage Society is not just about festivals and car shows, GTHS also provides the opportunity for adults and children to learn to speak the German language.

They also help those wishing to prove their proficiency prepare for a certification exam with the Goethe Institut. Their education programs don't stop there. GTHS runs the German International School of Texas for Pre-K through Grade 3. Please allow me to paraphrase from their website. GIS provides the skills and tools for the students to take the first steps into formal education. The school promotes a positive view of learning, curiosity, critical questioning and a world-view that is broad and tolerant.

Did you ever want to learn to cook those wonderful German dishes like Schnitzel, potato salad, or beef roulades? GTHS provides cooking and baking classes for adults and children as well.

If you have German ancestors and want to dig deep into the past and learn more about them, GTHS has resources to help you do just that. On a personal note, one branch of

my family originated in northwestern Germany many generations ago. I've always been interested to learn more about the Ketterman family, here's my chance.

Just a small subset of activities have been included in this article, learn more at their website, <https://www.germantexans.org>

We are proud owners of Porsche automobiles and benefit from the German culture every time we jump into the driver's seat. So a question to consider is, how does GTHS connect with the German automotive community?

The German Auto Show was held April 5 this year. The show was launched for the first time in 2024. It was a huge success, with over 40 Porsches out of 80+ total cars on display. GTHS collaborates with Hi-Tech Motor Cars and Porsche Austin (North & South) to showcase the latest and greatest Porsche models at the festivals and during German delega-

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tion visits. By the way, Hi-Tech and the Porsche dealerships have committed to participating in all of the 2025 festivals.

This article was intended to introduce the German-Texans Heritage Society to the Hill Country Region members and I've only scratched the surface. There is so much more to learn about GTHS. Try their website, join us at the festivals, contact the Society with any questions you have. By the way, we are invited to the Members only Christmas Market dates. Watch the calendar and weekly eNews for more information on this special opportunity. ■



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# HCR Lunch Bunch

*Article by Bob Hieronymus, Don Stevens and Bill Foster • Photos by Bill Foster*

The Hill Country Region conducts many events for its members throughout the year. One club favorite is the Lunch Bunch event that meets on the second Thursday of each month at a different Austin-area restaurant. We asked Bob Hieronymus, Lunch Bunch Event Coordinator, to share information about the event, his role, and what Lunch Bunch means to him and those who attend.

I moved back to Austin from Kingston, New York, in 2000. I had been an active member of the Hudson Valley Region (HVR) where I served as a High-Performance Driver Education (HPDE) instructor and as a member of the HVR board.

Upon returning to Austin, I sought ways to connect with the members of the Hill Country Region (HCR). Given my strong interests in track driving, coupled with my desire to find and try new restaurants, I joined the HCR team of driving instructors at HPDE events and began attending the monthly Lunch Bunch events. HPDE and Lunch Bunch became instrumental in my personal integration into HCR. I found Lunch Bunch particularly valuable for meeting and getting to know other members, which in turn helped me learn more about the club. It also helped me explore Austin's diverse restaurant scene.

In 2012, I learned the event coordinator for Lunch Bunch was stepping down and that the monthly lunches would be discontinued. "Wait a minute," I thought. "Lunch Bunch is a vital part of my club experience – it can't disappear!" Over the years, I had met so many club members and discovered numerous fantastic restaurants through these lunches that I could not let this event end. So, I volunteered to take on the role of event coordinator for Lunch Bunch. Now, thirteen years later, I continue to organize and host our monthly Lunch Bunches. It has been a very enriching and enjoyable journey -- meeting many interesting people, made great friends, discovered amazing restaurants, and enjoyed countless delicious meals.

The objectives of Lunch Bunch are: 1) Fostering Member Connections: Providing a venue for members to meet, socialize, and exchange information about the club, its events, and Porsche cars; and 2) Exploring Austin's Restaurant Scene: Sampling diverse cuisines at a variety of restaurants throughout Austin and the surrounding communities.

The format is very informal — no RSVP or pre-registration is required. Feel free to join us even if you decide to attend at the last minute. Lunch Bunch has ventured as far north as Liberty Hill, as far south as Driftwood, and from Pflugerville in the east to Lakeway in the west. We've enjoyed many different cuisines including barbecue, TexMex, interior Mexican, seafood, Italian, Chinese and New Orleans Creole, in addition to many burger, salad and pizza venues. Bob seeks suggestions from members for adding new venues to try. Plus, a small team of our most avid foodie members scout out and vet each new restaurant before it is added to the Lunch Bunch schedule. Each venue must be able to accommodate the needs of our group and have ample safe parking to show off our P-cars.

For each event, Bob solicits feedback from the attendees about their satisfaction with their meal and the restaurant venue. If he receives positive feedback from attendees, he keeps that venue in the Lunch Bunch rotation schedule. Normally, the group will only revisit a popular past venue no more than once a year. And to add variety, he tries to include four or five new venues in the restaurant rotation each year.

We invite you to join us at Lunch Bunch on the second Thursday of each month at 11:30 AM. Come meet other members, reconnect with friends, and savor diverse cuisines at restaurants you may not have discovered, along with those that have become Lunch Bunch favorites.



Past HCR Membership Chair, **Bruce Mason** and Lunch Bunch Event Coordinator, **Bob Hieronymus** at Pappadeux's Lunch Bunch event.

# Lunch Bunch



A variety of restaurants were featured by Lunch Bunch during 2024, including:

- Sundancer Grill
- Pappadeux Seafood
- Pappasitos
- PF Chang
- Dos Hermanos
- Redbud Icehouse
- Milano Cafe
- County Line on the Lake
- Vaqueros at Steiner Ranch
- Quality Seafood
- Oz Tap House



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