

HORIZONS



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PORSCHE CLUB OF AMERICA
HILL COUNTRY REGION
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COVER IMAGE:
TAD OCHS'S
1984 KREMER 930 TURBO

PHOTO CREDIT:
JONATHAN HAGGAR

THE DRIVER'S SEAT



EMERGING

I'm happy to report that your club is restarting events and activities. With the results of our recent Five-Minute Member Survey in hand, y'all told us that you were ready for us to reactivate our usual events, and 17 members raised their hand with new offers to help in various capacities. That's awesome! Your board is energized, and the calendar is filling up fast for the rest of 2021.

As we work toward bringing back all your favorite events in 2021, I thought I should put the spotlight on our Event Coordinators, and showcase their work to bring your club back to business as usual:

- Chris McChesney (Tourmaster Grand Poobah) has his foot planted firmly on the gas pedal and is already delivering tours that sell out every time. We've had to implement strict limits on the number of cars, due to huge demand, so please don't wait to register for a tour or you may find yourself on a waitlist and unable to attend.

- Michelle Freudenberger is up and running with her Ladies Luncheon each month. While the restaurant limits right now keep the group to about 20 people at each event, please know Michelle has a huge passion for this event and will increase attendance limits as allowed.

- Bob Hieronymus is also pointed straight down the track and accelerating hard with his monthly Lunch Bunch program. His first lunch in June was well-attended with over 30 members, and he has a great group of scouts hunting new locations each month.

- Greg Harrington is scouting suitable locations to restart our North Austin Happy Hour events.

- Stacey Soule and Tuffy von Briesen are our Tech Co-chairs, and their first "joint" event is September 25 at Porsche Austin. The dynamic duo is already scheming on more tech sessions at new locations for 2021 and even into 2022.

- Bruce Harris popped the clutch on our 2021 Holiday Party. We will be back at The Hills of Lakeway CC, and it will be every bit as fun and engaging as our Spring Fling this past May.

- Tuffy von Briesen coordinated with John Paterson to open JP's garage and storage facility in June to our members, for a peek at his substantial collection of restored air-cooled P-cars. That was a fabulous event, and we had a huge turnout, with a sellout at 150 registered attendees.

- Richard Pankhurst is leading our effort to stand up the new HCR Sim Racing League on the iRacing platform, and sponsors are jumping on board to host member events for the league. Watch for this to launch with a running start in September.

- David Gross and Tim Strehl are working on the details for our third SchnellFest HPDE of the year - these guys and their HPDE team continue running at the redline.

- Alfred Freudenberger is weaving his way to set another Autocross on our Fall calendar at the HEB Cedar Park Center.

- The Tire Rack Street Survival team has their sights set on a new venue and date this Fall.

These are just an example of how your club is working hard to restart our traditional events and deliver new programs in the coming months. It all looks and feels great.

As I write this column, I'm working in the new Customer Lounge at Porsche Austin (waiting on my Cayman S annual service to finish), and I'm thinking about positivity in and around our club. Our club continues to grow, pushing for the 1,600-member mark. New volunteers have surfaced and are plugging into various positions to help deliver goodness to our members.

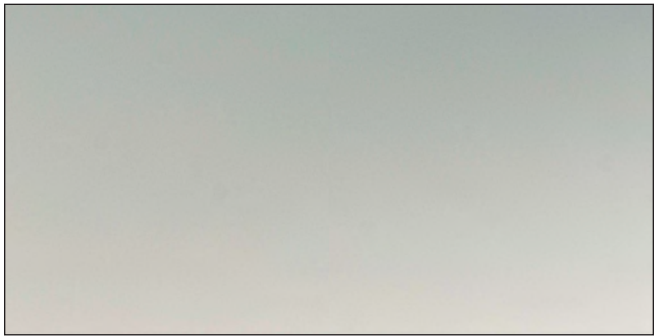
Our sponsor and advertiser base continues growing, as well. XPEL Austin joined us and promptly sponsored a tech session and our Spring Fling. XSPACE came on board as the presenting sponsor of our new SIM Racing League. Driving Adventures USA also jumped in and is sponsoring a big tour in July. Porsche Austin opened its new facility at Hwy 360 and N. Research Blvd. this past Spring . . . if you missed their three Open House events for our club, you missed a terrific behind-the-scenes walk through the cool building. Another sponsor, GT International, opened a second location on McNeil for their tire and alignment center, plus their new wrap business.

Werks 11 featured their 'paint master' in a tech session at the end of July - owner Julian Avent knows tons of great people in the auto restoration business. Moorespeed brought young driver Riley Dickinson into their race team two years ago and finished 2nd in the IMSA GT3 Cup Challenge in their second season together. David Moore keeps cultivating young driving talent, now with Maxwell Root and a partnership with Wright Motorsports in the newly named Porsche Carrera Cup North America series. Riley competes this season with Team Hardpoint EBM in a GT3 Cup car sponsored by Porsche Austin. He carries the HCR logo on his car for the second straight year - a first for a PCA region. . . fantastic!

All in all, as we look forward to 2021 and into 2022, there's lots of positivity and enthusiasm wrapped around HCR. As one member recently told me, "There's no other car club in this area as robust as this one".

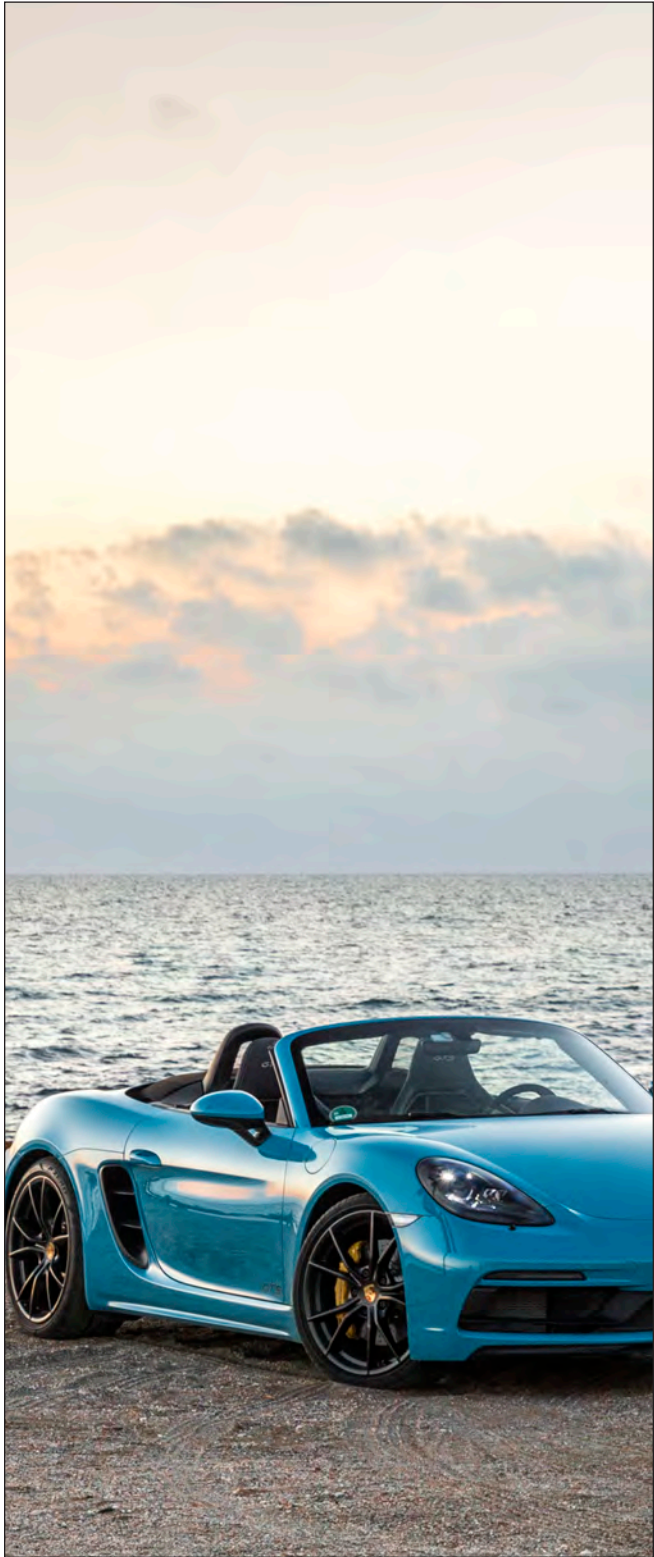
It feels great.

Charlie Sparks



	APR 2021	MAY 2021	JUN 2021
PRIMARY	-	-	1 1 1 1
AFFILIATE	-	-	520
TOTAL	-	-	1631

MEMBERSHIP REPORT



ANNIVERSARIES

1 YEAR

Jessica Adams
Jesus Andarza
Charles Bell
Dale Bradley
Ghazi Bsaiibes
Brian Burnes
Cristina Butler
Danielle Chambers
Adam Cooper
Lazaro Corpus
Charles Cupples
Michael Dunn
Peter Eaton
Robert Erickson
Daniel Farahani
Brad Johnson
Ken Kalin
RB Klug
Anil Kottam
Michael Lamb
Sarah Lewis
Maurice Medel
Diane Meidl
Cody Miller
Michael Nelsen
Tanner Norrell
Larry Ouellette
John Palosi
Steven Poitras
Alen Puzic
Rosson
Richardson
Wes Salem
Ben Sandran
Tushardeep
Sangha
Denise Savage-
Garza
Alan Schoenbaum
Cameron Stewart
Rick Urban
Steven Van
Overmeiren
Amy Vickrey
Elizabeth Wells
Jessica Wyatt

5 YEARS

Chris Alexander
Scott Fleming
Thaddeus
Forsythe
Andreas
Gerstlauer
Paul Hoover
Bruce Kerr
William Lahti
Justin Leblanc
Richard Rogers
Michele Saad
Brad Thompson
Marilyn Wahl
Michael Wahl
David Woodhams
Michael Wyatt

10 YEARS

Isha Darji
Vipul Darji
Stuart Edwards
Keith Jezek
Maribeth Jezek
Rob Pickett
Suzan Pickett
Guy Weinhold
Lisa Weinhold

15 YEARS

Patrick Skrovan
Rodney Strnadel

25 YEARS

Caren Cooper
Edward Cullen
Weston Dillard
David Gross
Tammy Gross
Lana Moore
Steve Patti

30 YEARS

Annmarie Bavosa
Pam Leonard
William Leonard

PLEASE WELCOME OUR NEW HCR MEMBERS

Catherine Albrecht	2020 Cayenne	Robert Morton	1997 Boxster
Hector Alfaro		Sue Morton	
Jessica Alfaro	2000 Boxster	Derek Muller	2014 911 Carrera S Cabriolet
Shyam Ankinapalli	2021 Taycan 4S	Tiffany Muller	
Leah Aspegren		Jordan Myers	
Marc Austin		Nicholas Naruns	1982 911 SC Targa
Kimberly Austin	2018 718 Boxster S	Peggy Naylor	
Kam Barnes	2013 911 Carrera	Elise Orman	
Paul Bodenman	2010 911 Carrera S	Larry Orsag	2014 Cayman
Edward Bradshaw	2019 911 GT3 RS	Karina Padilla-Duran	
Reene Bradshaw		Lisa Patti	
Larry Brundidge	2002 911 Carrera Cabriolet	Janna Poitras	
Elizabeth Buchholz		Patrick Putnam	2015 Macan S
William Buchholz	2017 911 Carrera S	Andres Ramos	2008 911 Carrera 4S
John Caras	2018 718 Cayman	Joachim Rayos	2001 911 Carrera
Jaime Castaneda, Jr	2018 718 Cayman	Steven Roadhouse	2017 911 Carrera S
Xiao Wei Chen	2021 Taycan Turbo	Sylvia Rosenbaum	
Mark Chung	2013 Boxster S	Zachary Schwab	2005 911 Carrera
Sean Condron	1989 944	Changho Seo	2021 Cayenne
James Cooper	1998 911 Carrera Cabriolet	Jane Seo	2021 Cayenne Coupe
Charles Crooks	2015 911 Carrera	Ellen Simms	
Lucia Crooks		Rich Simms	2010 911 Carrera
Todd Davidson	2018 911 Carrera	Matt Smentek	2017 911 Carrera 4S
Nancy Eaton		Donald Solomon	2017 911 Carrera 4S
Martin Eberle	2019 911 Carrera T	Aubrey Sparks	2016 Panamera S
Jason Echols	2015 Cayman GTS	Chellie Stewart	
Althea Eggleston		Ralph Stromme	2008 Boxster S
Todd Eggleston	2019 Cayenne	Kiki Teague	2004 911 Carrera 4S Cabriolet
Michael Ehrhardt	2019 911 GT3 RS	Emma Thompson	
Gina Fann		Duc Tran	1972 911T
Quinn Farquharson		Thanh Tran	
Mike Flynn	1991 944 S2 Cabriolet	Philip Twardowski	2013 911 Carrera
Manuel Franco		Patti Urban	
Alma Gonzalez	2008 Cayenne Turbo	Susan Vrazel-Myers	2017 Macan S
Donna Gordon		Amy Whitston	2019 Macan S
Michael Gordon	2016 Boxster Spyder	Ashish Yeole	2021 Taycan 4S
Jeremy Green	2015 911 Turbo S Cabriolet		
Christopher Gross	2021 718 Boxster T		
Martha Gross			
Parker Halaburda			
Michael Halaburda	2000 911 Carrera		
Ashley Hamilton	2001 911 Carrera 4		
David Hanson	1987 944		
Brent Hillebrenner	2014 Boxster S		
Wade Hoepfner	2021 718 Cayman GT4		
David Houghton	2011 Boxster		
Don Houtz	2021 Taycan 4S		
Donald Hughes			
Jim Ivan	2019 911 GT3 RS		
Carla James	2017 718 Cayman S		
Bryan Jones	2007 911 GT3		
Jennifer Jones			
Ian Kelso	2005 911 Carrera		
Matthew Kifle	2018 Panamera 4S		
Aston LaFon	2019 718 Cayman S		
Darren Larson	1966 912		
Kristi Larson			
Richard Leibowitz	2011 Cayenne S		
Nathaniel Lesane	2006 Cayman S		
David Lesniak	2021 Cayenne S		
Tonyon Lesniak			
David Lindzey	1971 914		
Michael Mann	2016 Cayman GT4		
Mark Maunder	2017 Cayman		
Michel Mccabe-Hughes	2020 Macan S		
Robert Mccloskey	2001 911 Turbo		
Charles Milian	2014 Cayman S		
Mariela Minor			

PLEASE WELCOME OUR
TRANSFER MEMBERS

Joeeph Ivanenok	Arizona
John Wang	Arizona
Brent Brotzman	Costal Bend
Phillip DeLeon	Gold Coast
Kristopher Duggan	Golden Gate
Benjamin MacLean	Golden Gate
Steven Poitras	Golden Gate
Duc N Tran	Golden Gate
Crystal Zarpas	Los Angeles
Adam Smith	Maverick
Kevin Connolly	Orange Coast
Jim Forester Pacific	Northwest
Melis Mutlugun	Peachstate
Jeff Knapp	Roadrunner
Ali Bagheri	San Diego

MEMBER PROFILE:
TAD OCHS
INTERVIEW & PHOTOS BY
JONATHAN HAGGAR

We met Tad Ochs through another HCR member who informed us of his unique 1984 Kremer 930 Turbo. This car features several aero and performance upgrades that were produced by Kremer Racing. These include: Compomotive 3-piece Fuchs wheels on period Michelin TB5R tires, DP/935 Kevlar 'lollipop' bucket seats with velour upholstery, brake ducts integrated into the Kevlar front air dam, genuine Matter half cage, Kremer Kevlar long tail, limited-slip differential, high-flow handmade stainless exhaust and motorsport-based sway bars. Ochs was kind enough to share his story and car with Horizons.







How long have you been a PCA member?

TO: It's been around 3 years.

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

TO: I was born in San Antonio. I moved around a bit when I was a kid and a young adult, but I'd say I've been in Austin for most of my life. I'm 45 years old, so it's been quite a long time. I grew up around motorcycles. My parents had 12 of them and I started riding as a young kid. Both my parents rode all over the US. I started riding long distances when I was about 20 and continued for most of my life. In high school I worked for a motorcycle dealership and then moved to sales and eventually financing. In my mid 20s I got into the Fire Service and by the time I was 30, I was working for the Austin Fire Department.

How did you develop an interest in Porsche?

TO: I had a fox body Mustang when I was 16. I immediately fell in love with the idea of anything that had a motor. Remember that I grew up around motorcycles, so I already had a strong love for speed and beauty. I loved that car more than anything in the world. I loved the freedom it gave me and how fun it was to have the power and control of something so special.

When I was about 18, I worked at a custom stereo stop. The owner had a black 930 that was a custom-built show car. I remember looking at it every day and really appreciating the amazing lines of the 911. I'll always remember the clunk it made when you shut the door. Time went on and I went through a few different cars that I loved, but never a Porsche. I didn't have the money for something like that.

A few years went by and again I ran into another special Porsche. A friend of mine owned a 944 Turbo and a 928S. Both were complete custom builds that made big power with all the cool German bits. I remember him trying to sell me the 928S for \$12,000. Back then that was extremely expensive for that car and I passed on it because I didn't want such a radical car as my daily driver.

About 4 years ago I got to a point where I could own something more exotic. I looked and drove just about everything. I even looked at McLaren and Ferrari. Something about the Porsche kept pulling me back in. So many people drive them everyday, and there's always a special bond between owner and car. Porsche has won so many races and they build cars that quietly tear up the race track. A rear engine doesn't make much sense these days, but they continue to do it and improve it.

Can you tell us about Kremer Racing and the Kremer-built 930?

TO: Kremer Racing won Le Mans in 1979 with a 935 K3. They had been building cars and even worked directly with Porsche back then. In the 90s they won the 24 Hours of Daytona with a K8 Spyder. Of course Kremer was a race team first and foremost but they built and shipped conversion kits all over the world. They were somewhat rare even back then. My car was imported from Germany along with a sister car whose owner I still know. Both these cars were modified with the Kremer kits and led different lives over the years. Mine ended up buried in a garage for many

years. A couple of years ago she was found and brought back to what you see today.

What differentiates the Kremer from a normal 930?

TO: Every car they built was a bit different, but Kremer made both aero and performance modifications. They were built to not only have a special look but to be functional race driven street cars. You get more power, body and suspension modifications, etc.

How and when did you acquire this car? What is its history?

TO: I've owned this car for less than 2 years. She and her sister grew up in the hands of 2 young brothers back in the day. I'm not entirely sure where all she went, but at some point my car ended up in an old garage covered with dust, boxes, and old paperwork. It hadn't moved for years. RMC Miami acquired the car and spent time bringing it back from the dead. I bought the car from them after absolutely falling in love with it.

What kind of work or restoration has been done?

TO: RMC replaced the turbo with a K27 as the old one had seen better days. They also installed a killer exhaust system, Recaro 'lollipop' seats, a Matter roll cage, and some incredible Compomotive 3-piece Fuchs wheels. Everything was picked with care to complement the car and keep her period correct.

What is it like to drive?

TO: It's extremely raw - the classic 'widow maker'. Lots of boost when you're on it and tons of lag when you're not. She makes all the right sounds and smells like an old Porsche should. The car is fast and gives you a ton of feedback but you better be paying attention at all times.

What other Porsches have you owned? Can you tell us a little about those?

TO: I currently own 4. Yes, I know - I have a problem. But it's a healthy problem and something I love. The cars I've owned include a 1980 911 SC, a 1985 930 Turbo Slant Nose, a 2002 911 Turbo, a Cayman GT4, a 2018 GTS, and my newest car is a 2020 Lava orange 911 4S.

Which is your favorite of the ones you've owned?

TO: Gosh that's a hard one. Everyone asks that question. I love each car for different reasons. Not because of value or performance, but for their individual personality. The new cars have all the power and tech. The old ones have that special feel and history. The old ones are special in a different and direct way though - they're a piece of history. If you're forcing me to have a favorite it's got to be the 2020 4S. It's a car that you can drive everyday or even across the country, yet still can be an absolute animal if you want it to be. Plus you get cold A/C.

Is there a particular model on your wish list?

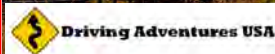
TO: Yes, I was born in 1976 so I want to build a 1976 911 rally tribute car over the next few years. I think that would be special and unique.

What are your favorite PCA or Porsche related activities?

TO: I drive the Hill Country quite often and I enjoy that. I also really like the restaurant meet-ups and cars-and-coffee events, so I try to make those as much as possible.

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TECH SESSION: UNDERSTANDING YOUR BOXSTER

STORY & PHOTOS

BY ALEX GARZA



The harsh Texas sun coupled with the smell of motor oil and old brake fluid, along with a dozen wide-eyed PCA members huddled around an engine bay is the perfect reminder that we are returning to normal in the post-COVID world. With our path to normality on track, we are reminded of our one true passion that pulls us all together; our deep obsession with our cars and the ability to fix them ourselves when they inevitably break down. There is no better embodiment of this notion than Chris McChesney, the Tourmaster of Hill Country PCA for the past five years.

Fortunately for us, Chris is a firm believer in sharing the vast car knowledge he's amassed over the years as a D.I.Y. mechanic with his friends and colleagues. Chris owns a stunning 987.2 bright blue Porsche Boxster, which served as the operation dummy he used to explain every minute detail to those wide-eyed PCA members. Starting small, with the simple



removal and replacement of blown headlight bulbs to an in-depth explanation of replacing your own brakes using old calipers and rotors from his graveyard of parts.

Chris began the Tech Session by reminding us that there is a special Porsche tool in the front trunk of every Boxster which is used to properly remove headlights along with the fact you can buy the correct bulbs from almost any department store. He followed that up by explaining how the evaporators in our cars work, showing us the difference between the Low lines and High lines in the A/C unit and explaining what we should do when the A/C starts to die out, which in this Texas summer heat is a vital necessity to some of us.

As the true D.I.Y. mechanic Chris is, he emphasized that the dealership would charge upwards of two

hundred and fifty dollars for this service but with his lesson, you can do it for less than forty dollars with a can of freon and a pressure gage from the local auto parts store. Following that he showed us the secret trick he uses to keep the radiators and undercarriage damage-free by using a mesh-type material to cover them. Next, the main course we were all waiting for finally came to the table: working on the engine.

This topic could seem very intimidating to some, but Chris reassured us that there is nothing to fear. He started by detailing the position the top needs to be in to properly remove the engine cover so as to not scratch the paint on the car or break any of the annoyingly tiny, and surprisingly expensive, Porsche clips and screws. We stood to watch as Chris started on the far side of the engine bay showing us how



to properly replace the engine air filter along with reminding us the importance of the cabin air filter - which is in various locations depending on the year of the car.

We then prepared to get dirty as Chris explained the best tools and proper mounting points on the vehicle to do an inexpensive and proper oil change along with telling us the best shops that do cheap but excellent oil changes for some of the older members who aren't as flexible as they once were. Next, he moved onto the side of the engine pointing out the panels that can be easily removed to change out your spark plugs along with a five-minute speech about how a "universal extension joint" is the saving grace for any at-home mechanic.

Finally came the monster itself, looking directly in front of the Boxster's engine to a serpentine belt change.

He showed us that every Boxster has a removal panel behind the seat that can be taken off with a small set of T-series torx bits. Furthermore, Chris again emphasized the practicality and importance of having an interchangeable screwdriver kit in your arsenal of tools. Chris pointed to the pulley and bolts that need to be loosened to let off tension on the serpentine belt along with the bolts that hold the water pump, as unfortunately, these parts are one of the few that have a faithful reputation of not lasting.

Following the intimidating experience of engine maintenance, Chris explained how to properly change out your brake pads at home demonstrating on old parts. Among Chris' graveyard of parts, he was able to show us what worn-out brake pads and rotors looked like to not get tricked when the shop says



you need new brakes - which for some reason they always say we do. Lastly, Chris went over the process of removing the top and putting it back up, for when the electronics in the convertible motor fail, as no one wants to be stuck in the rain with no roof.

Even for the seasoned veteran who can magically do engine rebuilds on the weekend, Chris McChesney's tech session is nothing to shy away from. At the very least you learn about a new tool that you didn't know you needed or learn about a faster way of doing something. Chris' enthusiastic attitude on the ability to drive the car of your dreams without breaking the bank on repairs is something we should all strive for. I can personally say, my Boxster has brought me tons of smiles but expensive repair bills induce that smile to go upside down.



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RESURRECTING A 1997 TARGA

STORY & PHOTOS BY SEAN KRASAN

In this article we will delve into the electrical repair of my 1997 Targa (993). As a youth, I enjoyed electronics, mechanics, and computers. While in high school these skills allowed me to work part-time at a dealership repairing flood cars and gain experience in harness and module replacement. While I am not a Porsche purist, I enjoy automotive technology and members of the automotive community regardless of their brand affiliations. I have owned many cars from the automotive spectrum including my other current vehicle, a resto-mod fuel injected 1967 Mustang Fastback.

Most of my friends are air-cooled guys, and succumbing to peer pressure, I decided to delve into the cult of air-cooled 911s after selling my 997. They advised me to be careful with the 993 and 964 series

due to the electronics, but as we live in Texas, I wanted a car with working A/C.

I received a call one day about a 1997 Targa that had been sitting for some time. The car had been in the Hill Country area for many years, so I knew its history and past owners. It was in non-running condition due to electrical and interior damage resulting from a leaking Targa top along with numerous paint issues. While I normally avoid non-running vehicles, the seller had a good reputation, so I went to see it.

The typical approach to assess water damage of any computerized car is the same: determine height of the water line, type of water, condition of mechanical and electrical systems, whether modules and harnesses are compromised - and most importantly, whether

these parts can be obtained or repaired. While there are specialized firms who repair older water-damaged electronics, success is dependent on the extent of the damage.

I did a cursory check on eBay and with dismantlers to check for 993 electronic module availability and cost. My research showed that the Bosch Motronic ECU is somewhat unique to each year of vehicle, very expensive and nearly unattainable. There are aftermarket race orientated ECU's available but as this vehicle is less than 25 years old, it needed to pass Texas emissions testing, so I kept it stock. The other modules were readily available and affordable.

For inspection of the car, I did the things I learned while working at the dealership. I checked the paint, panel gaps, and body lines for signs of collision damage, then the fluids, tires, and suspension. I looked for leaks and developed a general feel for the overall vehicle. The interior had heavy damage from moisture and the sun. All the screws and bolts had corrosion, the gauge needles were faded, and the seat leather cracked in my hands. This 993 was cosmetically in rough shape due to its exposure to the elements, but mechanically it appeared fine and rust free. The seller also had receipts for a fuel tank flush, new filters, starter, battery, and alternator back in 2019. Worst case scenario, I was buying a drivetrain.

I checked under the front seats to ascertain the physical condition of the electrical modules. The ECU resides under the driver's seat along with the immobilizer and they both appeared to be fine. Under the passenger seat is the optional Nokia stereo amplifier, alarm, and cruise control modules. They appeared to have been submerged in at least an inch of water and were heavily corroded. Since these modules are relatively inexpensive, I purchased the vehicle with the hope that the ECU and immobilizer were good, or at least repairable.

After towing the car home I removed the entire interior to assess the damage and devise a game plan. This included all gauges, modules, bulbs, switches, housings, seats, and door panels. I inspected every harness, connector and the pins of every switch and gauge. I inspected the internals of every module as well. The ECU and immobilizer were in perfect condition.

I installed a replacement passenger module mounting tray, alarm and cruise control modules from a dismantler and abandoned the much-disliked Nokia

stereo amp. I then spent an exorbitant amount of time disassembling and cleaning every connector and pin using contact cleaner along with my set of specialty pin and connector cleaning tools.

Satisfied that everything was in proper order, I re-assembled the vehicle, added some gas, double checked the fuses and connectors, and attached the battery. No smoke - thank God - so I attached my OBD2 scanner and turned on the ignition. The dash lit up with no check engine lights! I then went through the process of testing the headlights, turn signals, A/C system fans, brake lights, wipers, radio, etc. Everything tested fine, however the radio and climate control unit were both faulty. Sigh.

I pressed the key fob in anticipation of starting the vehicle, but the immobilizer light would not extinguish. Ugh, the dreaded immobilizer issue which results in a no-start condition - no fuel pump activation, no starting circuit and no OBD2 scanner communication with the ECU.

For those unaccustomed to the much-despised Porsche immobilizer, it will block OBD2 port communication along with the starter and fuel pump circuit through the DME relay. In an emergency, one can jump DME relay pins 30 / 87 (starter) and 87B (fuel pump) to get the car going.

Luckily, it was a bad key fob - my spare successfully deactivated the immobilizer and as a result the OBD2 scanner sprang to life and began communicating with the ECU. I was ecstatic - it was alive with no error codes or faults! I reluctantly turned the key, and the car ran. Success!

After a short shake-down drive, the next step in my electrical journey was diagnosing the alarm module faults. The alarm would not activate, and the LED indicators on the door panels confirmed as much. Note: A quick way around a faulty or missing alarm module is to pull the module's connector and jump pins 4 and 6 of the black female connector. These two pins provide a closed loop to the immobilizer.

To activate / deactivate the alarm unit, all the following microswitches and bulbs need to be functioning: door locks, radio security, frunk, engine lid, interior, and glovebox. Once all are 'closed', locking the door will result in the door LEDs flashing to indicate alarm readiness. Since I had a fault, I used a digital voltage test probe and a multimeter on the alarm unit's input and output connectors looking for open circuits



Interior showing damage from the elements.

and voltages from the alarm's internal relays to downstream components.

I ultimately discovered that both door actuator solenoids were bad. Their internal switches were kept in an unlocked state which prevented the alarm from arming. After replacing them, it operated normally.

For the interior restoration I purchased a full set of used seats, a new steering wheel, a slew of new screws, a retro Blaupunkt Bremen SQR46 radio with speakers, and sent the climate control unit out for repair. Chassis repairs consisted of all new shifter bushings and sourcing the missing belly pans. Modifications include a set of Carrera 3 wheels and a ROW suspension swap next month. Future projects consist of repairing the broken Targa shade mechanism along with tackling the paint and A/C issues.

In conclusion, do not fear a 993-project car provided the Motronic ECU is good. Ancillary components are relatively inexpensive and all that is required is time and patience. It is a fantastic vehicle and the final evolution of the air-cooled series. It looks like I've joined the air-cooled cult.

I would like to thank my Porsche friends who provided guidance and support for this endeavor: Mike Lapp, Steve Marshall, Richard Pankhurst, Bill Marsh and John Henke - and special thanks to Dan Germain who sold me the vehicle.



Water damaged passenger side electronics.



New tray and modules installed.





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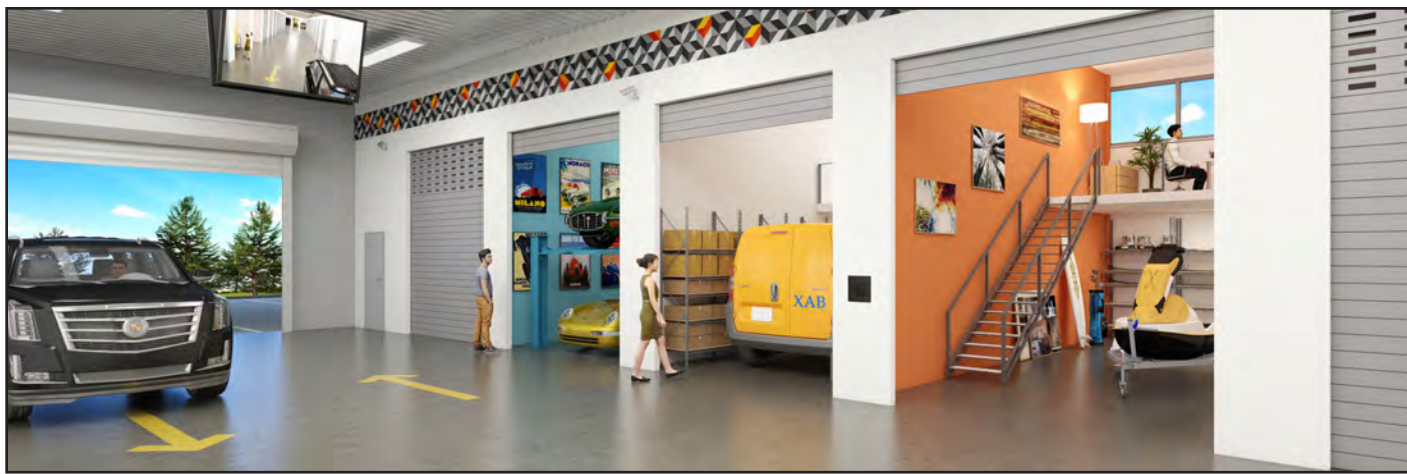


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XSPACE: ON THE CUTTING EDGE OF REAL ESTATE INNOVATION

STORY BY STEVE ROSEBAUGH
PHOTOS PROVIDED BY XSPACE

XSpace is breaking ground on a new kind of building for a new kind of business and sending shockwaves through the real estate field in the process. With their inaugural North American development overlooking Austin's glistening Lake Travis, XSpace offers individuals the flexibility to create exactly what they want out of a space.

XSpace's uniquely constructed multi-use condominium-style units offer individuals the flexibility to create exactly what they need out of a space. So far, they are mostly inhabited by entrepreneurs, collectors, and hobbyists for use as storages, offices, or showrooms- but they can be truly molded to the distinctive needs of the owner.

"The way we build the units, they have really high ceilings so you can add a mezzanine," said co-founder Tim Manson. "We offer a blank canvas so we give you the unit and it's up to you to use and customize it how you want." Manson has 18+ years of experience in real estate development, design, construction, property management and finance.

Why is XSpace a novel idea? The entrepreneurs behind XSpace, Tim Manson and Byron Smith, are re-imagining how people use space and look at their homes. XSpace isn't strictly a commercial product, it's an extension of your home.

How is XSpace a thought leader and innovator in the Real Estate market? Humans had built the world a certain way prior to COVID-19 for a reason, meaning that's what we liked. The solutions that emerge post-COVID will be evolutions of that. XSpace is an evolution of how people use space that builds off a sense of community, while giving people the option of heightened security and solitude on their terms.

The business model is based on the successful product that Manson pioneered in Australia nearly two decades ago under the name iSpace. "We've brought that concept to America, making it bigger, better, faster, stronger and we've

added a community aspect," explained fellow co-founder Smith. "We're not just building warehouses, we're building a community of interesting, successful people." Smith is a Sydney-born entrepreneur now based in Austin with his wife and son.

The new location near Austin's Lake Travis represents the first of many XSpace sites Manson and Smith have planned in the U.S. The two have kept to their word so far, already attracting the likes of Roger Clemens and Texas legend Kasey Studdard as owners of XSpace units, along with a suite of car collectors, small businesses and even podcasters.

The 106-unit structure boasting the largest tilt-wall panels Texas has ever seen will also feature 24/7 security, a cleaning service, food trucks, and a 3,000 square foot lounge with panoramic views of Lake Travis.

Whether you are "right-sizing," looking for a place to build or scale your business, or simply to follow your passion, XSpace has the answer. With complete ease of access, flexible usage, and a vibrant community, XSpace offers freedom expressed on your own terms. For more information, visit XSPACEGROUP.COM.

HCR is currently exploring a new SIM racing program with support from XSpace. Watch for details coming soon.



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TAKING THE WHEEL: AUTOCROSS RETURNS TO AUSTIN

STORY BY JODY NEIMAN

PHOTO BY JONATHAN HAGGAR

Several summers ago, my husband Alan purchased his first Porsche, a Limited-Edition Boxster Spyder, and suggested that we try out autocrossing to see if it would be a good weekend entertainment activity for us. So, we did just that and I've been hooked ever since. We spent many weekends making new friends, improving our driving skills and leaving with that feeling of having done something that gave us the adrenaline rush we were looking for. I must admit, at first, I was a bit intimidated by all of the super high-end cars, crackling and popping while swiftly moving through the course as if they had been doing this for decades. Nevertheless, I put my helmet on, jumped in the driver's seat, and gave it a whirl. I'm certain the ear-to-ear smile on my face said it all.

A couple of years ago, Alan and I moved to Austin from Denver, Colorado where we would autocross as often as we got the chance. That summer, we decided to trade in our Boxster Spyder for a 911 C4S convertible with PDK. We couldn't wait to get this car on the course! However, we quickly realized that there were not as many opportunities for this great sport here in Austin as we had hoped. Alan offered to work with Alfred Freudenberger to help bring autocrossing here to Austin with Hill Country PCA. This was quite a large undertaking, especially for Alfred and Alan who took on the roles of Autocross Chairman and Assistant Chair for HCR.

There was a lot of behind-the-scenes planning and coordination that took place along with help from others. The team worked to secure a suitable location, ultimately choosing the parking lot at the HEB Center in Cedar Park. The course was carefully designed and the team enlisted volunteers to help with set up and tear down once a date was set. It takes a village to organize and fine tune an event of this scale - and have it run as smoothly as it did - so *thank you* to everyone who helped.

I couldn't wait to arrive on the morning of the kick-off event! We arrived early to get registered, empty out the car for safety check, walk the course and enjoy coffee and donuts before we were ready to take off. I loved the feeling of exhilaration I got as we were swiftly lined up on the grid and moved toward the starting line. The sound of loud exhausts and squealing tires gets my blood pumping and I couldn't wait until it was my turn!

As I flew off the starting line, the thought in my head for my first run was just to get through the course without missing a gate. Once I accomplished this, my next several runs were more thrilling than the last. I typically have two goals. The first is to improve my time with each run. The second is to beat my husband's time. While I did not accomplish the latter, I was able to improve my time and hold my own

throughout the day. It was such an adrenaline rush to drive the course negotiating each turn and accelerating through them just a little more during each subsequent run.

We were able to get 4 runs in for the morning, break for lunch, and get 5 more runs in for the afternoon before it was time to shut down. Not only do I enjoy the driving aspect, I also enjoy working the course where there are several people stationed at each corner. As corner workers, we watched for cars hitting cones, called them into timing and set them back up. This gave me the opportunity to enjoy watching and learning from others more experienced and talented than myself, while also meeting new people.

Once the event was over, everyone gathered around and quickly reviewed the timing results to see who the fastest cars were and congratulate them. I heard many drivers say that they had so much fun, and they were already looking forward to the next autocross event! The weather was fantastic, and a great time was had by all. I highly recommend this to others who are contemplating giving autocross a try. Whether you are a novice, or a high-performance driver, everyone walks away feeling the sense of accomplishment and the desire to get back out there and do it again.





FOR THE LOVE OF CARPLAY (& ANDROID TOO!)

STORY BY AMBER ASHY

PHOTOS BY KEVIN DELLAROCCHA, AUSTIN ROCKS PRODUCTIONS



If I had a \$1 for every time someone told me, "I'd love to drive an older 911, but I couldn't live without CarPlay," I wouldn't have time to write this article because I'd be retired on a beach somewhere with a mojito in my hand! In all seriousness, most of us love our P cars and will defend them to the death, but unless you've bought into the latest generation, we all know they weren't exactly blessed with the most user friendly, technologically advanced head units. While I was a Sales Consultant at Porsche Austin, the interface was truly one of the biggest complaints I received, and to a lesser degree, some drivers preferred Android phones and wanted Android Auto - think Apple CarPlay for Android phones.

Like many other enthusiasts, I was concerned that at some point, I'd have to sacrifice my love of the drive and heaven forbid - succumb to driving something, shall we say, less spirited and more technologically inclined. Obviously, Porsche was busy listening and early in 2020, Porsche Newsroom announced the Porsche Classic Communications Management (PCCM) radio for 993s with single-DIN sized chassis, and the PCCM Plus radio for 996s and 997s which have taller double-DIN units. While PCCM

and PCCM Plus were also the first Porsche head units with Android Auto compatibility, it'll be standard with PCM 6.0 which is expected to roll out later this year in the 2022 911 and hit the rest of the models thereafter.

Make no mistake, I'd prefer an uninterrupted drive, but as a Realtor® in today's market of instantaneous gratification and text messaging, I'm not given too much of a choice. I found myself needing the technology for both enhancement of my commute and to support my business if I wanted to continue using my Carrera as a daily driver. If you're not familiar with either Apple CarPlay or Android Auto, it basically allows you access to your phone's features and apps with a tap on the screen, or via my favorite method, voice commands. I'm always asking Siri to do something for me, and it takes some getting used to, but once you learn how to get what you want, you'll be in love. And bonus, when I use my AirPods Pros I can still hear and be heard, even while driving with the top down.

I use Siri to read my messages aloud to me, call businesses (that she can find on the web), or text and call my stored contacts. CarPlay even works with WhatsApp. When you

want to find a Starbucks, for example, tell Siri which app you want to use, and she will - versus opening the dreaded default app - i.e., "Navigate to the nearest Starbucks in Waze." Another beloved feature is being able to queue up a song or playlist in my preferred music app. For example, you can tell Siri to "Play Mystify by INXS on Spotify" and she will.

The installation took about 7 hours in total and the PCCM Plus head unit replaced my CD player and storage area, added a microphone, and deleted my cup holders. To be fair, the cup holders were miniscule and relatively useless, so I'm not too upset. I also appreciate that Porsche created a seamless look for the trim and cubby, albeit there are a couple of things I wish they had done differently. I wish they had either given us a wireless CarPlay option or integrated a phone mount since the phone must be plugged in. I solved this problem with the Rennline ExactFit Magnetic Phone Mount. I easily installed it in a couple of minutes and love the mobility the ball-and-socket style mount provides so I can adjust the angle to avoid sun glare in my face.

Additionally, I would have appreciated integration of the USB, phone, and aux inputs into the unit itself versus taking

new-found storage space in the cubby, particularly since the adhesive method of mounting means it'll droop over time. And if I am being extremely picky, I would have loved the box to be USB-C compatible. However, if wires aren't your thing, you can still use PCCM and PCCM Plus with Bluetooth; it's my guess that wireless CarPlay will make its way to the PCCM and PCCM Plus.

All-in-all, if the price tag (PCCM \$1,365, PCCM Plus \$1548) and about 6-8 hours of labor doesn't scare you, do it. It's worth it! Oh, and Porsche Austin offers a free Owner's Club Discount Card for HCR members. Once you've registered, you'll receive their quarterly mailer with current HCR discounts. You can sign up at the following link: porscheaustin.com/porsche-owners-club.

Don't worry, I had permission for the photo shoot! Special thanks to All Stars Auto Spa for the quality detail and use of their space. No consumers were harmed in the multiple takes!



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IN HINDSIGHT
STORY BY HANS FALK

PHOTO CREDITS: The posters and copy of the City of Austin resolution for 'Spokes Avenue' are courtesy of Joe Vining, former President of the Texas Spokes Sports Car Club. Photos of these items were taken by Hans Falk and used with permission.



As a city, Austin has consistently been known as a good place to have fun. Our long list of events and festivals over the decades, from Austin City Limits to SXSW, are a testament to that fact. But it was not always this way. In the 1950's Austin was still a very sleepy little town whose major activities revolved around Longhorn football and the influx of hundreds of lawmakers and their staff during the legislative sessions. But when the hot summer months rolled around, both of those distractions ceased and the less than 200,000 permanent residents of Austin either left town for cooler climates or suffered through an exhausting and monotonous few months. A few forward-minded civic leaders of that time came up with the idea that a festival was needed – something to entertain the populace and draw the summer crowds back to town. If other locales had their fairs and rodeos, Austin needed something too, and with the recent creation of 400 acres of cool refreshing water on Town Lake¹, the weeks-long Austin Aqua Festival (also known as Aqua Fest) was born. That was in 1962 and within just a few years, visitors could enjoy and participate in a myriad of events from canoe races to live music to boat and military parades.

The following year, eager to continually expand the non-stop entertainment, the Aqua Festival committee encouraged the SCCA to revive the long defunct Austin Grand Prix², this time through the streets of downtown. In the spirit of Mexico and Monaco, the city blocked off roads, placed hundreds of hay bales (plastic cones would not make an appearance until a decade later) and barriers around Auditorium Shores, and allowed local and regional drivers to 'start their engines' for what was then nostalgically named the 'Carrera de la Capital'! Thanks to the Texas Archive of the Moving Image and amateur photographer Ramon Galindo, we can view film footage of the 1963 race at this link: https://texasarchive.org/2009_00751. It's a bit grainy but one can still see several classes of cars, including a few 356's race westward along Riverside Drive and around the hairpin near the Butler Pitch & Putt golf course. The 1.4-mile course (the hairpin was later eliminated to reduce the length to 1.2 miles) ran counterclockwise and snaked its way around the Municipal Auditorium (now known as the Palmer Events Center) and was completed by a long straightaway down Riverside Drive, between First Street and North Lamar.

The race was a huge success with over 92 entrants that first year and an estimated attendance of 20,000 spectators. The race was run every year thereafter even though the SCCA dropped the venue from its official National circuit in 1966. Local SCCA chapters (first Alamo and then Lone Star) managed to keep it going over the next decade although sponsorship was becoming a real problem. What eventually came to be recognized as the 'oldest continuously run street race in America' waxed and waned in popularity as organizers experimented with different locations and vehicle classes. At one time someone in a fit of over-exuberance actually decided to invite the 'local boys' from the Austin Speed-o-Rama in south Austin to

bring their Modified Stock cars to join in the fun. The mix of sports cars and stock cars on the same course led to a huge culture clash of driving style, resulting in more than a bit of swappin' words (along with paint and rubber). The organizing committee quickly learned their lesson and the mistake was not repeated.

Fresh life was breathed into the increasingly troubled event in 1973 when the Green Valley Racing Association out of Richland Hills stepped up to sanction the race, in cooperation with the Texas Spokes Sports Car Club. The mayor at the time, Roy Butler and the City Council lent their full support behind the effort and the event was renamed as the 'River City Road Races'. For a period of five years (no race was held in 1975), the street race was once again a huge success. So popular were the races and so supportive was the city leadership that they passed a resolution officially renaming Riverside Drive to "Spokes Avenue" for the duration of Aqua Fest.

Sadly, by the end of the decade the Austin Aqua Festival became burdened by noise complaints from several residential communities and the road races were replaced by more mundane events like Autocross and motorcycle races around the parking lot of the Palmer Auditorium. Combined with an ever-decreasingly sympathetic City Council, it finally led to a complete cessation of funding for the Austin Aqua Festival. Private equity tried to keep it going but there were now other happenings to distract the growing number of residents and the popularity could not be sustained. The event finally breathed its last in 1998, under the shadow of dwindling attendance and mounting debt.

What was once a remarkable spectacle that drew national attention, the Austin street races became yet again another chapter in the long-running legacy of motorsports in Central Texas. A legacy that is reinvigorated from time to time in fits and starts by enthusiasts like us, addicted as we are to the excitement and danger of friendly competition and rivalry. It is hoped that such a legacy can be kept alive in our increasingly challenging times so they can be both remembered and enjoyed by generations to come.

¹ Town Lake was created by the construction of Tom Miller Dam in 1960, for use as a cooling pond for the Holly Street Power Plant.

² See the Winter 2021 edition of Horizons magazine for an article about the 'Grand Prix' races held at the Bergstrom Air Force Base in the 1950's.

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WHY VOLUNTEER

STORY & PHOTO BY HANS FALK

Before the first light of dawn, the muffled slumber of the paddock area slowly stirs to life. The temporary village of trailers, cars, and trucks, assembled over the course of the last two days, awakens grudgingly. The previous day's qualifying and practice are just a memory now in the sleepy minds of the race teams and stewards alike. For some it was a good memory – fast lap times, clean races, and optimistic starting positions. For others, the new day brings a nervous anticipation of whether the next twelve hours will unfold any better than the day before. A low rumble from one end of the garage area suddenly breaks the silence. While most are still groping for their first cup of coffee, a team with less than promising results the day before awakens early and starts their car. I scan the area intently as the source of the noise is barely visible in the heavy gray mist. Repairs, adjustments, tuning, all from the long night before, are checked and rechecked – is the car ready? Will it do better today? A mixture of hope and trepidation pervades the driver and crew.

It is Sunday morning – race day - PCA Club Race to be exact, although the same ritual of the past few days repeats itself at a myriad of tracks and race clubs around the country almost every weekend. Months of preparation culminate in a new chance for racing glory. The major teams participate continuously, year-round, at a multitude of tracks, continuously traveling with their cars, gear, and crew. Others are local, gathering two or three times per year as enthusiasts and hobbyists, although it can be a very expensive hobby. Another engine starts, the distinct sputter at idle broken by momentary screeches as the motor is revved up, the mechanics listening intently for any indications of hesitation or stumbling. The early gray of dawn has finally succumbed to the encroaching sunlight, illuminating for the first time the eclectic mix of vibrant colors from the cars, tents, and trailers, like a patchwork quilt hastily sewn together to create a tapestry of sight, sound, and excitement.

Activity around the track has now increased, people walking to and fro, the distant voices of conversation mixed with the high pitch or muffled rumble of race engines. Vehicles of all sorts from mopeds to golf carts scurry through the paddock area, all bent on some urgent tasks, whether it be to set up equipment or simply ferrying attendants to the 'facilities' in preparation for the long hours ahead. Soon groups of individuals begin to assemble at various locations - drivers, stewards, corner workers – all have their designated pre-race meetings to review once again the all-important reminders about safety, regulations, and rules. Schedules for the day are handed out, radios and matching headsets are assigned, cones and flags and countless other items of equipment are taken out of boxes and trailers. The enormity of the task involved in staging a race like this remains oblivious to the ordinary

spectator, but the volunteers who make it all happen not only are aware of it but relish it. It is part of the scene, part of the entire race mystic, the inner workings if you will, that depends so much on the generosity of hundreds of individuals who give up their time, without any remuneration, to lend their part in making an event like this a success.

This is my first time as a track volunteer, and I am awestruck by the diorama unfolding in front of me. Long ago I realized that although my heart and mind were large enough to encompass motorsports, my wallet was not, so I chose the next best thing – volunteering. To be able to participate behind the scenes, to be part of the inner workings, to be able to talk to the drivers, touch the cars, gave me just as much thrill as actually being behind the wheel. I was amid the action, the roar of the engines, the smell of racing fuel, the chatter of race teams. It was almost better than driving.

Without any prior experience at trackwork the Volunteer Coordinator assigns me the task of helping the Grid Coordinators. The Grid is an area off track behind the paddock that is designated as the staging area for the race cars. I and four or five other volunteers set up what seems like over a hundred cones, marking off an area for the cars to enter, position, and exit smoothly. We have donned safety vests, been given headsets that allow us to hear the control tower as they announce the starting groups, and we begin. There is a flagpole attached to the front of the equipment trailer. Different color flags designating car classes and run groups are set out. As the schedule approaches the designated flag is hoisted high above the field to signal the drivers to start assembling at the Grid.

It does not take long – the first cars begin to arrive. Most are Porsches but not all – there is a late-model Camaro, a couple of McLarens, a few BMWs, even some vintage open cockpit cars – all in different set ups as is their unique preference. We direct each car to a designated spot – some run groups are randomly placed; some are carefully numbered based on previous qualifying times. A walk-around is done of the car, visually checking various components for safety – properly pinioned wheel nuts, deck pins in place, spoilers and wings securely mounted. One car has a quick release on a panel that needs to be refastened. We check the helmet straps, grab steering wheels to make sure they are locked in place. Then we give a thumbs up to the driver and he is set to go. More cars line up, there are close to thirty or so now. We wait for the cue from the control tower, walking among the idling cars, engines ready, drivers anxious...one car begins to smoke excessively, an acrid blue smoke – I check under the car – no fluids leaking – I consult with the steward – he makes the call – the car cannot go out without a mechanical check – the car is carefully escorted out of the grid and directed to return to

the paddock. Later in the day the same car is back *sans* smoke. I talk to the driver, happy that he was able to return. He says the car was just cold earlier, piston rings had not seated properly, the car seems ready now. All is well.

A crackle comes over the headset – “Grid, 5” – we hold up five fingers in front of the drivers and yell out, “five minutes, five minutes”. The action is repeated at three minutes, then one. Finally, the instructions come over the airwaves – “Grid Go”. Using hand signals, we direct each car out of the corral one by one and point them towards the track entrance where another volunteer makes sure the entry lane is clear before waving them through. Oh no! A car has caught a cone under their side fairing, dragging it along the tarmac – we wave to the driver to stop, backup, and extricate the mangled piece of rubber from beneath the car – go, go, go as the grateful driver continues in line. A few late-comers rush to the grid entrance, barely making the pack as they finish their last-minute tuning. We quickly give them a safety check and then wave them through. The first run group of the day is now out on the track, and we return to the tent area for a cool drink of water, awaiting the next grid lineup.

The process repeats itself all day long while the track remains 'hot'. As the sun rises directly above us the last of the run group returns to the paddock and the track is closed for a few hours for lunch. The first half of the day is over. We take cover under the pop-up to escape the heat. In the last few hours, I witnessed the full activity of race day, the cacophony of activity on the track and infield. I listened to the corner workers over the headset as they called out drivers with various infractions – those who went too wide through corners, exceeding track limitations, others for passing in an unsafe manner, and so on, all the chatter between the track workers and the control tower. Being part of this grand symphony of activity, along with hundreds of other volunteers, gives me a satisfaction I never imagined possible, sating my thirst for racing action.

After lunch, a call goes out from the Volunteer Coordinator that observers are needed to help the Marshalls during the feature race. Three or four Track Marshalls walk up and down Pit Lane during the race, checking to make sure race teams observe the rules – only so many crew members can be 'over the wall' during a refueling stop, the driver must exit the vehicle and stay behind the wall, the cars must stop within their designated area, etc. Here I thought Grid work was exciting – now I was amid the actual race action! As an observer we are told to report any infractions to the Marshalls so we (there were a half dozen observers) watch the action intently and try to stay out of the way of the crews. Cars would come in, drivers would jump out, fuel cans are handed over the wall – wait, you cannot set the fuel can on top of the wall, that is an infraction – the Marshall sees it

almost the same time as I do and instructs the crew to place the can on the ground. One car has a loose and cracked panel dangling from the chassis, evidently from a mishap on track – I observe as the crew cuts it off to avoid a black flag. The excitement is hardly containable. What a thrill!

Speaking of black flags, later in the day as some volunteers head home I am asked to man the flagging station. When a car is black-flagged on the track they are required to come into the pits and stop at the flag station. Their car number is logged, and they are sent back out. The regular person manning the flagging station had to go home early so I gladly took over the duties. Just another task and opportunity to help in this great spectacle we call race day. At the end of the day my feet hurt so much I can hardly walk. I am tired, sweaty, but oh so exhilarated. Every race depends on the help of dozens of enthusiastic volunteers, men and women alike, individuals like me who love racing and want to participate in any way they can. It is a thrilling experience, an eye-spectacle to witness and be part of, and an opportunity that presents itself weekend after weekend.

Volunteers are always needed and always welcome. You too can be part of the fun; just ask your Race Chair or Volunteer Coordinator and they will gladly plug you in somewhere. To paraphrase Scripture, “the need is great, the workers are few”. But the work can be so satisfying once accomplished. Hopefully you will consider volunteering also. Maybe I will even see you at the next race!





PCA COTA ~ Apr 2021 ~ David T. Gillen

HPDE: A BEGINNER'S PERSPECTIVE

STORY BY JOANN ROSEBAUGH

I attended the new Intro to High Performance Driving program that was part of Schnell Fest at Circuit of the Americas on April 9th. This single-day program is designed to introduce new participants to High Performance Driver Education (HPDE) without committing to the entire weekend event. While this wasn't my first track experience, I find COTA to be intimidating, so I wanted some guided instruction along with the opportunity to do some laps. The intro program consisted of a series of handling drills in the morning followed by track time in the afternoon with an instructor. This was a great experience as the drills were both fun and challenging, and really helped prepare me for the track sessions.

The handling drills started on the slalom course where we weaved through a line of cones to the end and returned by weaving back through the same cones. With each pass my turns were smoother and sharper, picking up both speed and confidence. It was very helpful to see how I could handle my Cayman outside of usual street conditions.

Next came the skid pad where we drove in a tight circle on wet pavement, pushing the car to discover its limits of traction. By intentionally creating a slide, I learned how to control and correct it safely. In the next drill, we drove straight toward a barrier of cones and had to steer sharply around them to the right or left, depending on the instructor's last second decision.

On the first pass I unconsciously made the decision because my instructor waited too long for my comfort. Of course, I guessed wrong! His "right" became my left. As I gained confidence, I got much better at waiting for his call. I did well to avoid all the cones until my last pass where I was the last car and felt hurried to finish. I took out at least three cones that time but found an odd satisfaction in that.

The last drill was set up like a miniature autocross. The instructor wanted us to brake until the ABS kicked in, so

we could learn to push the brake hard, but not cross that limit. It was a lot of fun following the cone path around as fast as I could - although I took a shortcut the first time through, before realizing how we were intended to navigate the cones.

The driving drills built confidence in me and the other participants. We didn't have to start off "cold" on the track. At noon we had a nice box lunch and were able to share our morning experiences with each other. In the afternoon we had three track sessions with classroom instruction before each one, and an instructor in the car at all times. The instructor provided a headset so I could talk and listen clearly over the roar of engines on the track.

COTA is a big track, stretching 3.4 miles with 20 turns! It's a lot to absorb the first time out, but with great input from my instructor, each time through became more familiar. It was surprising how quickly I was able to remember the turns, and how I was supposed to approach each one.

The instructors were very encouraging and enthusiastic, and the participants were a friendly group of people. For those who have not done a HPDE before, and may be a little intimidated by it, this is the program for you. Everything was spelled out in the emails, classroom sessions, and the track schedule.

This was a great learning experience and one of the most fun things I've ever done. So, if you aren't sure about the commitment for a full HPDE but think you might want to try it, I highly encourage you to try this new Intro to HPDE program at the next Schnell Fest. You won't be sorry!

The Fall Schnell Fest at COTA is currently scheduled for September 17 - 19.



Top to Bottom:

Preparing to hit the track.

Author Joann Rosebaugh with her Cayman.

Kent Kettermann navigates the skid pad.



WHAT IS A TAYCAN ROAD SHOW?

STORY & PHOTOS BY AMBER ASHY



This was my first thought when I saw a sexy shot of a Taycan pop up on my Instagram feed with the copy, “Porsche Taycan Roadshow. Stay Charged.” I follow the official account of Porsche AG - the one with the little blue check mark - and the post simply stated, “You and a guest are invited to the complimentary Porsche Taycan Roadshow track driving experience. Click to register.” So naturally, I had to click. There weren’t many details on the happenings of the Roadshow, but it asked basic contact information, whether I was bringing a guest driver, and my current state of ownership or interest in Porsche cars. It was a painless registration and since my guest and I signed up early on, there were several time slots during the 3-day event to choose from. I also sent the Instagram ad to a few friends and encouraged them to sign up so we would have a small group.

Upon arrival at the event, it was quite clear I was in the right place! Porsche banners were welcoming us and there were reps to check us in and provide lanyards to differentiate between drivers and spectators. We were directed to an area staged with refreshments, snacks, and chairs where we watched a short safety video prior to our drive. Afterwards, we were given helmets and ushered to the Taycan fleet and to our car. Fun fact - the name “Taycan” is Turkish in origin and roughly translates to “soul of a spirited young horse.”

The pack was led by a 992 and we were guided turn-by-turn through the course via a handheld radio which rode shotgun in the cupholder. Yes, you read that right. This was the first time I’ve been to a Porsche event where a driver wasn’t with me in the cabin. I’m not positive if it was due to COVID restrictions or just new guidelines, but I thoroughly enjoyed the solo ride with no distractions.

We were given a few minutes to familiarize ourselves with the cockpit, make seat adjustments, and select our chassis and suspension settings. While the 911 is my first love and I appreciate an analog cluster, there’s an immersive element to being behind the wheel of a Taycan. I love the darn near 17-inch curved display, particularly in the minimalist view which removes unnecessary noise from the cluster for the type of spirited driving one does on a track. The only thing that could have made the experience better would have been grouping us by experience level. If you’ve never driven Circuit of the Americas, it’s a 3.41-mile track, home to the only Formula 1 and MotoGP races in the country. It’s a 20-turn, counterclockwise circuit with a glorious 133-foot hill at the first turn. Alas, I digress.

Once we completed our wheel time, we queued up for a launch demo since we didn’t launch the Taycans while driving on track. Having helped past clients design their dream Taycan and being the first consultant at Porsche Austin to drive one during the inaugural pre-delivery inspection, I’ve had a soft spot for them which is why I went on the launch ride.

To my surprise, when I heard the driving instructor speaking about the launch, I knew the voice! It was Eliseo

Mendoza-Altamira, aka Eli! Some of you may know him as the Customer Experience Manager at Porsche Austin or as a certified PCNA Instructor Driver - because he is those things - but I knew him as one of my favorite past colleagues! So, after the experience, I decided to call him and pick his brain about the Roadshow.

One of my biggest questions was - why does Porsche do it? Eli reminded me that Porsche is “not just a company who decided to make sports cars; the founder of the company was practically the inventor of the electric car. Ferdinand [Porsche] had his hand in the first electric hybrid at the turn of the 20th century. Long history, the [electric] link is hard to ignore.” Porsche is always looking to promote the love of their product, the loyalty of their current owners, and capture their clients’ interest for lifestyle tours, driving events, all around P-car education. Their outreach is focused on both current and potential clients and each event is geared towards a particular initiative: conquest prospecting, strengthening brand loyalty, or just revving up enthusiasm.

I was also curious if we will continue to see events at CoTA and how they can ensure it’s safe for novices? He chuckled and said they’ve been “going to CoTA for years” and that they’re “regularly looking for new locales, but a track like CoTA can’t be easily replaced!” Between the overwatch tower, radio contact, and clearly marked indicator cones, the track at CoTA is a fan favorite for any Porsche event and they generally go on without a hitch.

I knew that Eli was a racecar driver prior to joining the PA team, but when he went over the career achievements of all the driving instructors, it was truly impressive in and of itself. Each instructor on the team has a unique wealth of knowledge and experience, generally racing either in Formula 1 or NASCAR. He also explained how their acquired skills like extensive wheel time, involvement in R&D testing hours, and individual partnerships with a myriad of manufacturers means that they’re all extremely qualified. It seems becoming an instructor is a natural and expected progression for a driver.

Lastly, I asked Eli how we can learn more about the Porsche experiences. He suggests following Porsche on social media or visiting porschedriving.com to learn more about the driving programs, tours, initiatives for motorsports aficionados, and lifestyle events that are offered. You’ll find experiences for driving, travel, and track.

I’m not sure about you, but between the HCR Event Calendar at hcrpca.org, and the opportunities for Porsche experiences, I’m looking forward to getting out there more. Lastly, if you’d like to join us on the Horizons team or volunteer for any other positions or events, don’t be shy. Shoot us a message at volunteering@hcrpca.org; we’d love to have you!

THE EDITOR'S DESK

Dear Friends,

It's good to be back in print. I hope you enjoy this edition of HORIZONS as much as we've enjoyed putting it together for you.

Cheers,
Vipul



HCR CALENDAR

OCT NOV DEC 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					OCT 2021	2 PORSCHE & COFFEE
3	4	5	6 LADIES LUNCH	7	8	9
10	11	12	13	14 LUNCH BUNCH	15	16 TIRE RACK STREET SURVIVAL
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	NOV 2021	2	3 LADIES LUNCH	4	5	6 PORSCHE & COFFEE, GTI ANNUAL CAR SHOW
7	8	9	10	11 LUNCH BUNCH	12	13
14	15	16	17	18	19	20 NEW MEMBER PARTY
21	22	23	24	25	26	27
28	29	30	DEC 2021	2	3	4 PORSCHE & COFFEE
5	6	7	8	9 LUNCH BUNCH	10 HOLIDAY PARTY	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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

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