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HORIZONS

SPRING 2022 VOLUME 23 | NUMBER 02

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COVER IMAGE

GLENN FURLEY'S 1970 911 T

PHOTO CREDIT

JONATHAN HAGGAR

512-246-2886

THE DRIVER'S SEAT

I'm very pleased to announce to our members that Porsche Austin has recently been named a Porsche Premier Dealership. The Premier Dealer Award is for only the top 25 Porsche Dealers nationally who achieve the highest level of performance in multiple categories. The award recognizes dealers each year who deliver excellence in all areas of business and customer service and truly represent the Porsche brand. Porsche Austin not only was in the top 25, but also achieved the #2 place overall, beating all other Texas and central U.S. dealerships (a Florida dealer was #1).

Porsche Dealers who reach Premier Dealer status receive a Trophy, Automotive News profile, special status at Dealer meetings, exclusive Premier Dealer communication and marketing rights, early enrollment in new model launches, more special sponsored events, more availability to additional inventory and exclusive vehicles. All this is now available to our local dealership for 2022.

The list of rating categories to earn points for Premier Dealer status is quite lengthy, and includes 19 different elements within Sales (new and pre-owned), Service, Parts, and facility presentation. However, of all these elements, there is one in particular that carries a heavy weight: the J.D. Power Survey.

Every 3 months, customers with 2016 or newer models who service their vehicles with Porsche Austin receive a J.D. Power survey. This survey is only related to Service visits. Customers receive a physical letter in the mail which includes instructions on how to complete the survey online. Each quarter about 800 Porsche Austin customers are eligible; however, only about 40 people actually complete the survey. That's only a 5% response rate.

Steve Schermerhorn, Porsche Austin Operations Manager, states: "I feel that there is a great score out there, and we just need our customers with excellent service experiences to take the time to complete the survey."

The J.D. Power survey is very important to Porsche, as this is how Porsche is ranked publicly against other auto manufacturers. Since it is so important to Porsche, the survey carries a lot of weight in the Premier Dealer Scorecard for the J.D. Power score.



The survey can be lengthy and takes about 20 minutes to complete.

Within the survey, there are a handful of questions that can have the greatest impact:

- -Were you greeted by a service advisor within 2 minutes?
- -Where did the service advisor meet you? (Porsche Austin valets immediately greet customers on the drive, since it sometimes may take a few minutes to see your advisor, depending on other customer activity).
- -Did your Advisor know your vehicle's history?
- -Did the dealership perform a thorough assessment of the vehicle?
- -Did the advisor keep you informed of the vehicle status?
- -Timeliness of pick-up of your vehicle
- -Helpfulness of staff at pick-up

As British Airways Chairman Sir Colin Marshall once said: "People who understand something about the service business know that you aren't going to get it right all the time. The real test of a service business is how quickly you recognize when something has gone wrong, and how positively you deal with it. If you recognize it quickly - and deal with it positively, which also means quickly - you will get high marks".

This quote fits the culture of Porsche Austin. If members have any service issues, Porsche Austin just asks that they be given a chance to make things right, before completing the survey. That means contacting your service advisor, or escalating that matter to Service Manager James Purpura.

Porsche Austin places a big emphasis on their actions and commitment to deliver outstanding experiences to their customers and HCR members.

To the entire Porsche Austin team, what they "do" matters. Together with the efforts of HCR members, customers, and their staff, Porsche Austin was able to achieve Premier Dealer status.

So, let's all do our part in helping our favorite dealership (and #1 HCR sponsor) to retain its Premier Dealer status. Completing the J.D. Power Service survey is a great "do" for HCR members in that regard.

I'm sure we're all proud of our local dealer's strong national ranking.



HILL COUNTRY REGION MEMBERSHIP REPORT

	JAN 2022	FEB 2022	MAR 2022
PRIMARY	1183	1188	1199
AFFILIATE	546	548	0557
TOTAL	1733	1740	1758

REGION TRANSFER NEW MEMBERS

ARIZONA Colon Zamora

CENTRAL INDIANA Eric Lai

DIABLO John Jackson

FLORIDA CROWN Tony Perdichezzi

LONGHORN Gabriella Pozco

Todd Spiva

MAVERICK Chris Douglass

Richard Tragon

NORTH COUNTRY John Sheppard

OHIO VALLEY Tomas Lopez Rocha

PACIFIC NORTHWEST Jeffery Vernor

PEACHSTATE Jordan Palmer

ROCKY MOUNTAIN Scott DeShetler

SAN DIEGO Brian Schaffer

STLOUIS Michael Wainscott

NEW MEMBERS

Harry Byrd

Chris Davis

Ferruh Diker

Ozlem Diker

Julie Dirkes

William Dollahite

Jason Foreman

Kevin Fletcher

Marcos Frias

Manny Grado

Mark Groszek

Felix Guzman

Ella Holditch

Kaja Gybasova

Damon Holditch

Denise Hudson

John Hudson

Darren Johst

Abigail Jones

Jason Jones

Meeta Karanth

Praful Karanth

Daniel Kimminau

Jeremy Knight

Alejandro Lago

Danny Kasper

Jean Keeton

Rich Keeton

Sarah King

Aaron Leist

Toan Leung

Luke Mahon

Chad Mccall

Shani Mcghee

Eduardo Moll

Brian Morris

Scott Murray

Marcie O'Neill

Dale Neidhammer

Stephen Nowicki

Anne Marie Pyle

Michael Rader

Sara Raman

Mark Range

Joshua Mittler

Monica Lopez

Marsha Mathis

Joseph Mccaffrey

Verenice Mondragon

Abishek Hariharan

Jill Gunn

Miguel Gamino

Blanca Gonzalez

Pedro Gonzalez-Santiago

Merlisa Condoian

Carrie Culbertson

Minas Constantinides

Nelson Aaron 2005 Boxster 20199115 Brian Abrams Jerrold Alcantara 2006 Cayman S 2007 Cayman S Christopher Anderson Dino Arslanagic 1995911 Kavitha Baratakke 2022 Cayenne Jairo Batista 2004 91 1 45 Brett Bellcase 2021 Cayenne GTS Meredith Berry Ken Blum Joseph Bosanac 2019 Macan Michael Bradnan 2006 911 Patrick Bradshaw Linda Brinker

2003911 1999 Boxster

> 1995911 2019 718 Cayman

2020 Cayenne

2013 Boxster S 2022 911 GT3 2022 Macan GTS 2022 718 Cayman GT4 2005 911 48 2015 911 GT3

2018.911 2016 Cayman GT4 2009 Cayman S

2022 718 Cayman S

2022 718 Cayman GTS 2000 Boxster

2014911 2019 Macan

2014 Cayenne Turbo S

2022911GTS Cabriolet 2014 Cayman S

1999 911 Cabriolet 2005 911 2021 Macan GTS 2018 911 45 2006 Cayman S

2022 911 GT3

20129115 2003 Boxster S 2013 Boxster S 2010 Cayman S

2017911 2021 718 Cayman S 2021 Taycan 2022 Taycan 2006 911 4S Cabriolet 1987 944 Turbo 2022 911 GT3

2001 911 Cabriolet

2022 911 Turbo S

(continued on next page ...)

Brij Reddy Jessica Rivas James Robertson Charles Robinson Robin Robinson Sheraz Sahibzada Michael Sanders Marianne Schaffer Raman Srinivasan Jessica Swartz Reed Taylor Richard Thomas Justin Timming Jack Uhr Jeremiah Weber John Weinzierl Rika Williams Jeremy Williford Julie Williford William Witter Kelly Zimmerman

20209118

2000 Boxster S 2002911

2014 Cayman 2009 Cayman S

2010 Panamera S

2001 Boxster S

2017911 Turbo S

2006 Boxster S 2019 Cayenne Turbo

2022 Taycan 4S 2005 Boxster 2018 718 Boxster GTS

1 YEAR

ANNIVERSARY

Nelson Aaron Brian Abrams Jerrold Alcantara Christopher Anderson Dino Arslanagio Kavitha Baratakke Jairo Batista Brett Bellcase Meredith Berry Ken Blum Joseph Bosanac Michael Bradnan Patrick Bradshaw Linda Brinker Harry Byrd Merlisa Condoian Minas Constantinides Carrie Culbertson Chris Davis Ferruh Diker Ozlem Diker Julie Dirkes William Dollahite Kevin Fletcher Jason Foreman Marcos Frias Miguel Gamino Blanca Gonzalez Pedro Gonzalez-Santiago Manny Grado Mark Groszek Jill Gunn Felix Guzman Kaja Gybasova Abishek Hariharan Damon Holditch Ella Holditch John Hudson Denise Hudson Darren Johst Jason Jones Abigail Jones Meeta Karanth Praful Karanth Danny Kasper Rich Keeton Jean Keeton Daniel Kimminau

Sarah King

Aaron Leist

Toan Leung

Jeremy Knight

Alejandro Lago

Monica Lopez Luke Mahon Marsha Mathis Joseph Mccaffrey Chad Mccall Shani Mcahee Joshua Mittler Eduardo Moll Verenice Mondragon Brian Morris Scott Murray Dale Neidhammer Stephen Nowicki Marcie O'Neill Anne Marie Pyle Michael Rader Sara Raman Mark Range Brij Reddy Jessica Rivas James Robertson Charles Robinson Robin Robinson Sheraz Sahibzada Michael Sanders Marianne Schaffer Raman Srinivasan Jessica Swartz Reed Taylor Richard Thomas Justin Timming Jack Uhr Jeremiah Weber John Weinzierl Rika Williams Julie Williford Jeremy Williford William Witter Kelly Zimmerman

5 YEAR

ANNIVERSARY

Christian Barnard Felix Bernard David Berry Rio Caraeff Kevin Cloutier Robert Douglass Zachariah Evans John Flemina Jesse Garcia

[5 Year Anniversary Continued ...]

Avi Ghosh JimBo Gulley Jeff Honeycutt Richard Laube Shaune Maycock Damian McKeon Toshia McKeon Jason McKeown Rachel Monday Melinda Moore Caraeff Justin Ovson Justin Posey George Richardson Jack Risser Sharon Rossie James Rossie Andrew Tate Anna Tsui Dave Wanser Debra Wasner Jaime Williams Quintero Willard Yankus

10 YEAR

ANNIVERSARY

Kevin Creed Linda Creed Karla Elkins Donny Elkins Gregory Flay

15 YEAR

ANNIVERSARY

Molly Anderson Michael Bouakadakis Paulette Bouakadakis Matt Burt Gregory Burt Jeff Mosina Thomas Yemington

20 YEAR

ANNIVERSARY

Huah Brazier Jed Brickley Marianne Olsson Clas Olsson Richard Tragon

25 YEAR

ANNIVERSARY

Steven Hattori Sherry Hattori Tom Smith Debra Smith

30 YEAR

ANNIVERSARY

Donna Handel Julian Pham Rhonda Pham Bill Tutt

45 YEAR

ANNIVERSARY

06

Robert Gillespie Susan Robinson



INTERVIEW & PHOTOS BY JONATHAN HAGGAR

MEMBER PROFILE: GLENN FURLEY

We met Glenn Furley at a tech session in 2021 and were intrigued when he shared some of the family history of his Signal Orange 1970 911T. We were anxious to learn more and share Furley's story with our readers.

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

GF: I moved here in 1978. The atmosphere of Austin in the midseventies is what drew me here. Both of my parents and my two older sisters went to school at UT so I had been visiting Austin for a long time and I knew from an early age that this is where I wanted to be. I'm so glad I got here when I did.

How and when did you acquire this Porsche?

GF: This car was my dad's daily driver until he was 90 years old. He always said when people would offer to buy it, "sorry, it's in the will". I took ownership of it in 2018 after both my parents sadly passed away.

My dad purchased it in 1983 from a family friend who had bought it in 1974. The car was originally offered to my dad for \$8,000. After procrastinating a few months he was convinced the car had already been sold. Sitting around the dinner table at the next family gathering, he was regretting not buying the car. My oldest sister Nancy questioned whether the car had actually been sold. She made the call to find out, and sure enough, he still had the car. Even though my dad still hadn't seen the car other than in photographs, he quickly offered him \$6,000. After the offer was accepted, my parents flew out to California to drive the car back to Texas, having never driven it before. Theirs was truly a memorable start to another Porsche love affair.

What is your favorite thing about this car?

GF: I have a few but overall, my favorite thing about the car is just driving it, which I do as much as I can. Like my dad, I would much rather use and enjoy it versus keeping it parked in the garage. I also really love its bright factory color, Signal Orange.

Seeing other people's reactions to it and talking about it with them brings me a lot of joy too – it's definitely a conversation starter whether it's in a parking lot, stopped at a light, or rolling down the road. People are drawn to it and often ask "is it fast"? I tell them that it's definitely more fun than fast, explaining that the "T" stands for Touring not Turbo.

Luckily, I really enjoy working on it too as the maintenance is fairly constant. Thankfully it's easy to work on. It's great as it keeps me busy and gives me regular opportunities to network with other Porsche enthusiasts.

Does it have any special features or modifications?

GF: The most visible modifications are the 16 inch Fuchs wheels, window tint, and the Euro version tail light lenses. I really wanted the wheels for the improved handling and wider stance that they give the car. What I didn't realize is how much they would actually brighten up the overall look of the car. I kept the original 15 inch Fuchs wheels to use on certain occasions.

Other modifications include the Weber carburetors which were added 30 years ago. The car originally came with Zenith carburetors. The Webers are from a 1966 911. I just had these Weber carburetors completely re-manufactured by Paul Abbott. This involved machining for new bronze throttle shaft bushings to replace the factory nylon versions. It also included re-machining the throttle housings and top covers by milling for flatness and sealing efficiency. While they were at it, they remachined the throttle bores 0.2mm oversize and installed new, custom-fitted throttle valves.

As far as special features, it has factory coco mats that actually have Porsche embossed in them. It also has the original radio that I had reworked to enjoy that mono listening experience. Recently when I went to replace the steering wheel cover, I was surprised to find out that the original leather steering wheel was still in great shape. The cover had apparently been protecting it all of these years.











As always, there are a few things on my list to correct such as the finish of the engine lid grill and lettering on the rear of the car. I learned recently that the grill and lettering should actually be polished. They didn't start making those black until 1972. While I think the black looks good as a contrast to the orange, the polished finish is going to brighten the back of the car up overall just like the wheels did.

How and when did your interest in Porsche begin?

GF: I always joke that I was born with it. In 1957, my grandparents bought a new 356A while they were working in Spain. They drove it around Europe and then shipped it back to New York. They then drove it to Houston visiting family and friends along the way. They ultimately gave it to my dad when they returned abroad. Unfortunately, shortly thereafter in September 1961, when I wasn't even a year old, hurricane Carla put the house and car under four feet of saltwater. We lived in Texas City and always went to my grandparents house in Houston during hurricanes. My father was worried about a tree branch falling on it in Houston so he decided to leave it in the garage, never imagining there would be a 10 foot tidal surge. The car was unsalvageable and by then my parents had three young children. For years after, when we were together as a family, we'd always point out any Porsche we saw. So it was that one 356A that started my early interest in Porsche.

What makes this car special or unique to you?

GF: This is the vehicle I got to help my dad work on over many years. He was a mechanical engineer and this car was his passion. Along with the car came all of the records since 1974. When I look back in the log that my dad kept, I get to see all the things that we worked on together. Pulling the engine more than a few times for various reasons was just part of the pleasure of owning this vehicle. Getting to share my dad's passion for this vehicle makes it very special, and to have the history that goes along with this car makes it unique to me.

Have you owned other Porsche cars?

GF: My Porsche ownership started in 2016 with a silver 2009 Boxster S. My preference at the time was a white Boxster with the espresso colored top and matching leather interior. After extensive searching, I wasn't able to find exactly what I was looking for so I expanded my parameters.



Silver was my second choice and was much easier to find. Only eight short months after purchasing the silver car, the white 2013 Boxster S I had been looking for showed up at the dealership down the street. I drove past it every day for a week almost hoping someone would buy it. After a week, I finally pulled in and drove it home later that day.

What do you love most about Porsche cars?

GF: I love how they have always been designed for function, quality and performance. They never stop striving for perfection. The older cars are just such classics, and to think that there are still variations being made now of the same car they were making 50 plus years ago. They're so recognizable down to their sounds and smells, making the whole Porsche experience unique.

I also love how the newer cars clearly continue to be designed for precision driving – something I got a real appreciation for the first time I took the Boxster to Circuit of the Americas. It was perfectly designed for the track.

Can you share a favorite Porsche memory?

GF: My favorite Porsche memory is the story my dad used to tell of being pulled over for speeding one afternoon. He had been the only car on the road at the time and noticed another car approaching fast in the other lane. As it got closer his thought that it might be a police car was confirmed. After some questioning the officer told my Dad he just couldn't write an 80 year old man driving an orange Porsche a ticket that day. I hope if I'm in that same situation one day that it will work for me too.

What PCA events do you enjoy?

GF: The High Performance Driver's Education sessions that I've done in the 2013 Boxster S have far exceeded my already high expectations. Having complete confidence in the car has allowed me to begin to see what the car is truly capable of.

The tech sessions are always educational for me and I look forward to them second only to the HPDE's. Having questions answered by professionals is invaluable for a project person like me. The organized drives are a fun way for my wife and I to meet people and learn about new routes nearby.















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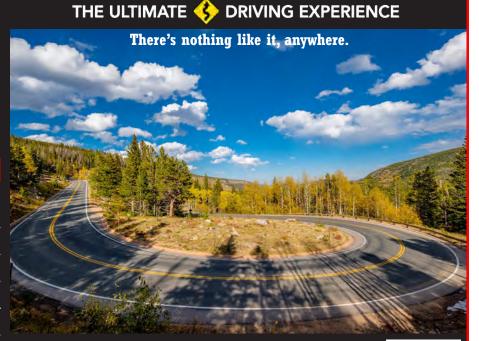
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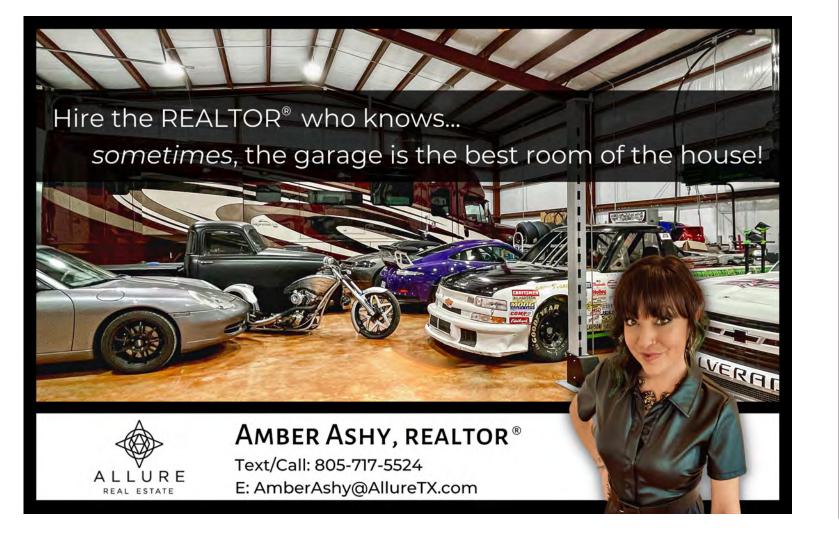


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STORY AND PHOTOS BY HANS FALK

2022 HILL COUNTRY REGION: ANNUAL MEETING

I didn't think it was possible, but every year, I am increasingly impressed by the overall vibrancy of our club – the activities, the growth, the fellowship – it all comes together. It works to bring the best possible experience to the Porsche owner. This past year of 2021, despite multiple challenges, was no different, as evidenced by our Annual Membership Meeting held on February 9 at the Haute Spot in Cedar Park. Well distant from the more restrictive Travis County, the seventy-plus members who joined us at this venue were entertained, over-awed, and well-fed by a great night of fellowship and camaraderie.

Firstly, the place was fantastic; the Haute Spot on New Hope Road, close to the H.E.B. Cedar Park Center, featured a private, fenced area complete with a stage, seating, bar, and ambiance. From the rustic elements of the décor to the refined hosts and hostesses, this venue is most definitely a place to hang out. They feature live, national touring acts and local artists year-round and are well worth the visit. Kudos to our Executive Board for finding and choosing this venue for the Annual Meeting.

Somehow magically (given the illusory fully fenced area), a myriad of members' cars was on display inside the seating area, from Charlie Sparks's Racing Yellow 991 to his wife's

own 2021 Macan GTS in stunning Mamba Green (for which Charlie was trying to find a buyer). Many other cars were on display also while the attentive wait staff served us beer and wine.

At dusk, the lighting from the trees, balcony (VIP area), and stage cast a dramatic effect over the entire area. The temperature began to dip into the uncomfortable range, but our hosts quickly set up some patio heaters to rectify that before our dinner was served.

The beef and chicken fajitas were superb and all prepared on-site, fresh and hot. Contrast that with the signature aluminum cups served by the bar, which kept the draft beer nice and cold. We all had our fill of fajitas and fixings for the evening.

After dinner, it was time to review the 'state' of our club, which our President Charlie, along with help from our Treasurer Bruce Harris and the indispensable Gordie Robbins on the computer, presented in an easy-going, understandable fashion for all to hear. One highlight, of course, was to announce that 2022 marks the 45th anniversary of the founding of our club, with upcoming events planned throughout the year to commemorate that.

Despite the lingering Covid issues, our club did quite well in 2021, both financially and in growth. Due to some end-of-year payments, rebates, and donations, we closed the year with a nice profit which we re-invest in our charitable giving, not to mention the various events and programs we host. Membership growth saw a remarkable increase of 14.9% over last year, beating out many other clubs nationwide. Some of the new members were transplants from different regions, but others were home-grown, thanks to the continued support of Porsche Austin and other sponsors promoting the benefits of membership.

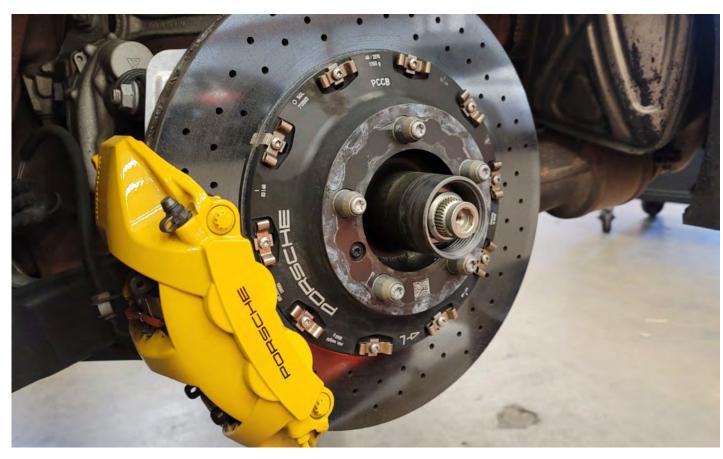
Charlie described how the Porsche Club of America is the single largest car club dedicated to a specific marque, comprising over 147 regions around the US and Canada for those new members who may not yet have been aware. These regions are split into administrative 'zones,' and our very own Zone 5 representative, Chuck Bush, was on hand to answer questions and get to know our members. PCA (the National organization) hosts several different events for the membership at large, from the Porsche Parade to the Treffen and Werks Reunions at both the Monterey and Amelia Island Concours events.

For 2021 the Hill Country Region also hosted several memorable events, including Ladies Lunch, our second successful Autocross. multiple tours. Cars & Coffee. Porsche vs. Ferrari - and on and on without end. It was a busy year for us as a group and the Board as they formalized a solid Sustainability Plan, created a Nominating Committee to fill critical roles, and hosted two DEs and a Club Race whew! And if that was not enough, HCR also successfully launched our first SIM Racing League, which we plan to continue in 2022. Hats off to Kent Ketterman, our Community Service Coordinator, for connecting us with the Texas Ramp Project (a group of volunteers that build ramps for the elderly and disabled) and Cheyenna's Champions for Children (CC4C), who assist Texas children with rare and undiagnosed conditions. We all look forward to helping these charities and continuing our support for the Texas Burn Survivors Society as we head into 2022.

Space restrictions will not allow me to list all the accomplishments, goals, and information presented during the meeting. Still, you can view the slides on our website to get the complete picture of how meaningful, dedicated, and rewarding our club is and continues to be for all members.



13 ——



PRESENTED BY GT INTERNATIONAL

PIT STOP: PORSCHE CENTER LOCK WHEELS

The Carrera GT is a remarkable machine, purpose-built with carbon fiber, a naturally aspirated mid-engine V10, and a manual transmission to boot. Like its predecessor, the 959, the Carrera GT was fitted with center-locking wheels where a single nut secures each wheel to these high-performance machines. Center locks are now ubiquitous with Porsche's GT and Turbo models, but are they practical on a road car? In this tech tip, we will discuss tools, disassembly, inspection, torque sequence, and possible issues with Porsche center-locking wheels.

As car manufacturers homologate racing technologies to their road cars, special tools are typically needed for servicing, and it's no different here. A special socket is included with center lock equipped vehicles, but that's about it. To properly service these wheels, a two-post lift is highly recommended to provide a stable platform to break loose and torque the wheel nut. A $\frac{3}{4}$ inch torque wrench is also needed as these wheel locks are torqued to 600 Nm. You can find a mechanical one online for about \$200, but get the digital version with torque angle if you have access to a Snap-On dealer. We use both; the mechanical to brake torque and the digital for re-torquing.

We recommend staying away from manual torque multipliers. For them to work correctly, smooth, even torque needs to be applied while the countering arm is held in place, usually by one of the wheel spokes, which may cause damage. They

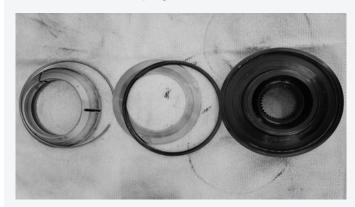
are clunky to deal with, and the dealer no longer uses them. Two people and some grease are all that's left for you to remove or install center-locking wheels. The wheels must never touch the ground when removing or installing center locks. The second person should sit in the car and apply the brakes for removal and torquing.



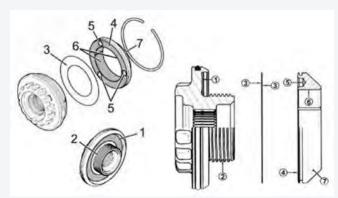
The dark gray line is the contact patch on the wheel from the lock. This should be at least 10-15mm in width

When the center lock nut is removed, it's crucial to inspect the lock cone, hub, wheel, and brake rotor for unusual wear. We recommend the component assessment guide found at CarsAddiction.com by searching "WM 4X00IN". This guide will walk you through the assessment process. Next, disassembly for cleaning and re-greasing is recommended

if it all checks out. This is done by tapping the lock on a hard surface to separate the cone section. The lock consists of five pieces, as shown in the images. Once the lock components are greased and re-assembled, you're ready for installation and torquing.



The five center-locking components are cleaned and ready for grease



This illustration shows the six areas (highlighted in gray) where grease needs to be applied



When assembling, make sure the snap ring is correctly positioned to avoid damaging it

The torque sequence is straightforward and can be found online with a simple search:

- Make sure the locking nut is greased properly
- Torque to the locking nut to 600 Nm
- Back off 90 degrees
- Torque again to 600 Nm; on 997s for track use, higher torque is needed
- Make sure the internal lock is entirely out and flush with the splines



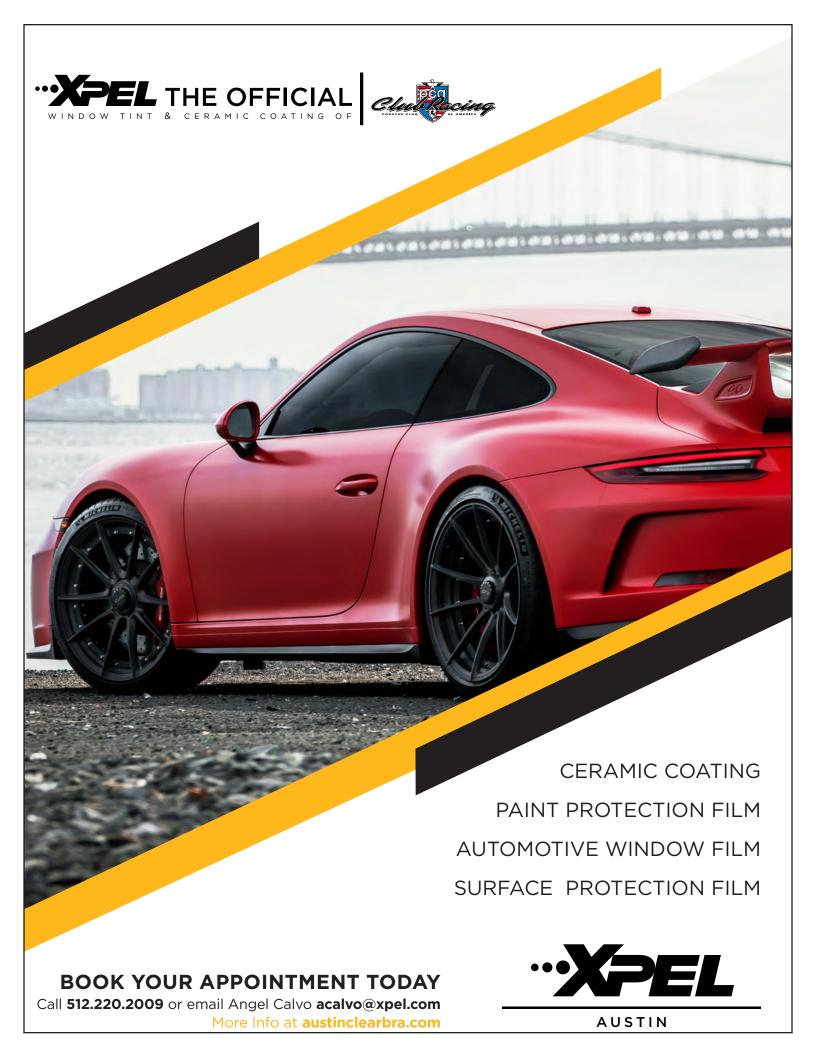
Fully assembled and ready to install

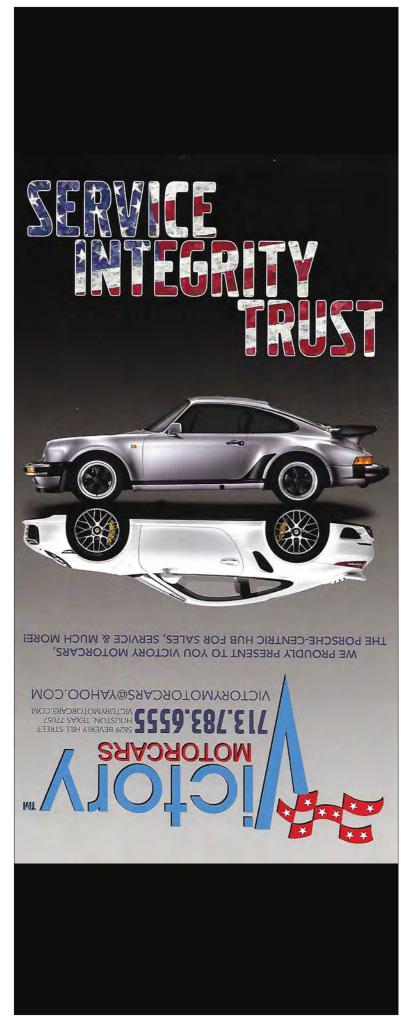


Internal lock in proper place. A tool is included with your vehicle to facilitate this.

Common problems are typically related to maintenance and repair. Suppose you have an emergency while on the road; it's challenging to find a shop that will touch center locks. Most chain-type tire stores will refuse to work on them, but Porsche has a way to help you in this scenario. The lock has a script that reads "STOP" and "100Nm". These will help you tighten the nut to 100 Nm and get back on the road in an emergency. Use a marker or pencil to make a stop line on the wheel at the 100 Nm mark. Then tighten the nut until the stop line reaches the "STOP" mark. This should be sufficient torque to get you to a service station or dealer. Whenever possible, please leave the servicing of center-locking wheels to professionals - they have the right tools and knowledge to keep you and your car safe. Stay tuned for the next tech tip, where we will talk about GT3 engine failure, what to look for, and your options.

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







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STORY BY TOM EMR

TECH SESSION: ESSES RACING

PHOTOS BY MARIO GONZALEZ

It was unseasonably cold on the morning of January 22nd when we gathered for our first tech session of the year at Esses Racing in Buda. However, we were warmly welcomed by Maddie Miller, who handles marketing, among other things, for the organization. Along with the rest of the support staff, she provided our group with a delicious breakfast to get our day off to a great start.

And what a day it was. The approximately 40 attendees were divided into four groups which rotated through various presentations given by the Esses Racing staff. The small groups allowed members to get the most out of the subject matter - and the team was able to answer questions and provide detailed explanations based on their area of expertise. As a result, we discovered how much effort is required to get a car adequately prepared for racing. It's not as easy as just painting a number on the side of the vehicle.

Our members were treated to four in-depth discussions, all related to preparing to drive on a race track. The topics were

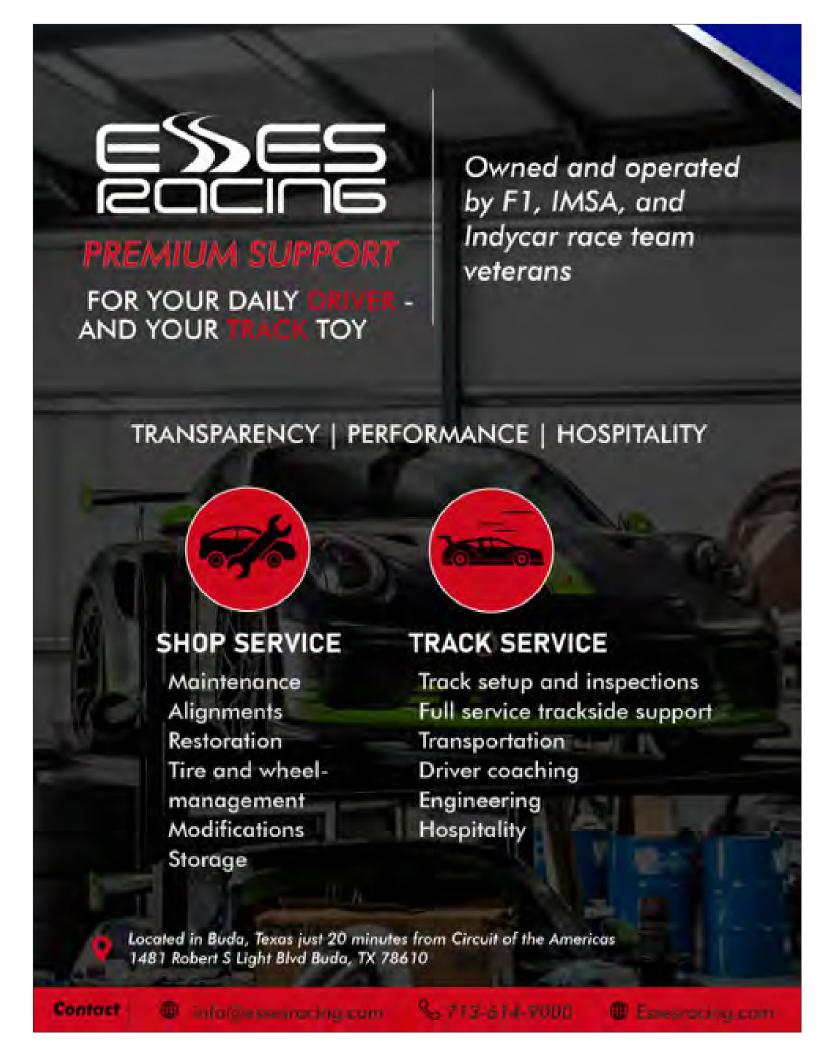
aimed at most drivers, whether doing a first track outing or experienced in PCA club racing. Partner Gareth Rees spoke about wheel alignment and car setup. Co-Founder Phil Spano handled car preparation and general maintenance, while Broch Evans described the importance of tire pressures and tire pressure monitoring systems. Otto Glenewinkel and Keith Kaiser from Track Time Entertainment spoke about sim racing equipment and had a rig on hand for members to test drive.

The four 45-minute sessions were beneficial in understanding the intricacies of proper car preparation for track events. We also found that much of the information applies to regular driving on the street.

Attending our club's tech events is an excellent way to become more knowledgeable about our Porsche cars. Please check our event schedule at hcrpca.org for upcoming tech session events. We hope to see you at the next one.









STORY AND PHOTOS BY AMBER ASHY

FIRST LADIES TECH SESSION: DEALING WITH THE DEALER

Editor's Note: Horizons Staff Writer Amber Ashy spent 4+ years in the automotive industry as a Sales Consultant (first with Subaru, then with Porsche) selling both new and pre-owned vehicles prior to joining HCR PCA.

We held our first Ladies Tech Session on March 5, 2022, at Cedro Scratch Kitchen in Lakeline (Austin), Texas. "Dealing with the Dealer - from Sales to Service." The event was conceptualized by Stacey Soule (the HCR Driving Chair) and Crystal Zarpas (the HCR Social Chair). The goal was to provide our members insight into managing their relationship with the dealership (or any automotive service provider) from the eyes of an experienced neutral third party.

When asked to be the speaker, I was happy to oblige. Fortunately, I have a unique, insider perspective of dealer life and a love for food. Cedro was chosen as the venue because it is one of the few restaurants in Austin that feature housemade pasta and sauces from scratch. Cedro's vibe is also casual but elegant, which facilitates the flow of the session.

Before the tech session, Stacey, Crystal, and I brainstormed a list of questions we thought our members would be most interested in. Some of the topics covered were: expectations of your sales consultant; the allocation process; which warranties are worth it; a vehicle's most desired features for resale; where to go when the bodywork is needed; leasing versus a vehicle purchase; CPO requirements; price negotiations; how trade-ins are valued; what to expect from your Service Advisor; arranging a loaner car during Service; and the like

I also explained how each vehicle brand requires car sales consultants to be certified by completing a series of computer-based training modules before they can sell new cars. When I became certified as a car sales consultant, there were approximately 50 modules covering each current model's features and functions and its predecessors and variants (i.e., special editions, hybrid battery mechanics, package components).

The tech session lasted an hour and a half and was interrupted only to enjoy some delicious pasta. The group participated in the discussion throughout the session, and many members enhanced the experience by offering their own experiences. A special thanks must be given to Porsche South Austin which supported our Ladies Tech Session by sending Service Manager Angela Sweeney and Service Advisor Jennifer Castillo. The insight imparted directly by the dealer was invaluable.

Thank you to our participating members as well. As always, your support of our events is greatly appreciated. The Club aims to improve the events being offered continually, so if you have an idea for a tech session, please email: stacey@hcrpca.org, or for a social event, please email crystal@hcrpca.org.





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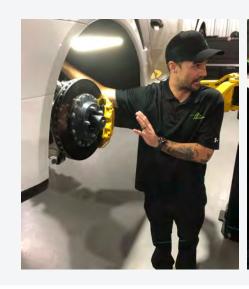
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LEFT TO RIGHT:

Some of the technicians of HD Motorsports; 'Therk' Therkildsen talking to the group about tire pressures; Jay Hanover demonstrating the finer points of brake systems; A gopher's view of Mike Ehrhardt explaining the subtleties of track racing









STORY AND PHOTOS BY HANS FALK

TECH SESSION: HD MOTORSPORTS

I am frequently surprised by the number of automotive and racing-related companies in Austin these days. Companies and organizations that work both in the heart of and on the industry's periphery, offering a myriad of support services to the growing number of enthusiasts in town. It was not always so. I remember back in the 1980s when it was challenging to find just one decent performance shop in the city, and a search for headers or racing shocks required scouring countless magazine ads for a mail-order service or a trip to a speed shop in Houston.

Luckily with the inauguration of COTA (and perhaps other factors), we've recently seen an upswing in both racing enthusiasm and the type of companies and shops that support that trend. That is precisely what HD Motorsports of Leander does, and they do it exceptionally well. Short for 'Hammer Down,' the folks at HD Motorsports offer a wide range of services, from helping the individual enthusiast tuning a streetcar to providing race assistance to a competition team. Founded just two years ago in July of 2020, they recently became a sponsor of Hill Country Region PCA and invited the group to come out for their first Tech Session.

Owners Mike Ehrhardt and Todd 'Therk' Therkildsen, Jay Hanover, and Shannon Lynch all made us feel welcome as they provided our group with an informative and fun morning at their shop off Downing Lane. This narrow farm road belies the advanced technology and expertise hidden behind the overhead doors and gigantic green/white logoed building. Inside the shop, almost every foot of floor space is crowded with partially dismantled race cars, classic cars, everyday drivers, and the unique and exotic. Multiple lifts allowed us to view underneath some vehicles and walk around the numerous benches, machines, and equipment. The amount of business they have is growing, and Shannon, the Administrative Assistant, hinted that they were searching for a piece of land to build a larger and more spacious service center.

The three technicians (by no means the only ones employed there, I might add) divided our group into smaller circles and proceeded to demonstrate and educate us on exciting topics. With numerous years of on-track racing experience with national teams, we were treated to entertaining stories, insightful tricks, hacks, and a wealth of knowledge that only years of experience can nurture.

Mike started us off with a GT3 Cup Car on one of the lifts, explaining some of the do's and don'ts of racing on the track, whether competitively or just for fun on the occasional weekends. He explained the importance of preparation,

bringing along the right tools, and a glimpse into the intense stresses encountered on the track by both the car and the driver. He shared an example with us using the hand brake to immobilize the vehicle when coming into the pits after a hard dozen laps. It's a natural impulse in ordinary street driving, but the intense heat generated during racing can quickly weld those recently purchased brake pads right to the rotors. You'll be immobile alright, and not in a good way. Instead. Mike insists that wheel chocks be used at all times.

Jay took us through an educational journey at the next station about brakes and brake systems, explaining the differences in materials used in modern racing rotors, their advantages and disadvantages, and the myriad of brake pad types available for almost any vehicle. He explained how the technology had advanced incrementally every year to the point where F1 cars are now running solid ceramic rotors that cost thousands of dollars each. The downside - drop one or even nick it slightly with a wrench, and it's toast. At one point, the conversation turned to the center hub nut and the procedures needed to remove and re-tighten this modern feature found on many Porsche and other race cars. He surprised the group by displaying the six-foot-long torque wrench they use, a massive tool that I bet Bottas' Mercedes team wished they had in Monte Carlo last year. On a more subdued note, he also discussed with us brake

lines, recommending a racing-style braided hose over the factory rubber as an investment that would pay off in the long run, even for the average streetcar.

'Therk' was at the third station, immersing us in the sometimes-confusing world of tires. He clarified composition, construction, tread wear, tire pressures, tread patterns, and wear indicators, not to mention balancing and wheel alignments. He was a veritable encyclopedia of knowledge on the subject and someone that I would most certainly consult with the next time I find myself shopping at the rubber doughnut market.

The entire morning was a non-stop education in everything automotive. Breakfast was served, door prizes were awarded, courtesy of Xpel, and all attendees had a good time. It is refreshing to see companies like HD Motorsports committo the racing community and engage with enthusiasts regardless of their level of knowledge. Mike and his staff make everyone feel like family.



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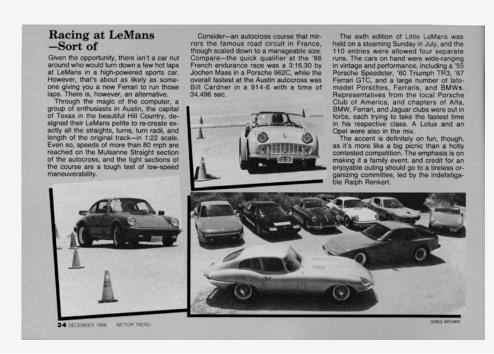


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BY HANS FALK IN HINDSIGHT

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

It's not often that our club gets mentioned in a nationally distributed publication. However, we have our own Tom Emr to thank for a series of articles we've enjoyed recently in Panorama. However, outside the Porsche world, it's a rare treat indeed to see our members and events in national print. Such was the honor three decades ago when our autocross event gained national attention through none other than Motor Trend magazine. That's right, if you're fortunate enough to have (or if you have a hoarding problem) possession of the December 1986 issue of Motor Trend and turn to page 34, you'll see our humble Hill Country Region featured on a half-page story about an autocross spectacular that we named 'Little Le Mans.' While the article does not mention Hill Country Region or PCA by name, there are numerous hints that it is our autocross event, even if companion articles in Horizons and Panorama did not substantiate it.

Autocross was nothing new at the time, neither to the world of motorsport nor the PCA; both having been around since the late 1950s. What was unique and what caught the eye of the Motor Trend editors, was the course layout and name. The club first ran our petite Le Mans in 1980, and it replicated the exact design of the actual Le Mans course, but in a 1:22 scale. This reduced the original 8.467-mile Circuit de la Sarthe to 0.385 miles overall, a much more manageable length comparable to our most recent autocross course at the H.E.B. Center.

According to the Motor Trend article, the course was designed "through the magic of the computer" recreating "exactly all the straights, turns, turn radii, and length of the original track." I can easily visualize a handful of Austin engineers with too much time on their hands, members of HCR, no doubt, playing around with some early Dell equipment in SQL or C++, entertaining themselves by manipulating the measurements and images of the famous 24 Hours of Le

Mans course and eventually pondering how fun it would be to replicate the course layout for their upcoming autocross.

According to the article, speed on the miniaturized Mulsanne reached "...more than 80 mph..." making upshifts into 3rd gear possible for some cars and adding another unique feature for a typically run 1st and 2nd gear autocross course. The overall winner was Bill Cardner in a 914-6, clocking a time of 34.496 seconds.

The article in Motor Trend does not mention where in Austin the event was held but having some personal knowledge of local autocross during that time frame; I would speculate that the parking lot around the Toney Burger Center off Highway 290 in Oak Hill might have been the venue, as it was a popular location at that time for events such as this. Austin was still a relatively small town back then, and motorsport enthusiasts mingled in a tiny circle. More significant events were frequently shared with the 'double-kidney' crowd, ' prancing horse' people, and other groups. which is why the article does not mention it specifically as a Porsche or HCR event, but the final clue, as if the photos themselves are not enough, is shown in the very last sentence and leaves no doubt - "...credit for an enjoyable outing should go to a tireless organizing committee, led by the indefatigable Ralph Renkert."

Ralph Renkert was, of course, our chapter President starting in 1982 and served in other officer roles throughout the early to mid-1980s. Our club was tiny back then compared to now, with barely one hundred members overall, making it even more remarkable that Ralph could get the attention of a national magazine. What he had to do to get Motor Trend interested in an autocross event in Austin is a mystery to this day. Still, we're grateful for the strings pulled and favors begged – as it paid off by turning for a brief moment that ever-elusive national spotlight on our club.



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

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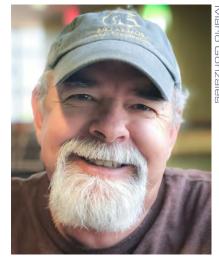














STORY BY VAL ASENSIO

PCA SIM RACING'S 2022 ZONE GROUP CHAMPIONSHIP SERIES SHOWCASES HILL COUNTRY REGION RACERS

PHOTOS FROM IRACING

The 2022 Series

The 2022 PCA Sim Racing Zone Group Championship wrapped up at Virginia International Raceway (VIR) on March 2nd. This exciting series brings together top PCA Sim Racing drivers from across the US and Canada to compete as Zone Group teams. Unlike other series racing, the Zone Group Championship is a collaborative effort, where drivers work together in practice and strategy; knowledge is shared to improve times across the entire team.

For the 2022 Championship, 130 drivers qualified to represent their Zone Groups in the three-race Championship. Pro, Club, Sport and Challenge class grid sizes were 36, 39, 31, and 24 drivers respectively.

The HCRPCA was represented by Mario Gonzalez in the Proclass, David T Glenn in Club and Val Asensio in the Sport class running in the Central Zone Group, which includes zones 5, 10 and 13. Racers qualified by being among the top eight finishers in the eight-race qualifying series, competing in the Porsche 911 GT3 Cup (992). The three-race championship featured the outstanding Porsche 911 GT3R.

The 2022 Championship was held at AutoClub Speedway in Fontana, California; Barber Motorsports Park in Leeds, Alabama; with the series finale held at the always challenging VIR. Races were broadcast live by the Podium eSports team and kindly sponsored by Hagerty Motorsports.

Race broadcasts, along with more details are available online at https://pcasimracing.com/2022-zone-group-championship.

Lessons learned and future Zone Group Championships assured

The inaugural Zone Championship was held in 2021 with 134 drivers - and was based on Zones, not Zone Groups. Driver feedback after the 2021 championship resulted in some changes to the structure and process for the 2022 series, including switching over to Zone Group-based teams. And, there's no doubt the series will continue to evolve as it moves forward.

Chip Witt, PCA Sim Racing Zone Group Manager tells us that the Zone Group Championship will return in 2023, although, as with most growing programs, it may take a slightly different form in order to keep things fair, evenly distributed, and exciting. Chip mentioned, "One of the strongest parts of the PCA Sim Racing program overall is our ability to adapt...learning lessons from what we've done before, but also taking into account the feedback and ideas of our driving membership."

About PCA Sim Racing

The PCA Sim Racing league offers sim racing opportunities from absolute-beginner level, in the Entry League, to sim racers who compete at the pro level. Racers are classed by skills, so all drivers have a chance to improve skills by competing with those at a similar skill level. Ongoing education, including eDriver Education events and virtual track walks help drivers learn how to be quick and safe. The PCA Sim Racing league is a tremendous resource for improving your driving skills; membership is open exclusively to PCA members.

Resources
Website: pcasimracing.com
YouTube channel: www.youtube.com/pcasimracing
Getting started: pcasimracing.com/getting-started

INTERVIEW WITH CHIP WITT: PCA SIM RACING ZONE GROUP MANAGER

INTERVIEW BY VAL ASENSIO

What would you say are the objectives and goals for this series, in particular? What makes it unique?

Unlike our other series, which focus on individual or multidriver team performance, the Zone Group Championship is all about getting members of each of the five Zone Groups to come together and work to improve as a team with the goal of competing more strongly than the other four Zone groups across a multi-race series. While all of this follows the core PCA Sim Racing tenets of building camaraderie and driving skills, there is another angle to the Zone Group Championship that's specifically for the fans; to build up excitement at the grassroots level in PCA Zones and Regions and continue to grow the program. It helps to be able to point PCA Zone Representatives, Region Officers, and their constituent members to a competition in which they can become emotionally invested. Who doesn't like cheering on the home team?

Long-term, we would like to see PCA Sim Racing grow to be a regional and national phenomenon. Growing to support Regional, Zone, then National run-offs, each feeding the next stage toward a National Championship would be an amazing progression for the entire program. Other clubs (e.g. SCCA) have similar series progressions for their real-life competitions, and it seems to be a sound goal for a similarly organized national racing program.

Is there anything else that you think is important to share with the non-sim racing membership about this series?

One would think that, in a competition pitting one Zone Group against the others, there would be a lot of secret preparation by each Zone Group; where preparation events (driver education, track walks, etc.) would purposely exclude competing members of other zone groups. That isn't what we saw. Zone Groups welcomed open participation by all, and learned from each other despite the under-pinnings of an "us vs. them" dynamic. I think that is a hallmark of PCA Sim Racing, and I was proud of our drivers and Zone Group leadership for having built and supporting that kind of culture.

In limiting the number of drivers in each class that each Zone Group could send to the final three championship races, there was some concern that drivers that did not qualify might feel alienated or would have to go dark until after the series concluded. Again, to my surprise, that isn't what we observed. Many drivers joined practice races to add traffic, or offered up their services as a spotter for competing drivers during the races...staying positive and contributing to the overall success of their Zone Group. This was welcomed and encouraged by those preparing to race, and really showcased the kind of community we've begun to build in PCA Sim Racing.

We'd like to thank Chip for his time, and for sharing his thoughts about the PCA Sim Racing Zone Group Championship.





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STORY BY KENT KETTERMAN

TEXAS RAMP PROJECT: VOLUNTEER EVENT

PHOTOS BY JONATHAN HAGGAR

Eighteen members of the Hill Country Region spent their Saturday morning recently building a wheelchair ramp in Bastrop. Texas Ramp Project builds wheelchair ramps for older adults and others with mobility issues who can't afford to buy one. HCR is proud to join with them as one of our primary charities this year.

We met two Texas Ramp Project "pros", Randy and Dick, early Saturday morning. After unloading the ramp materials, setting up the required tools, and enjoying some delicious donuts and kolaches, the build began. If it hadn't been for Randy and Dick, I'm sure there would have been a whole lot of head scratching on our part. Imagine a giant, wooden jigsaw puzzle requiring that the pieces be placed in a particular order.

Admittedly, we stood around at the start waiting for instructions but that quickly changed. It was heartening to see the group quickly form into work crews. The first crew anchored and leveled the main support frames, followed by the decking crew, and then the crew adding handrail supports and finally the handrails. We did a bit of finishing work to smooth out rough edges and everyone pitched in

to clean up the job site. Voila, 4 hours later, the ramp was completed. I noticed Randy at times was standing back and watching us as we finished the job on our own.

I heard someone comment that he had never been to a Porsche Club event that didn't involve cars. This was true but what it did involve was a group of caring individuals giving up some of their weekend to help someone less fortunate than them. We left the new ramp with a sense of accomplishment and enjoyed a lunch in downtown Bastrop, before parting company to enjoy the rest of the weekend.

Rest assured, this won't be the last ramp we build so stay tuned for the next date and location.

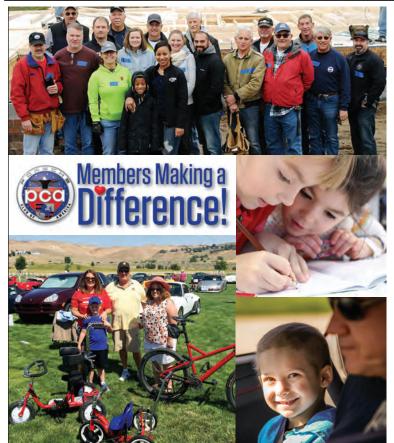
Editor's Note: Kent Ketterman is the HCR Community Service Coordinator. He worked with Texas Ramp Project to plan and organize this hands-on volunteer event.



Randy, from Texas Ramp Project, with Kent Ketterman The completed ramp with our volunteer's signatures







PCA members make a difference in their community!

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

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PORSCHE CLUB OF AMERICA

STORY & PHOTOS BY AMBER ASHY

VOLUNTEER VIBES

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

This edition of Volunteer Vibes is brought to you by Michelle and Alfred Freudenberger which should come as no surprise. The Freudenbergers have become synonymous with the word volunteer and were recently awarded the Edie and John Musgrove Volunteer of the Year Award during our annual Holiday Party. Lauded for their efforts, Michelle is the Ladies Lunch Coordinator and a member of the Nominating Committee: Alfred is our Autocross Event Coordinator.

Knowing that everyone loves a good origin story, I asked how Michelle and Alfred came to own a Porsche. Michelle chuckled and said that even when they were in their 20s and just starting to date, Alfred was already talking about his affinity for the brand. She claims, in the early days, she scored brownie points by being able to pronounce 'Porsche' properly, as well as say 'Freudenberger'. For those of you who aren't familiar with Deutsche phonetics, it sounds like 'Froy-den-ber-ger'.

Alfred exclaimed that he was hooked on Porsche after his first experience alongside an '85 911 Turbo in the late 80's. He and his friend were on what we'll call, a spirited jaunt. At the time, Alfred was driving a Mazda RX7 and was able to hold his own through the twists and turns of side streets but was left reeling when they reached the highway. Watching that Turbo disappear, he immediately knew he needed a P-car. Not only was the power impressive, but he particularly loved the wide body lines of the Turbo and later, the C4S.

Fast forward to Alfred and Michelle getting married, having Julia, buying a house, and Alfred turning 40. After hearing about Porsche over the years, in true Michelle fashion, she lovingly prodded, "would you just get one, already?" And he did. They're the original owners of a 2003 Midnight Blue C4S. Alfred's favorite feature is the AWD system and its ability to correct errors at high speeds within fractions of a second. A couple of years after buying the C4S, disaster struck in the form of Hurricane Katrina. Reluctantly, the New Orleans natives had to evacuate. At the time, their daughter was in the 3rd grade and they thought they'd be going back home in a few days, but that's not how fate would have it.

They initially fled to Houston and were able to secure a hotel for 3 days which would tide them over. The problem was that Houston had run out of available lodging. Next, Alfred's boss, an Austinite, posited that the Freudenbergers should try out Austin where abundant hotel space was available. A few days later, Alfred made a trip back to assess their home and grab





some essentials. Fortunately, he found their New Orleans home, and the 911, unscathed. Michelle had sent him a list of clothes to pack, but without having power, packing was a literal shot in the dark. He laughed while telling the story because he knew there was no realm in which what he blindly packed would match the given list. Then, between the devastation of their hometown and the increase in looting, they decided they'd make a permanent home in Texas.

Michelle noted that they arrived on a Sunday and had their daughter enrolled in Austin ISD by Tuesday, and in a class about 5 minutes later. She remembers being blown away by the hospitality they received during a traumatic experience as well as the quality of education available to Julia. When asked why they stayed, she emphatically declared her love of the local school system, HEB, and the Porsche Club, in addition to her appreciation of how progressive Austin is. Originally, they thought they would return to New Orleans when their daughter went to college, but we're glad they decided to stay put.

After attending club events over the years, and loads of volunteering, Michelle was approached by Tuffy von Briessen in an effort to expand the lunch bunch, diversify our events, and meet the needs of our ever-evolving club. After the conception of the Ladies Lunch, Michelle presented the idea to the Board and it was overwhelmingly met with enthusiasm. The club has seen an increase of women who drive Porsches as well as those who attend events solo. Furthermore, they wanted to ensure non-Porsche-driving affiliate members were also considered. Michelle hosts the monthly Ladies Lunch every first Wednesday at 11:30. The meet-up is at

a different location each time so we don't miss any of the tasty food ATX has to offer. If you'd like to attend, no formal registration is required, but you need to email Michelle so she can make the reservation. Thanks to Michelle, this event has been running for 3+ years, has become a member favorite, and routinely welcomes new members attending their first club event.

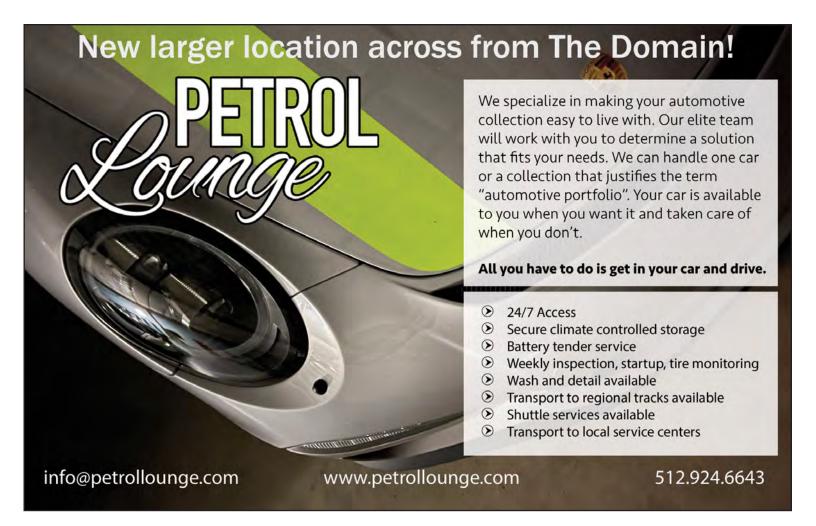
Michelle volunteers as a member of the Nominating Committee which is led by Carl Rossi and Gordie Robbins. The Committee's role is to identify talent in the organization who would be perfect for support and leadership roles. Their goal is to source people and get them involved in their area of interest commensurate with the amount of time they're able to commit.

The Freudenbergers can always be spotted at our Autocross events for good reason; Alfred is the Autocross Chair. If you're unfamiliar with autocross, imagine about 150-200 cones delineating a skill-testing course, usually in a large, flat parking lot, with 25-30 turns over roughly a half-mile course. The goal is to make it through as quickly as possible without hitting a cone, missing a maneuver, or the like. Doing so comes with a time penalty and is accounted for in the overall scoring. The event is quite safe and top speeds are typically under 60 mph due to curves and a short course format. Drivers must have an appropriately rated helmet and vehicles must pass a safety check to ensure they're in good shape with no loose items. It should be noted that autocross causes minimal wear and tear as it's only about a half-mile per run. During an event, you can expect to have one practice lap plus 6-8 runs. SUVs and other makes are

welcome to attend; ultimately, being inclusive helps keep the event cost reasonable at \$40 for members and \$50 for non-members. The last three Autocross events have been held at the HEB Cedar Park Center and are likely to continue.

When asked why he likes autocross so much, he reminded me - almost any car can go fast in a straight line, but autocross requires the driver have a certain level of skill, not to mention the adrenaline rush one gets. Alfred's love of his car is evident and when I asked if he ever plans to trade it. He shocked me when he responded, "yes, but it may not be for a 911." I was less surprised when he went on to explain how autocross amplified his newfound appreciation of the Cayman S and mid-engines, in general.

In addition to the work they do for our Club, Alfred is partially retired but still does some computer Infrastructure consulting. He is heavily involved with the Texas Humane Heroes which covers everything from spay/neutering clinics, to adoption and area rescue for cats and dogs. Additionally, he volunteers for the Dell Match Play PGA Tournament, participates in the IBM bowling league and works for Williamson County during elections as a precinct clerk, and occasionally as an Elections Day Judge. Michelle is also heavily involved with the Austin Aggie Mom's Association which raises funds to provide scholarships for A&M students and is active in the Alumni Association of the Chi Omega Sorority, helping support their current sorority sisters at UT.





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MORE INFORMATION: www.pca.org/activities



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STORY AND PHOTOS BY JONATHAN HAGGAR **PORSCHE UNSEEN @ SXSW**



Porsche was represented for the first time at South by Southwest (SXSW) - the Austin-based festival of technology and culture. Porsche Newsroom reports that a three year cooperation agreement was signed with the German automaker. Porsche Unseen provided a glimpse into the Porsche design department with a multi-day exhibit at 400 Congress Avenue. The indoor venue was set up like a giant designer's desk complete with oversized props and vehicles as the main characters.

The full-sized prototypes were on display to the public for the first time ever. While followers have likely seen images over the past year, this was the first opportunity to be in the same room, to be close enough to touch them. In addition to the well done and playful display, a few Porsche design personnel were on hand from Germany to provide a more personal view of the design and innovation process.

Unseen Cars

Porsche Head of Advanced Design Ingo Scheinhutte spoke to the audience while moving between some of the prototypes on the floor. As leader of a team responsible for designing the next generation of Porsche vehicles, he explained that the Vision Turismo prototype from 2012 is the project that eventually became the Taycan, after first evolving into Mission E. While still looking modern today, this car incorporates some previous generation design language. Traditional Porsche headlights are round and this prototype features the more triangular shape first seen on Boxster and Cayman models. Wanting something different to distinguish the electric Taycan, the team developed the unique shape seen today on the production model.

Perhaps the most noticeable of the cars on display was the white Vision Gran Turismo. Despite being a full-sized prototype, Scheinhutte revealed that it was developed as a virtual race car, and is available exclusively in Gran Turismo 7 - a sim racing game for the Playstation platform. Wanting to ensure the virtual car maintained realistic characteristics and handling, the design team consulted with road car engineers and developers.

Over the years, Porsche has maintained a connection between street and track. Inspired by the 550 Spyder from 1954, the two-seat Vision Spyder represents an everyday sports car - one that can be driven to the track, raced, and then driven home. This study was intended to provide a pool of ideas for future details, including an ultra-modern roll bar. We can't help but wonder if any will make their way into the recently announced electric-only 718 lineup slated for 2025.



The lightweight and minimalist Porsche Carrera GTS (904) is perhaps one of the most beautiful designs of all time. The 904 Living Legend concept recreates the smooth flowing lines of the original in an attractively modern way. While this prototype from 2013 never progressed to production, many of its styling elements and forms did.

Unseen Innovations

Christophe Acker is the Project Lead for Innovation Strategy at Porsche. His organization's role is to work on the future by imagining and dreaming of new things, and then finding ways to make this new stuff work. Acker sees roughly 1000 innovation ideas per year and the challenge is selecting the right projects to move forward and develop. Acknowledging and accepting that some ideas just won't work out is part of the process. Acker shared some projects that are currently in the pipeline.

Those who own convertibles know that wind and road noise make it difficult to use hands-free voice features, whether it be making voice commands or carrying on a phone conversation. The team is looking to use cameras and artificial intelligence to analyze lip movement and improve speech quality. Another project involves video gaming content aimed at young rear seat occupants. Acker used the example of the viewer flying through space where the

motion and direction of the virtual spaceship correlate to the motion and dynamics of the vehicle.

Have you ever used a driving simulation and wished you could drive the roads around your home, or perhaps your favorite twisty weekend route? Porsche is doing just that with the Virtual Roads project. It utilizes your smartphone to digitize a route, up to 8 km long, while you drive. A virtual road is then created for you to drive in a digital environment, also allowing you to drive several different Porsche cars.

The innovation team also developed a new panoramic roof with light control technology, available on the Taycan GTS. The glass contains a film with liquid crystals that react to electricity and change the level of shading. The surface is made up of nine sections that can be individually controlled.

Acker concluded this session by reminding us of the statement of Ferdinand Porsche - "I couldn't find the sportscar of my dreams, so I built it myself". This message is still very much a part of the company vision. With a unique and tasteful exhibit, Porsche seemed perfectly fitting at SXSW - and we look forward to their return next year.













STORY BY JEFF MOORE

PORSCHE SOUTH AUSTIN IS OPEN

PHOTOS BY TEAM LIVERMORE

The doors are open at Porsche South Austin, the latest state-of-the-art two story facility owned by Hi Tech Motorcars.

Entering the dealership, two characteristics are quickly apparent. It is bright and welcoming, with large windows on two sides of the building, and even across part of the roof in the center. The interior is just the right size -30,860 square feet- to feel more intimate and accessible than the much larger Porsche Austin facility at the Arboretum.

The main floor features a new and pre-owned vehicle showroom which can hold 11 vehicles. There are two vehicle delivery rooms where customers can take delivery of their vehicles in a relaxed and private environment. There are two customer lounges, one of which is adjacent to the service department and features large windows looking out to the service area.

The service department is equipped with 12 stalls, 10 lifts and an alignment machine. The high ceilings and skylights provide a bright and airy environment. Arriving customers can pull into the climate-controlled service drive which has space for 4 vehicles. With their proximity to COTA, Porsche South Austin can conveniently perform track inspections for your Porsche.

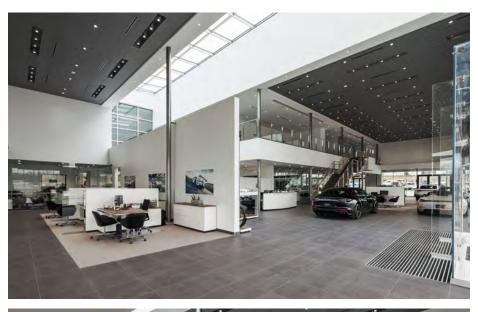
Loaner vehicles, shuttles and pickup and drop off services are offered for service customers. In addition, there is a fully stocked parts department which includes clothing and accessories.

The second floor includes management and additional sales offices, a conference room and another small customer lounge with a coffee bar. Four customer charging stations are located outside the facility: two 19.2kw AC/DC regular chargers and two 800V 324kw DC fast charging stations.

The management and staff of Porsche South Austin are friendly and accessible, and notably the team consists of a high percentage of women. In just the first few weeks after opening, the new dealership is already attracting new and existing Porsche customers from a wide geographic area.

Porsche South Austin is at 6001 South I-35 Frontage Road, just south of Stassney Lane on the northbound side.

The Austin and Central Texas Porsche community is fortunate to have two new Porsche dealerships to choose from. Please stop by Porsche South Austin and check it out.







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