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COVER IMAGE
KELLY ZIMMERMAN'S 2018 BOXSTER GTS

PHOTO CREDIT
JONATHAN HAGGAR

CHARLIE SPARKS

THE DRIVERS SEAT

ICING ON THE CAKE

As I write this column just a couple of weeks after all the HCR wins were announced at Porsche Parade, I hope everyone is still basking in the glow of all the terrific achievements by HCR and its members. I know I sure am.

By now, I'm sure all our members know that PCA awarded Hill Country Region with the 2021 Ferry Porsche Trophy for Region of the Year. Our Horizons team scored another back-to-back trophy, as runner-up for Large Region Newsletter.

That's not all. HCR members in national positions were also singled out. Lynn Friedman was recognized with the Zone Representatives Award. Caren Cooper was given the Bill Sholar Award - the top award within PCA. Hill Country Region showed up and showed well in 2021, and PCA took notice.

Last year, HCR was named runner-up for 2020 Region of the Year. That was awesome, but winning Region of the Year, during the 45th anniversary year of our club, has been nothing short of gratifying.

In my opinion, achieving Region of the Year takes consistency in leadership. It strikes me that this award has been building for a while. It's the culmination of several years of leadership from the volunteers who stepped up and served as president of HCR. However, there is one individual who clearly started us down this path, and she deserves recognition.

Shortly after my wife and I transferred from Cimarron Region to Hill Country Region in 2013, I recall we attended the HCR holiday party as one of our first events. The venue was packed with members, and that's where we met Tracey Gross. She was the HCR vice president at the time, and later served as president from about 2014-2017. Tracey sought us out as new members, and was warm and welcoming. She encouraged us to participate and volunteer if possible.

As I got to know her better during her time as president, you could just see in her eyes that she had a determined drive to grow this club and bring in more volunteers. Tracey is the person who set about adding more diverse events to our club calendar, and attracted more members to show up and participate in their club. I'm proud to say we have continued Tracey's legacy of adding more diverse events, and expanding our reach across the larger Austin metro area and our 30-county region. Our volunteer corps has grown nicely too.

Today, there are a few past presidents who continue to help shape HCR, directly and indirectly. They serve on our Executive Council, whisper in my ear, offer advice and counsel, and are available to lend their experience when problems need solutions. They are invaluable to me, as evidenced by how well we've successfully navigated the club through tremendous growth and challenging times. Keeping our past presidents engaged and involved is a huge benefit to those future presidents who take on this role. I'd love to see a Board of Directors and Event Coordinators who are also past presidents.

To step into the role of president is to join a legacy of high-performing, diverse and talented individuals, each willing to take the handoff and continue moving our club forward. For our members who have this same desire for delivering excellence, just raise your hand and let's have a conversation. I'm always on the lookout for volunteers to help us continue the legacy of terrific achievements in the Hill Country Region.

My thanks to all our past presidents for their service to our region. You all are to be congratulated for putting *icing on the cake*.





HILL COUNTRY REGION
MEMBERSHIP REPORT

	APR 2022	MAY 2022	JUN 2022
PRIMARY	1223	1228	1244
AFFILIATE	563	571	576
TOTAL	1788	1801	1822

REGION TRANSFER NEW MEMBERS	
INLAND NORTHWEST	Randy Slezak Gloria Slezak
KENTUCKY	John Wolff
LONGHORN	Philip Landweer Mandeep Mangat
MAVERICK	Nick Porter
MILWAUKEE	Michael O'Neill Danelle O'Neill
PACIFIC NORTHWEST	Jared Black Mindy Black

NEW MEMBERS

Derek Adams	2017 Panamera 4S
Regina Y Adams	
Christian Ames	2021 911 Carrera
Allison Ashmore	
Bryan Bailey	2015 Macan S
Schylar Bailey	
Norma Barreto Vazquez	
Michael Bartling	2013 911 4S Cab
Dustin Baxter	2019 911 GT3 RS
Tamara Baxter	
Brent Beesley	2022 Cayenne Turbo
Alistair Belton	1997 Boxster
Jessie James Benford	1998 Boxster
Teonka Benford	
Erik Bernard	2020 Taycan 4S
Teresa Boenig	
Lucas Boyd	2018 911 GT3
Fred Brocher	2018 718 Cayman GTS
Tiffany Burleson	2015 Panamera
Raymond Cabreira	2009 911
Michael Cain	2014 Cayman S
Angel Calvo	
Richard Cardillo	2022 Taycan 4S
Joseph Carroll	2016 911 GT3 RS
Morgan Carroll	2022 Macan
Joel Caruso	2021 911 4S
William Childress	2021 Cayenne
Hillary Creeggan	
Breanna Dannenberg	
Robert Dannenberg	2016 911 S
Jean-Louis Degay	1988 944
Ernesto Del Valle	2000 Boxster S
Nicole Douglas	
Paul Douglas	1987 944 Turbo
Gloria Dula	
Michael Dula	2006 718 Cayman S
Jay Espallat	
Serge Esteve	2004 911
Angel Estrada	2011 911 Turbo S Cab
Jodi Fabry	
Maralee Foster	1962 356 Cab
Thaddeus Foster	2018 Macan GTS
Joseph Frederick	2013 Boxster S
Karthik Gali	1981 911 SC
Michael Gartner	2004 Boxster S
Stephen Getson	
Linda Golm	
Louis Golm	2022 Macan S
Wayman Gore	2022 911 Targa 4 GTS
Tom Graybill	2020 911 S
Michael Hall	2007 Cayman
Jerry Hart	
Clint Harvey	
Francine Hazlett	2014 911
Tempa Herman	
Tate Hilken	
James Hirschauer	2012 Cayman
John Hockinson	2022 Taycan
Chelsea Horowitz	2012 Panamera S
Josh Horowitz	
Timothy Hou	2018 Panamera 4 E-Hybrid
Ty Jenkins	2013 911 4S
David Jones	2021 Taycan
Monica Jones	2018 718 Cayman
James Kim	
Zach Kirkman	2016 Cayman GT4
Widasari Landry	2006 911 S
Ronald Landry	2019 911 Targa 4S
Marilynne Landweer	
Philip Landweer	2011 Cayenne Turbo
Mike Lange	1983 911 SC
David Lapotin	1963 356
Carlos Lopez	2006 911
Kiet Ma	2019 Cayenne S
Bill Mrazek	
Aditya Nukala	2022 Taycan
Danelle O'Neill	
Jesse Ornelas	2015 911 GT3
Matthew Papas	2020 911 S
Etienne Paris	2019 911 T

James Patterson	2008 911 4S Cab
Julie Patterson	
Bob Peckham	
Bill Peebles	2013 911 Cab
Michael Phillipson	
Christopher Pollard	1999 911
Adam Ragsdale	
Carolyn Ragsdale	2020 Cayenne S
Marcus Rose	2006 911 4S
Tonga Rose	
Gregory Schamberger	2002 Boxster S
Sanjay Sharma	2022 718 Boxster GTS 4.0
Austin Shurley	
Tommy Shurley	2013 Cayenne Turbo
Bridget Solomon	
Mahmoud Soubra	2020 Macan GTS
Jason Stanford	1975 914 2.0
Richard Stillman	2022 718 Boxster S
Chris Stockman	
Stephannie Stockman	2022 Cayenne Turbo
Doug Strohl	1990 911 4 Cab
Morgan Stromme	
Tom Supakorndej	2022 911 GTS
Kimberly Tran	2022 718 Cayman T
Zaid Vakil	2012 Boxster
Lee Valentine	2019 911 Turbo S
Becky Villasenor	
Amanda Vogt	
Nicholas Weaver	
Jim Williams	2002 Boxster
Chase Womack	
Eric Woods	2014 Boxster
Ryan Wuerch	2019 911
Jeffrey Yu	2022 911 GTS
Esteben Zaldivar	2022 718 Cayman
Max Zeitler	2005 911
Jonathan Zoller	2017 911 S

1 YEAR
ANNIVERSARY

Don Adams	Bryan Jones
Catherine Albrecht	Jennifer Jones
Shyam Ankinapalli	Matthew Kifle
Leah Aspegren	Aston LaFon
Marc Austin	Darren Larson
Kimberly Austin	Kristi Larson
Kam Barnes	David Lesniak
Paul Bodenman	Tonyon Lesniak
Edward Bradshaw	Michael Mann
Reene Bradshaw	Mark Maunder
Larry Brundidge	Michel McCabe-Hughes
Elizabeth Buchholz	Robert McCloskey
William Buchholz	Charles Milian
John Caras	Mariela Minor
Jaime Castaneda, Jr	Derek Muller
Mark Chung	Tiffany Muller
James Cooper	Jordan Myers
Charles Crooks	Peggy Naylor
Lucia Crooks	Larry Orsag
Todd Davidson	Janna Poitras
Nancy Eaton	Joachim Rayos
Jason Echols	Steven Roadhouse
Althea Eggleston	Sylvia Rosenbaum
Todd Eggleston	Zachary Schwab
Michael Ehrhardt	Ellen Simms
Manuel Franco	Rich Simms
Donna Gordon	Matt Smentek
Michael Gordon	Mark Smyth
Parker Halaburda	Donald Solomon
Michael Halaburda	Ralph Stromme
Ashley Hamilton	Emma Thompson
David Hanson	Duc Tran
Brent Hillebrenner	Thanh Tran
Wade Hoepfner	Philip Twardowski
Don Houtz	Susan Vrazel-Myers
Donald Hughes	
Jim Ivan	
Carla James	

5 YEAR
ANNIVERSARY

Allan Finch
Michele Hart
Xiaojing He
Arthur Morgan
Henry Sehne

10 YEAR
ANNIVERSARY

Carla Coleman
Ammad Jilani
Douglas Saylor



INTERVIEW & PHOTOS
BY JONATHAN HAGGAR

MEMBER PROFILE: KELLY ZIMMERMAN

We met new member Kelly Zimmerman at the Macan launch event at Porsche Austin, where she told us about her recently acquired 2018 Boxster GTS in GT Silver.



Editor's Note: Member Profile is a recurring column featuring our members and their ownership stories by Horizons Associate Editor Jonathan Haggar.



When did you become a PCA member?

KZ: I joined PCA in January this year, the day after taking delivery of my 'new to me' Boxster GTS.

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

KZ: I moved to Austin in 2015 from Madison, WI. I will admit I didn't move for any other reason besides the fact that one winter, it got so cold my Saab's tires froze to the pavement. It was time to move to a more tolerable climate with conditions where I could pursue my hobbies year-round. I was fortunate to be working remotely at that time and started traveling across

the US to see which cities I could envision myself in. With Austin's greenspace and overall outdoor-friendly lifestyle, it won!

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

KZ: I come from a family of 'gear-heads' and grew up going to the Chicago Auto Show every year. As a family, we joke about how much simpler and more cost-effective life would be if we could view cars as a vehicle to get from point A to point B. But then, what would be the fun in that? There have been long debates about each individual's dream car for more hours than seems



humanly possible. But they've known I've been smitten with Porsche for what seems like forever.

I've also had really stellar experiences around Porsche owners who have entertained my many questions and shared their experiences as Porsche owners, and even a few that insisted I take their cars around the block for the full experience. (Shoutout to Ralph Maddalena in the Houston PCA group)

With so much to love about Porsche, it's hard to narrow down one thing I love most, so I'll cheat and say a few things. The cars themselves, the celebration of the sport of driving, and the camaraderie between owners. I've been greeted with smiles and waves out on the roads by other Porsche owners, and it's been an incredibly welcoming community.

Please tell us about the history of your Boxster. How did you acquire it, and what drew you to this particular car?

KZ: I found my Boxster on a Tuesday in my daily peruse of AutoTrader while drinking my morning coffee. Of all places, the car was located at a Ford dealership in Colorado Springs. 'One person's trade-in is another person's treasure,' I thought to myself. To say I love the thrill of the search is an understatement. With supply what it was, I had a nationwide search going since late 2019. During this time, I went back and forth between a few different models. Mostly I was trying to decide whether or not to be rational (think Macan or Cayenne) or get something slightly impractical that would make my heart sing. Clearly, we see which side won out.

I also considered building (ideally a Spyder or GT4) but had faith that if I could just be patient, I would be able to find a fairly low mileage option and not have to go through the allocation and waiting process. And yes, I realize that if I would have just ordered in 2019, that would have been faster, but hindsight is 20/20.

Back to the car. The photos in the ad were blurry, and I got a quick video before buying it sight unseen. The car was spec'd to 99% of how I would have built it had I gone that route. I had always drooled when I saw GT silver, and I was open to a Boxster S or GTS, but the sport chrono package was non-negotiable. I could see it had the silver stitching, silver seatbelts, a leather steering wheel, and of course, all of the glorious options that come standard with the GTS trim.

I ended up getting lucky as I started realizing additional options once it arrived - full PPF and the oh-so-fun fire extinguisher option. I also need to give high praise to the

transport company - Steve Wells at New World Auto Transport - as the experience working with them was stellar.

The car arrived in great condition except for the windshield, which was pitted. My best guess was this was from daily driving on salty highways. Out of everything that could have gone wrong in this situation, this seemed darn lucky. I had a great experience with Kyle Welter at Porsche Austin as they replaced the windshield, and I was well on my way to adventures.

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

KZ: Well, I named it shortly after its arrival. I'm quite fond of the GT silver and black/chalk interior package, so naturally, she is affectionately nicknamed 'Sterling'. I'd like to eventually track down the previous owner and thank them for their exquisite taste in options. I can only imagine the analysis paralysis I would have experienced had I gone the route of building. I always feel grateful that someone else did some of the heavy lifting there.

Have you owned other Porsches?

KZ: I have not - this is my first, and it's been magical so far.

Aside from your Boxster, is there a dream Porsche you'd like to own someday?

KZ: Obviously, the Boxster Spyder.

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

KZ: I relish the everyday happenings in the car. I drive it daily. I've been known to make excuses to get espresso to take it out of the garage. So Porsche ownership has been a truly fun and highly caffeinated experience for me.

What is your favorite Porsche or PCA-related experience?

KZ: Two years ago, I spent my birthday with an incredible GT3 rental from Ottoline Motorsports. I refer to that day as a gateway drug to Porsche ownership because I drove the car all through the Austin countryside with some memorable destinations for BBQ and coffee breaks. I didn't realize it until I got back home, but I drove the car for 6 hours and definitely exceeded the daily mileage allotment. Whoops.

What PCA or car-related activities do you enjoy or look forward to participating in?

KZ: At some point, I would love to get involved in a track day. So far, it's been great meeting other members here in the Austin area.

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STORY & PHOTOS BY STEVE ROSEBAUGH
ADVERTISER SPOTLIGHT: XPEL AUSTIN
PHOTOS PROVIDED BY XPEL AUSTIN

XPEL is a company that provides a variety of services to keep your vehicle looking beautiful. They are known for their paint protection films (PPF) and ceramic window tints, but they also provide ceramic coatings, interior protection packages, and window films for your home or office.

As an event coordinator for HCR, I stop by the XPEL Austin shop occasionally - and it's always busy. The shop is full of great vehicles and there are technicians roaming through the shop preparing and applying their products. One reason for XPEL's success is certainly the reputation of their film products and the quality of their work. XPEL films resist peeling, cracking, yellowing, bubbling, and fading - and are covered by a comprehensive warranty.

This is also why Porsche Austin chooses XPEL over competitors. Unless a customer specifically requests a different product, or cannot wait for XPEL, Porsche Austin

customers get seamless service from the relationship between Porsche Austin and XPEL.

My personal experience with XPEL was having my wife's Cayman wheels ceramic coated. For me, the hardest part of wash day is getting the wheels clean. When your Porsche is a daily driver like Joann's, the brake dust accumulates quickly. Wow, they were easy to clean after being ceramic coated.

XPEL Austin is most known for paint protection, but they also know a lot about getting and keeping your car clean and sparkling - or matte in some cases. They offer a nice variety of car care products which include anti-static glass cleaner, ceramic boost spray, iron remover, PPF cleaner, PPF sealant, rinse-free car wash, and other detailing products. Don't forget to check out these great products when you stop by for a visit.

While I was investigating XPEL for this article, I was surprised to learn they also provide window films for homes and offices. It makes perfect sense - I just hadn't thought about it. They have options that provide solar/UV protection, privacy, or security. They also have decorative frosted films that can be applied. As part of a home remodel we are currently doing, we have now found the right company to apply window films in the sunny rear of our home.

I recently sat down with Angel Calvo, manager at XPEL Austin. Her cheerful, energetic disposition sets the tone for the whole shop. She is always ready to help. She explained to me that the first thing they do with a new customer is sit down and learn about their vehicle, how they use it, how much it's driven, where it gets parked, etc. Is it a garage queen investment, a war wagon with dogs and kids in tow, or something in between? This allows Angel to recommend products that best suit your needs before a quote is prepared.

For the past two years, XPEL has also been a great supporter of Hill Country Region PCA through their advertising and event sponsorships. They hosted another HCR tech session at their location this summer and are supporting the Porsche vs Ferrari event in October. They're also at the HPDE events

at COTA to help with track wraps and other related services. Please make a point to seek them out at events and thank them.

Editor's Note: Advertiser Spotlight is a recurring column featuring our advertisers and club supporters, by Horizons Advertising Coordinator Steve Rosebaugh.

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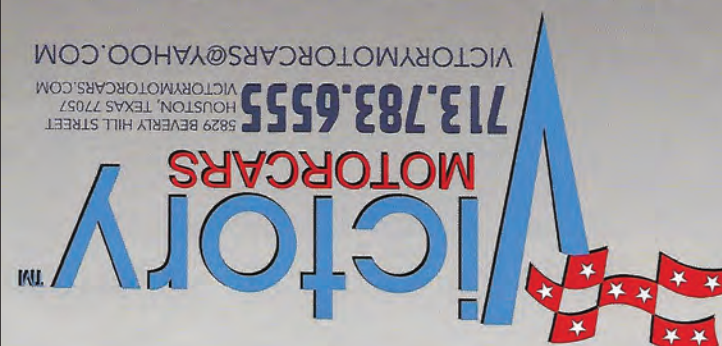
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BY HANS FALK
IN HINDSIGHT

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

Normally this column is reserved for articles of an historical nature, those long-forgotten tales about the Hill Country Region or Porsche in general. To that purpose I had a suitable topic already chosen, but then something happened that made me decide to change direction. I humbly ask that you bear with me this time as I venture a bit from the norm.

As a PCA member it goes without saying that I love cars, and always have - since the time I was given my first Lesney Matchbox to play with. And even though I've admired Porsches since the time I could pronounce the name correctly, I never actually owned one until 2018 when I purchased my Boxster in brilliant Guards Red. Thinking back, you could describe this purchase as somewhat of a rebound, having immediately prior divorced myself of a 2004 500SL, also in red - Mercedes-Benz Mars Red to be precise. Prior to the Mercedes I had never owned a convertible, but having that car for the brief time that I did, sold me on the experience - top down, wind through your hair - there is nothing like it. So, when the Mercedes decided to abandon me, I sheepishly admit that I began looking at first at the Pontiac Solstice of all things. After all, it at least looked like a roadster, but then this Boxster appeared on the market and almost overnight it became mine, practically sight-unseen other than the advertisement itself.

When I received the keys, I was pleasantly surprised to discover it had less than 50,000 miles on it and had apparently at some point been abandoned in a mechanic's shop by the original owner. To this day I don't know what the shop had done or was trying to do that persuaded the owner

to simply hand over the title to the car. Whatever the reason, it was ultimately to my benefit, and I've never looked back. Compared to my previous ride, this Boxster is so much more nimble, more fun to drive, and mechanically straightforward compared to the Mercedes. Plus, it was a Porsche which I have since realized has opened so many doors for me and allowed me to meet so many great people that I otherwise would not have. Naturally, I have nurtured and protected this treasure every day over the past four years, as any self-respecting Porsche owner would be expected to do.

So, I was gut-punched recently as I was out in the early morning, tooling down Loop 360, enjoying the cool air swirling around my head when out of nowhere - WHAM. Something that at least sounded gigantic, smacked my windshield and almost cratered it with the impact. Okay so maybe I'm exaggerating a bit, but the impact was hard and loud and both I and my wife, who was in the car with me, after overcoming the initial shock, let out an almost simultaneous sigh, as we stared at the golf-ball sized impact in our otherwise pristine windshield.

"What was that?", we both asked one another. We were at least five or six car lengths behind the nearest vehicle, there were no trucks or trailers ahead of us, and we were only going about 40 MPH. What on earth could possibly smack the windshield that hard - and this thing had some heat on it, believe me - that it would crush a relatively large hole into the glass surface? All kinds of thoughts began going through my mind - did someone throw a rock at us? Maybe it was a stray bullet, or some unthinkable item someone flushed out

of a jetliner's lavatory miles above us, targeting my gleaming red two-seater like a heat-seeking missile. Was it perhaps the very last piece of Skylab that had been orbiting the earth for the past five decades before finally dropping to earth? The possibilities had no end and unfortunately will remain a mystery since we never saw the object, either coming or going and we didn't bother to stop or go back to look for it.

By that afternoon, with the Texas heat, what started as a golf ball-sized circular impact crater had already spread out spider web fashion, with additional fractures of at least eight inches in both directions. I was devastated. I consoled myself however by acknowledging that things could have been worse. This object, whatever it was, could have hit another part of the car, a painted part, which would certainly have been a very costly repair. Instead, it was just a windshield and even though I had tried to keep everything original in the car, I figured replacing a windshield would not cause me that much grief. After all, I was insured and thanks to their wonderful support of HCR over the years, I had signed up for a Hagerty insurance policy almost as soon as I joined PCA. So, I sprang into action and called my agent for the first time to make a claim, not really knowing what to expect. I recalled that just a few months earlier I had a similar incident with my wife's non-Porsche which was covered by a different insurance company, and I could not believe the red tape I had to go through. It took over a week of phone calls, shop visits, and even a trip to the local agent's office before I finally got reimbursed for the damage. I thought, oh boy - will I face the same thing with Hagerty?

To my pleasant surprise my agent commiserated my plight and immediately gave me a toll-free number to call. Calling that toll free number issued me a claim number with nary a question, and later that same day an adjuster called back to tell me the money for the repair had been transferred into my account. I could not believe it. No interrogation, no multiple quotes, no excuses - just "Sorry this happened and here's your money." Wow. If that is not a product testimonial, I don't know what is.

My Guards Red Boxster - now with 59,000 miles on it but still in pristine condition and a brand new windshield - will become a true historical classic (at least by Texas DMV standards) in four short years. Rest assured I will be hovering over this baby like a helicopter mom to protect it from any future space debris or any other random mayhem.



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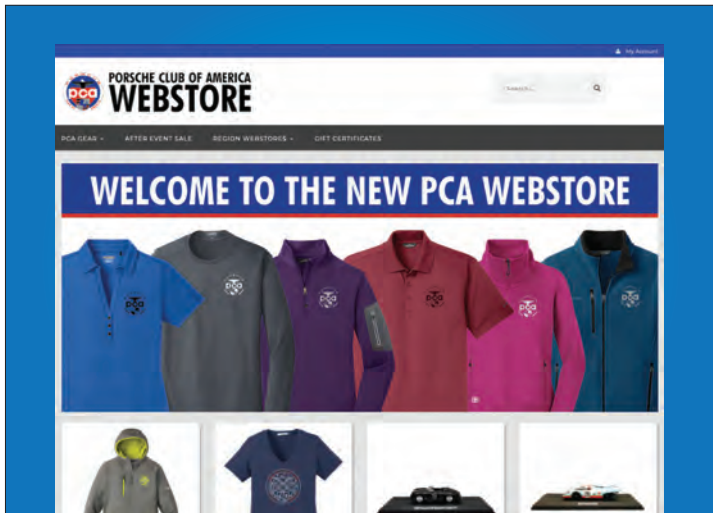
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STORY & PHOTOS BY JONATHAN HAGGAR
TECH SESSION: CALIBER COLLISION

In December 2016, Caliber Collision purchased the high end collision repair facility at 10420 Metric Boulevard from Roger Beasley. This Caliber facility is one of two Porsche approved collision centers in the Austin area and offers customers OE manufacturer certification in the repair of their Porsche, as well as Audi, Volvo, Polestar, and Tesla with a special focus on aluminum structures and battery electric vehicles.

HCR members gathered on April 9th amid 50,000 square feet of space, along with staff from Caliber Collision. Our last visit to Caliber was in early 2020, and the team spoke to us about structural repair. This time, the talk covered the evaluation and estimating process, and some of the unique requirements in repairing Porsche vehicles. General Manager Ronan Shackelford led the discussion and was supported by Regional Manager Kevin Rigdon and Field Account Executive Lindsey Cadden.

The evaluation process starts by gaining an understanding of what happened when the vehicle was damaged. This includes the well being of the occupants, where they were seated, vehicle speed and direction of impact. This information will help determine which sensors and restraint systems were deployed and therefore need to be addressed in the repair. We typically think about airbag deployment, but seat belts have pre-tensioner charges, and other systems utilize pyrotechnic fuses. Caliber prefers to hold an in-person review with the owner, but this can also be done over the phone and supported with photos.

Once Caliber has the vehicle at their facility, they perform a visual inspection to assess the overall condition and

extent of damage. This involves viewing the inside, outside, underside and suspension to assess as much of the damage as possible. Porsche vehicles use a lot of aluminum and have some unique requirements because of the way they're built - and hidden structural damage is not uncommon. A good assessment will enable Caliber to negotiate with the insurance company and advocate for the owner to ensure repairs that are consistent with Porsche standards.

Once ready to proceed with repairs, the mechanical and electrical damage will be evaluated before an estimate can be written. This includes an assessment and inventory of all parts needed for repair. Damaged portions of the vehicle are disassembled and inspected - a process that typically occurs over the course of one to three days. The list of components can be long especially when you'd consider the myriad of fasteners and specialty connectors that may be needed - so it's important not to miss anything at this phase since a missed component will lead to delays when ordered later in the process.

Certified estimators are granted access to the Porsche database that includes service history and detailed repair procedures. Shackelford shared an example of a uni-side (quarter panel) replacement procedure - one that includes photos, glue points and links to other necessary documents that describe procedures such as preparation of the panel before installation.

A collision repair shop seeking certification from Porsche must have at least two certified technicians before approval can be granted. Technicians need a high degree of competence in welding steel and aluminum, and brazing

of bronze. Becoming a structural technician requires six to twelve months of classes followed by industry-wide mechanical and electrical classes, and then specific training from Porsche.

A common question around collision repair is whether to repair or replace components. Shackelford pointed out that "anything is repairable, but the question is, should it be repaired?" Porsche standards are another factor when asking this question and wheels are just one example. Wheels are typically formed from a single piece of aluminum alloy and can cost \$3500 to replace. While wheel repair is a common practice, Porsche doesn't approve reconditioning unless it's simply scratch and paint repair - nothing that would impact mechanical integrity. While gouges can be filled by welding in metal, most manufacturers don't approve of this process because of the cost to do the testing necessary to ensure the integrity of the repair.

Another example is bumper covers which often have blind spot monitors, parking sensors and cameras mounted in them. The thickness of a repair can impact the proper functioning of these systems - so the manufacturer will often identify no-repair zones for bumper covers. When damage is repairable without compromising safety, it can be advantageous and less costly to keep and repair the original parts. Shackelford also noted that Porsche and other manufacturers don't allow for the use of used or aftermarket parts. The history of used parts is unknown, and just like wheels, testing to determine fitness for use would be costly if even possible - and aftermarket parts are often not made to the same standards for performance and fit as original equipment components.

A typical estimate might include 200 line items and require a full day for the estimator to write. Parts alone can account for 50% of the repair cost. While Caliber does nearly all repair work in-house, their relationship with Porsche allows them to partner with Porsche Austin and Porsche South Austin for service needs and for help with difficult mechanical and electrical issues.

Members who joined us at Caliber Collision were also treated to a photography session presented by our Horizons staff. This introduction to automotive photography focused on the three key elements of creating interesting photographs: lighting, location and composition. At the conclusion of the session HCR Advertising Coordinator Steve Rosebaugh presented Caliber with an appreciation plaque for their ongoing support of our region.

We wish to thank the staff at Caliber Collision for sharing their expertise and insights around collision repair with our members as well as their ongoing support of Hill Country PCA.





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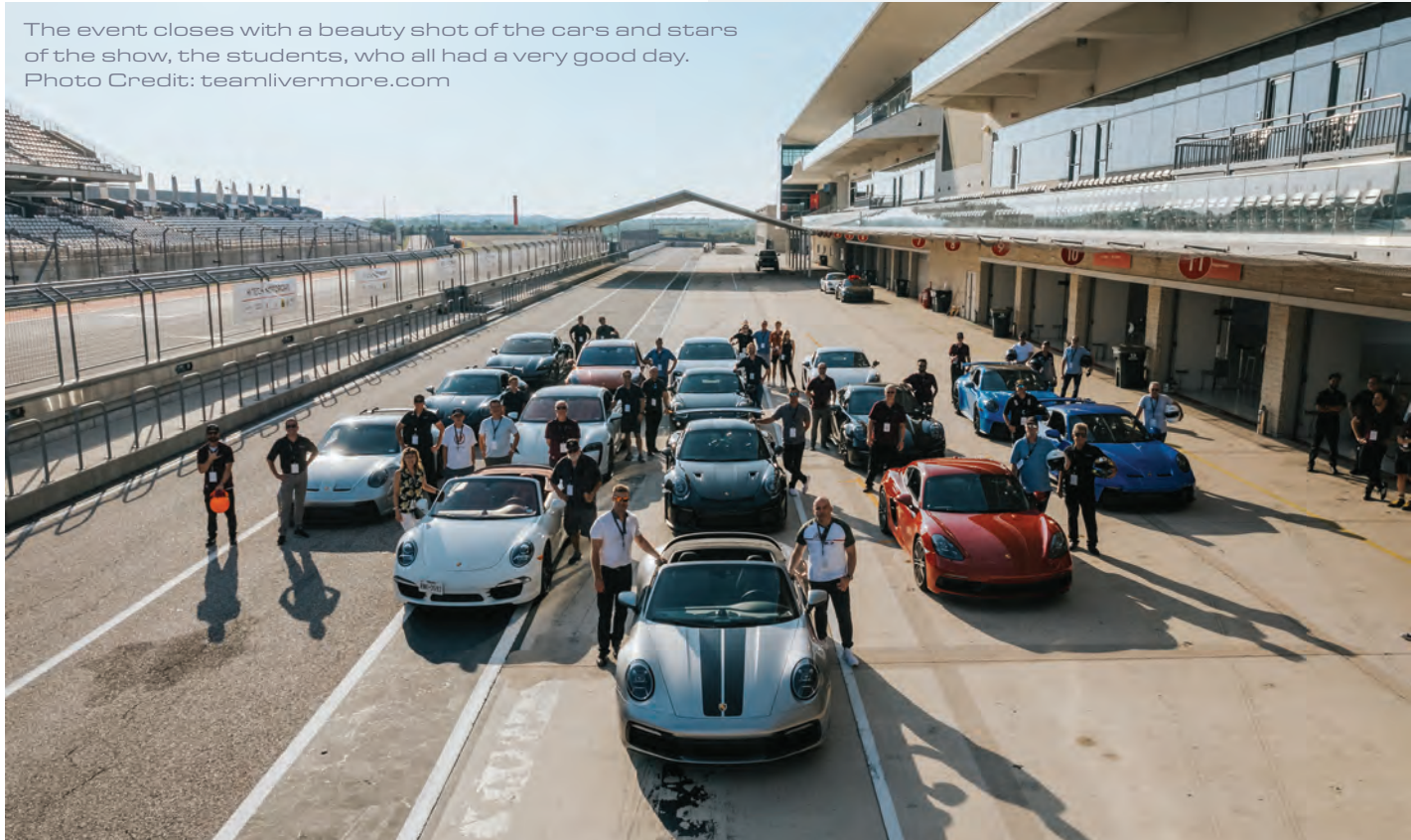


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The event closes with a beauty shot of the cars and stars of the show, the students, who all had a very good day. Photo Credit: teamlivermore.com

STORY BY VAL ASENSIO PORSCHE AUSTIN: NEW OWNER COTA DELIVERY EXPERIENCE

THE SETUP
Looking at my dash, I notice the trackside temperature is 114 degrees F. It is Texas, it is June and we're at the Circuit of the Americas, and there's no place I'd rather be at this moment than on-track with 19 other instructors, each coaching a new Porsche owner at this storied circuit.

HOW DID WE END UP HERE?
Austin area fans of the marque from Stuttgart now have another way to experience their cars, one they may have on their bucket list, but not expecting to ever really do - driving their own Porsche on a race track. If you're thinking this is another story about HPDEs, it is not. This is about people who may have never imagined themselves on a race track, much less a world-class venue like COTA. Each guest arrives at the Porsche Austin Delivery Experience (PADE), and pulls into their assigned trackside garage in their new, or pre-owned Porsche. As the garages fill with the arriving guests, you can see the excitement in their eyes - and many have brought their family along for the experience. Smiles are everywhere. And the cars; let's not forget about them. It's a surprisingly diverse sampling from the Porsche product line, from the electric Taycan through the apex predator, the GT2RS, and everything in between. There's a sign behind the service desk at Porsche Austin that reads "Virtually every part on your Porsche was developed, tested and refined in the brutally demanding arena of endurance racing. Their careful design, precise tolerances, exceptional quality and successful interaction literally define the performance of your Porsche." The fact that all the cars bearing the Porsche crest are track capable out of the box certainly makes a case for this assertion.

LET'S GET STARTED SAFELY
There's not much here that's like a traditional high

performance driver education (HPDE) event. Each student is assigned an instructor who offers a white glove coaching experience, tailored to the needs of each student, from never-been-on-any-track-drivers, to very advanced track drivers. Each instructor has one student with the goal of making this exciting once-in-a-lifetime driving experience a safe one, in a controlled environment.

Safety is number one. COTA's Race Control Steward, Gary Beschle precedes the on-track session with a presentation about safety and on-track procedures to which all drivers must adhere, students and instructors. Then, former racer and racing instructor Eli Mendoza, Porsche Austin's Customer Experience Manager, who created and organizes the PADEs, presents an instructional session on car dynamics and the racing line. Everyone is now ready. Students and instructors pair off, gear up and head for pit lane in their cars. Product features are reviewed and questions answered about the car and what to expect in the next few minutes. The student and instructor are a team. It's important to emphasize here that if a student walks in with substantial prior track experience, they will have instruction matched to their advanced pace. By that same token, a less experienced driver will never be pushed beyond their comfort level. This is meant to be fun, not stressful and definitely not boring. Each student's car goes through a thorough track safety inspection prior to the event, and then a follow-up safety check in the garage at trackside carried out by Porsche Austin's expert technicians, just to double check what's already been checked before setting out onto pit lane for the main event. But, you may be wondering about brake bedding and engine break-in. The first pre-session is dedicated to properly bedding the brakes while also considering engine break-in parameters. The instructors handle this task with the student sitting in the right seat experiencing what is - quite possibly - their first



It takes a big team to keep a complex event like PADE running smoothly. Hats off to everyone. Photo Credit: teamlivermore.com



Class is in session with Eli Mendoza sharing basic high performance driving concepts to get students started on the right foot, and the left. Photo Credit: teamlivermore.com



Instructor Erin Price covering pre-track prep steps with her student before heading out on track. Photo Credit: Val Asensio

taste of being on a track. As each session progresses, engine break-in RPM limits are monitored by the instructor throughout per the recommended engine specifications.

IT'S ABOUT THE PEOPLE
Of course driving on the Circuit of the Americas is the meat of the experience, and it's why everyone is here. But there's much more to this event; there's a common thread that connects everyone here, a passion for Porsches. P-car owners are a community, and this introduction to other birds of a feather is a key part of the experience. You see people talking excitedly about their cars, families, lighting up the garages with conversations. Teenagers who are famous for looking bored doing stuff with their parents didn't look so bored here. They were taking it all in, this next generation of drivers.

In step with the white glove theme, the evening closes with a luxurious meal with round tables covered by white table cloths, encircled by those sharing animated conversations. It's the perfect closure for an exciting day. Cue the clinking glasses. For some students, today will be the only time they drive on a race track, and they'll have the stories to tell and photographs to share. For others, you can see this taste has set the hook and they'll be back on track again. For those, we'll see you at PCA's next Schnell Fest.

THANKS ARE IN ORDER
This event is a partnership between Porsche Austin and the PCA Hill Country Region. As the PADE has grown, the PCA local region has taken a more active role on the instruction side, with Tuffy Von Briesen as Lead Instructor. With the additional responsibility of managing pit lane, Tuffy ensures safe ingress onto and egress off of the track. Street drivers have no context for how to negotiate a pit lane/hot track situation, so with a coach beside them and Tuffy managing the pit lane, all is well.

Thanks are due also to the talented instructors, who take driving very seriously. They understand the risks and risk mitigation, and enjoy sharing their knowledge with students to help them get started in their important first steps of safe, high performance driving. And for those students who were looking for tenths or hundredths, instructors were there to guide them through the PCMs (in some models) which have a full quiver of advanced high performance technology tools, modes, and live data acquisition. (The Porsche Precision Track App is another article in itself.) And thanks mostly to the students, who are audacious enough to take on this challenge - the moms, dads, the young and not so young, reaching for a new level of driving experience with their racing-pedigreed thoroughbred, with gusto and enthusiasm. Love this. It seems like a good time to mention that the entire Porsche Austin team deserves kudos for all the work they do to make PADE happen. It is truly a novel event and no detail is left unattended to in making it special for the new Porsche owners.

CLOSING THOUGHTS
The biggest boost for me sitting in the right seat is experiencing that first track experience, once again, through someone else's eyes. That first time driving on a track, where there are no speed limits can be life-changing, or as simple as feeling like it's more fun than you think can possibly be legal. I felt a little of both my first time on a racetrack. At this PADE, I had the pleasure of taking guests on hot laps around COTA in my Cayman R. What an absolute blast. Their joy was my joy. Such a pleasure. I hope some seeds were planted.

Get out there and drive.



Eli Mendoza presenting the Circuit of the Americas track orientation to students.
Photo Credit: teamlivermore.com



INTERVIEW WITH ELISEO MENDOZA PORSCHE AUSTIN - CUSTOMER EXPERIENCE MANAGER INTERVIEW BY VAL ASENSIO

What inspired you to come up with the idea for the Delivery Experience?

Porsche runs several unique driving experience programs – one of which I've been involved with for more than a decade, the Porsche Track Experience (PTX), previously known as the Porsche Sports Driving School, in Birmingham, AL. The Experience Centers in Los Angeles and Atlanta, the Porsche Travel Experience, and the Ice Experience on the one hand. On the other hand, the European Deliveries you may include with the purchase of your new Porsche offer quite a memorable, immersive experience where Porsche fans or neophytes alike may find an in-depth look at Porsche, its factory, its history and heritage... and of course, drive their new Porsche. With the unique access Porsche Austin has at Circuit of the Americas, we brought the concepts that have built each of the above into one program that offers a learning experience like no other: We have a seasoned high-performance race-driving instructor teach the new Porsche owner what his/her car is capable of, its features, operation and of course, what makes it a Porsche. A personally assigned instructor, knowledgeable about the Porsche vehicle, highly experienced at one of the hemisphere's premiere Formula One tracks, and keen on taking the student on at his/her skill and comfort level, with no more than 20 cars on track, ensures an intimate experience akin to having your own track to enjoy with friends. A true fantasy comes to life - driving one of the most magnificent cars in the world on one of the greatest racetracks in the world. The experience is duly celebrated at the end with cocktails and a five-star dinner – full of camaraderie and great stories by other Porsche owners who shared the track with you amongst family and friends.

Briefly, what is the mission of the Porsche Austin Delivery Experience (PADE)?

To convey Porsche's commitment to its vehicles' prowess and quality in a remarkable, educational and memorable experience for our Porsche Austin customers.

Any lessons learned from the first 4 events?

One can't have enough track time. Porsche's reputation for the most durable, high-performing vehicles stands true.

How many drivers have done the PADE so far? Will it continue?

We have run more than 100 drivers in 4 events. Yes, we plan on continuing with the program, increasing its frequency to meet demand. Currently we've done one per quarter and are looking at having one at least every two months. This is not set in stone, if we have demand for more we'll certainly accommodate.

Is there anything new planned for upcoming Porsche Austin Delivery Experiences?

We have the support of PCNA in our events, with which we have been offering hot lap rides to VIP guests during our track sessions and plan on continuing this part of the program. We see our participant's guests, family and our special invitees enjoy the track driven by the most talented professional drivers, who happen to know COTA like the palm of their hands.

What makes you happiest to see or hear from the new owners?

When they ask when the next event is going to be.

Eli Mendoza has an impressive, 31-year resume of racing experience. His first race was the Carrera Panamericana, then single-seaters in Elf-Winfield Ecole de Pilotage, Mexican Formula K, Superformula, Formula 3, Mexican Nissan Sport Prototypes, British Formula Ford, Formula Renault and Indy Lights. He has 16+ years teaching with European, American and Asian marques, including more than a decade instructing at Porsche Track Experience in Birmingham, Alabama. Mendoza also designed, built and owned the Saltillo Autodrome in Coahuila, Mexico, which is homologated by FIA and NASCAR, and hosted national and international events, including the SCCA's Escort World Challenge in the early 90s.

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STORY & PHOTOS BY JONATHAN HAGGAR
PORSCHE AUSTIN CELEBRATIONS

Grand Opening

Porsche South Austin held a grand opening celebration at their new 6001 South I-35 location on April 21st. Guests were treated to hors d'oeuvres and drinks from bars at either end of the bright and airy showroom. The sunny spring weather also contributed to the festive occasion.

While guests mingled, they were able to view a wide variety of Porsche merchandise and Driver's Selection clothing that are on display and available for purchase. Staff were on hand to talk and answer questions - and the impressively clean 12-stall service area was open for inspection and walk-throughs. Several new vehicles were placed throughout the showroom as a backdrop for the event.

At about 30,000 square feet, Porsche South Austin is similar in size to the previous location on E Huntland Drive - and smaller than the Porsche Austin facility at the Arboretum. The south Austin location offers a more convenient option for many customers, and close proximity to Circuit of the Americas for those who participate in track events.



Macan Launch

Porsche Austin held a launch event for the all-new Macan at their Arboretum location on May 18th. Guests could explore the multi-level facility while being treated to food, drinks and a barista staffed coffee bar which overlooks the impressive service area.

General Sales Manager Christian Ames spoke as the cover was lifted from the new Macan. The GTS model sat front and center in the showroom and afforded an opportunity to explore inside, outside and under the hood. The Macan, featuring five doors and five seats, is described by Porsche as an SUV with sports car character.

The base and new T model are powered by a 2.0-liter four-cylinder turbo motor while the S and GTS are propelled by a 2.9-liter twin-turbo V6. All four models feature all-wheel drive. While new details abound, some of the more noticeable features are the new front and rear fascias, including a new front spoiler and diffuser at the back.

Guests at both events were treated to a gift bag as they departed. Customized shirts and hats marked each event while copies of Panorama and Horizons provided an opportunity to read up on PCA happenings, both nationally and locally.

HCR wishes to thank Porsche Austin and Porsche South Austin for their ongoing support and their enjoyable and polished events.



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STORY & PHOTOS BY AMBER ASHY VOLUNTEER VIBES

For this rendition of Volunteer Vibes, I interviewed Jonathan Hagger. And, unless you're reading this publication for the first time, that should be a familiar name. Right-hand man to Horizons Editor Vipul Darji, Jonathan now serves as the Horizons Associate Editor and Communications Chair. But, we'll start at the beginning. Jonathan credits his budding Porsche interest to the January 1977 edition of Road & Track which featured three turbocharged Porsches - the 911 road car along with the 934 and 935 race cars. He was particularly smitten with the Martini striped 935 racer. While he knew of the brand prior, he recalls that there was something special about seeing all three cars together, coupled with their sheer extravagance of the 935 - the slant nose, exaggerated proportions, and extended bodywork all captured his imagination.

From there, his interest in Porsche and racing increased exponentially, an interest that would eventually be shared with his son Alex. As a young man, he hadn't really thought about owning one, but when he got to a point in his life when he could in 2014, his wife Kathy - a lover of the car's aesthetic - gave him the push he needed to make the 37-year dream a reality. With a short, but specific shopping list, Jonathan landed a clean, white '08 manual Cayman S with Sport Chrono, and the infamous 'Lobster Claw' wheels.

After joining PCA and attending a tech session as his first event - no surprise coming from an engineering brain - Jonathan was impressed at how active the club was and soon thought about getting involved. His involvement with Horizons began after a conversation with Jeff Moore

while at a Franklin BBQ meet-up in 2017. While chatting about Horizons, Jonathan said he was keen to share his photography skills and contribute to the magazine. It was an opportunity to further develop his photography and writing skills, and expand from photographing only inanimate objects, aka cars. Jonathan's father was a hobbyist photographer with his own darkroom; hence, where he was first exposed to the hobby (pun intended).

When Jonathan joined Horizons, Jeff Moore and Vipul Darji were the two dedicated team members. The three of them worked together to expand the content, cover more events and create a more polished look. Jonathan especially appreciates the team effort that goes into making the publication. Historian Hans Falk joined the Horizons team after starting to contribute the recurring column In Hindsight. Steve Rosebaugh highlights the goods and services offered by our fabulous advertisers in Advertiser Spotlight. As with those before me, I volunteered to write a couple of articles which led to Volunteer Vibes featuring our dedicated HCR volunteers. Our most recent addition is photographer Joah Rayos. Although there's a great team in place, Jonathan is always an advocate of recruiting more contributors. Hint, hint - whether you'd like to contribute one-off stories, photograph events, or create content for social media, we'd love to have you. Additionally, he's an advocate for continually adding new voices and diversifying our content and contributors.

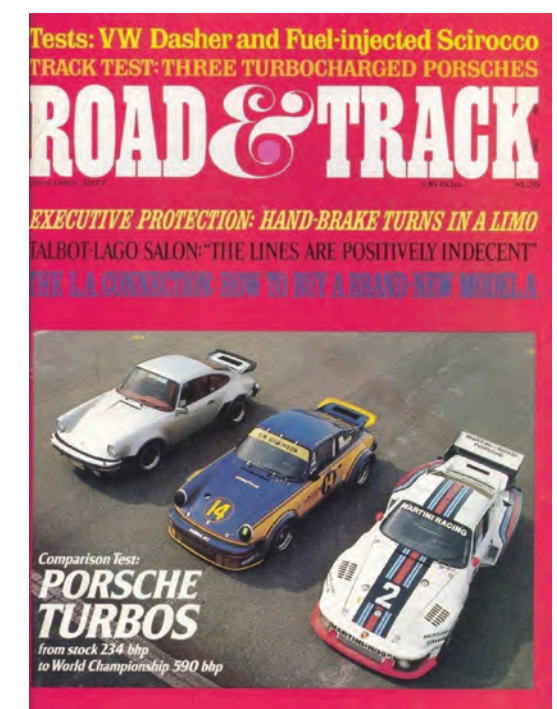
In addition to content variety, Jonathan and Vipul have been instrumental in the less-than-glamorous arena of cost



reduction. Through standardizing the magazine's length, transitioning to lighter weight paper, and establishing contract pricing for publication, we're able to provide consistent quality with a nearly cost-neutral budget. While some of us might consider this a tedious task, Jonathan views it as a fun adventure grounded in efficiency and effectiveness; plus, Horizons being recognized two years in a row in the PCA National Newsletter Competition - first place in 2021 and second in 2022 for large regions - doesn't hurt either. Fun fact: Jonathan explained that not only does Vipul manage the publication's design and layout to create a cohesive feel, but he also curates a different design theme for each calendar year of publication, like Horizons' own little easter egg, each new year.

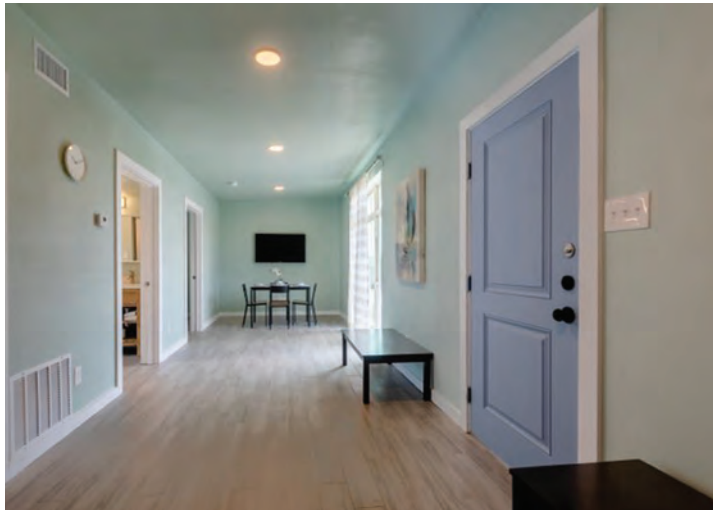
Traditionally, when covering events, Jonathan's writing style is fact-based and observational. However, he says his favorite part of the job is getting to know the people in the club, their cars, and individual stories through Member Profile, the column he produces for each issue; there have been 20 thus far. Through Member Profile, Jonathan actively seeks out new members while attending events so they can be featured and welcomed into the HCR family. Lucky for us, Kathy has always been supportive of Jonathan's efforts and can often be spotted volunteering at our social events, as well. As we were finishing up our interview, I asked Jonathan if he had set his sights on his next Porsche. He chuckled that he "knows there's another Porsche in his future," but he's not sure which model. He's open to another Cayman or a 911, but is simultaneously intrigued by the idea of an electric 718. I guess only time will tell.

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





Above-Dove Next Estate. Photo Credit: Dove Nest Motorsports



Above Left & Right-Airbnb Cabin Rental. Photo Credit: Dove Nest Motorsports



TheSaloon. Photo Credit: Dove Nest Motorsports

You may have heard some rumblings about a new track coming to the Temple/Gatesville area, but I'm here to tell you there's more happening than just that. The man behind the project is one of our very own members, Toan Leung. Dove Nest Motorsports Club of Central Texas, affectionately shortened to DOMO, is a membership-based private motorsports club here in our own backyard. His goal is to have a place for enthusiasts to have some fun while gaining technical experience driving their toys, whether it be on or off-road. Yes, you read that right, there are two courses in development.

Toan found it imperative that the courses be designed by actual race car drivers, not just engineered and that is exactly what he did. Toan sought the extensive, behind-the-wheel experience of a retired driver and longtime instructor to head up the initial design. For balance, he added a current racecar driver with fresh eyes and a modern perspective of the racing world. The track's design goal is to be exhilarating, push drivers' collective limits, and compliment the natural terrain. Next, they'll be moving into the engineering phase. Once complete, the off-road course will be approximately 5 miles of trails and the road course will total roughly 3.5 miles. The road course will have 21+ turns, multiple configurations, and approximately 80-100 feet of elevation changes on the most dynamic stretch, where the straightaway drops off a hilltop, hits a carousel that runs back around and then back up towards the crest.

When I first arrived at DOMO, I had no idea what to expect; however, I was ready to jump in the Polaris RZR 1000 off-road vehicle to find out. JD Woljevach, the director of business development and marketing, took me on what I call a full throttle tour of the grounds. The RZR allowed us to access more rugged terrain and rewarded us with a panoramic view from atop what is being called DOMO Hill (Hollywood-style sign coming soon). We then made our way to the crystal-clear lake that's over four acres in size. While touring the grounds we were also able to get a closer look at some of the caves that dot the area. JD explained that the off-road course will be designed with stock vehicle heights in mind, meaning you could take your Macan or Cayenne out there if so inclined. At present, the construction of the street track is in its infancy, but most of the initial clearing and power line relocation has been completed. As with anything being built these days, we expect that they'll have a few delays along the way, but their goal is to break ground in the next 8 months.

DOMO's event center is already in operation as are the five on-site cabins (2 Bed/1 Bath) which can sleep up to six people. And, if having your P-car off the beaten path isn't your style, soon you'll be able to book a cabin (plus RZR experience) on Airbnb for a weekend adventure. In the future, you can expect an on-premises driving school and amenities such as a clubhouse, observation deck, climate-controlled garage storage, swimming pool, and a day spa to keep the whole crew content. Keep an eye on the HCR Calendar as Tour Master Tuffy and I have something special in the works so you can see DOMO for yourself.



Lake DOMO. Photo Credit: Amber Ashy



Touring the grounds. Photo Credit: Amber Ashy



Polaris RZR XP 1000 available as an Airbnb add-on. Photo Credit: Amber Ashy



STORY & PHOTOS BY HANS FALK
TECH SESSION: WERKS 11

Air-cooled – it seems like such an archaic technology, reminiscent of the Wankel rotary or early steam power. I have often pondered whether air-cooled powerplants could have been made just as efficient as today’s modern engines, with all their computer-managed engine controls, had the same amount of time and research been invested in them. I remember owning an air-cooled 1968 4-cylinder pancake-equipped vehicle while in school and just driving it back and forth while averaging a respectable 25 MPG. The first time I took it on an extended road trip, however, a thousand-mile journey to Texas, I thought at first my math calculations must be wrong – I was hitting over 34 MPG. This illustrates one of the little-known novelties of an air-cooled motor – they work best when operated at optimum temperature, a temperature which simply cannot be attained with the occasional jaunt to the local convenience store.

This fact was reiterated by Julian Avent, owner of the Werks 11 shop in Temple during our recent tech session entitled “So, You Want to Buy an Air-cooled Porsche?”. Julian explained that to keep these cars running efficiently, it requires at least a 45-minute drive at regular intervals, not just idling in the garage for a few minutes to make sure it still starts. Another misnomer he pointed out is that even though we refer to them as air-cooled engines, they are in fact oil-cooled - it is the airflow over the various oil lines and coolers that keep the internal components from overheating.

Werks 11 has been a faithful and long-time sponsor of Hill Country PCA and what began as a partnership between Julian and his old school friend Jason, has now grown into a full-service shop employing over fourteen technicians in three different buildings. Their diligence, workmanship and integrity have been so successful in fact, that they are planning a relocation to a new and larger property just four miles north of Temple, near Troy and just off the west side of IH-35. Julian and his wife own both buildings, so they plan to do a slow transition over the course of 4 to 6 months in order not to disrupt their current clientele and work schedule.

Julian and Jason met at a small college in Tennessee, and both were commissioned as officers in the U.S. Army with Julian taking assignment in Germany and Jason staying stateside. Serving in similar units in Special Ops however, they crossed paths frequently and stayed in touch over the years. The year 2016 found them both in Central Texas nearing the end of their careers. Both had developed a passion for Porsche over the years, so they decided to join together in creating Werks 11, a specialty shop catering to all things Porsche. The rest is history.

Jason’s first memories of a Porsche were from childhood when he learned about a 914 that his dad owned but then was forced to sell for a more family-friendly car when he came along. He made up for it however by buying a 912 while stationed at Fort Bragg. Julian on the other hand had his first 914 while still a teenager and relished the idea of being in Germany. Once overseas he quickly took to racing and apprenticed with several Porsche shops in the Netherlands where he learned the trade. He has logged over four thousand miles on the Nürburgring and continues his passion for racing with several shop-built cars commissioned by clients that are campaigned all over the country.

Their shop is currently located in what may once have been the old Firestone store in downtown Temple but over the years, as restoration services have become more in demand, they have expanded into two other buildings a few blocks away, where they have set up a proprietary in-house paint shop and other specialty trades. They also do their own upholstery work in-house. The hardest part about working in this business, Julian stated, is finding technicians. No one trains for this type of work anymore and finding qualified, dependable techs who share a love for Porsche, particularly older Porsches, is becoming a challenge. When the current generation of technicians gather into that other-worldly ‘ring’ of the Nibelungen, who will take over the task of restoring, racing, and preserving these wonderful machines, Julian asks himself.

In the meantime, Julian and Jason both willingly and unselfishly share their knowledge and expertise through these tech sessions and other events. They generously provided a full selection of tacos and doughnuts for the attendees along with water, coffee, and other beverages. About a year ago, due to the increasing demand of services for the older Porsche models, Werks 11 decided to limit themselves strictly to the air-cooled machines, providing advice, guidance, and service to these increasingly rare and valuable models. They took turns as they addressed the nineteen HCR attendees in describing why an air-cooled Porsche is different in ownership, expectations, driving habits, and maintenance requirements. They warned not to make the mistake of selling whatever modern water-cooled, air-conditioned, computerized vehicle you may currently own, to plunk down the increasing amount of money needed to now purchase one of the older Porsches. Perhaps there was a day, long ago, when an air-cooled vehicle could have been your daily driver, but Julian cautioned that today it is best to have a back-up car. Driving an air-cooled Porsche or even its less expensive cousin, the Volkswagen requires a different

mind-set with different expectations to be fully satisfying. If you have never owned an air-cooled car before, buy one but have a more modern car as your daily driver. The reason being that with the older technology, air-cooled cars were simply never designed to perform to modern expectations with our finger-tip controls enveloped in a perfectly cooled cabin compartment.

Air-cooled cars were made to be driven and Werks 11 warns owners not to let the vehicle sit in a garage for extended periods of time. The car needs to be driven constantly to keep things lubricated and working. After having been unattended to for months, what begins as a rattling, vibrating powerplant that leaks fluid like a sieve suddenly begins to hum after about thirty minutes of driving, like a finely tuned guitar as the gaskets expand, the valve train tightens up, the temperatures rise and the entire engine sings like an acoustical aria. If left sitting in a barn or garage however, even for a short time, the various air passages and miles of tubing begin flashing little neon ‘vacancy’ signs to every little traveling rodent and critter in the area, as they start moving into your prized Porsche like it was the Beverly Hills Hilton.

Jason told the story of one owner’s car that was brought in after sitting for a while. As they started it and slowly warmed it up to operating temperature, it began shooting random popcorn out the exhaust - from corn kernels carefully squirreled away in the hidden recesses of the heat exchanger by some former resident rodent. With his years of experience, Julian has both heard about and witnessed all types of stories like this and his advice for potential vintage Porsche buyers is to ignore the oft-repeated advertising line “running when parked”. All cars he says were running when parked. It means nothing to the overall condition of the car. When a barn-find is brought into their shop, they spend countless hours inspecting, cleaning, and replacing parts – before they ever turn the key. Gas tanks, fuel lines, oil lines, electrical systems, belts, spark plugs, brake fluid – all must be refreshed before they will even get into a discussion with the owner about an actual restoration.

Once commissioned, their completed restorations are of the highest quality as they meticulously recreate to original specs using genuine parts (if available) or fabricating their own parts for those items simply no longer on the market. They have contracted with a number of specialty shops around the country to replicate parts when needed, always to the highest Porsche standard. They recently acquired some priceless dealer samples showing the original upholstery colors and fabric types from decades ago, from which they can then restore interiors for almost any model. Paint codes are carefully followed and custom-mixed, or true paint-to-

sample colors can be created by the expert technicians in their paint shop. Next year they hope to enter some nationally recognized concours events to let the rest of the world discover the excellence that comes with a Werks 11 restoration.

Owning and driving air-cooled machinery is quite another topic that they discussed in detail, in addition to the previously mentioned warm-up and regular driving recommendations. Oils must be of the right viscosity, filters should be from the Porsche supplier, and time must be invested to properly maintain valve lash, fluid levels, etc. Julian points out that the original owner’s manual that came with the early Porsches, usually about thirty well-illustrated pages and a quarter inch thick, gives invaluable information regarding maintenance and repair procedures, much more so than the 200-page paperweight provided with newer cars which are often filled with useless information that no one ever reads.

Air-cooled cars are driver’s cars – they beg to be on the road and driven with the utmost concentration. Horsepower, particularly with the 4-cylinder models, comes at a premium, requiring the driver to carefully match engine revs, gear selection and throttle position with the finesse of a ballet dancer. Done correctly, air-cooled vehicles reward the driver with a satisfying and even exhilarating experience. Done incorrectly and they become the source of much cursing and frustration. Creature comforts, by 21st century standards, are non-existent in anything but the most ideal conditions. The cars were exceptionally light, an advantage in spirited driving but an annoyance on long road trips over today’s increasingly uneven road surfaces. Air-conditioning, when so equipped, is pegged to the air temperature outside, allowing for only the faintest layer of perspiration during a hot Texas summer. If you are looking for a cool 68-degree cabin, you will have to wait for the sun to go down. Heating likewise is more a factor of how cold it is outside rather than any combination of knobs or slides you might manipulate inside the car – bottom line: have a patient demeanor and dress appropriately for the conditions.

In summary, if you genuinely want to own a piece of history, visit with Julian and his team at Werks 11. Just like Jay Leno and his early steam-powered cars or hand-crank Model-T’s, to own and operate an air-cooled vehicle immediately elevates you into an elite status among aficionados, veterans of the trenches, those who understand the sacrifices demanded to enjoy the many thrills of a dying breed of automobile. You will not win any drag races on the way to the parade ground, but you will be infinitely admired on your journey and ultimate arrival there.

HILL COUNTRY REGION RECOGNIZED WITH PCA NATIONAL AWARDS

Hill Country Region was recognized with 4 national awards from PCA. The awards presentation takes place each year at Porsche Parade, held in June this year at Kalahari Resorts in Pocono Manor, Pennsylvania. The biggest news was Hill Country Region being named Region of the Year. This monumental achievement follows a runner-up placing last year and is a testament to the hard work and dedication of our leaders, volunteer staff and members who have worked over many years to grow and improve our region. Congratulations and thank you to all who played a part.

Our Horizons publication scored second in the national newsletter contest in class V which includes some of the larger regions in PCA - and follows a first place award last year. Congratulations and thank you to our Horizons team who have worked over many years to refine and improve this high quality magazine.

Two HCR members who serve in national roles were also recognized with prestigious awards. PCA Porscheplatz and Car Corral Coordinator Lynn Friedman was recognized with the Zone Representative Award for her outstanding contribution to PCA - and PCA Past President Caren Cooper, who also served as HCR president, was awarded the Bill Sholar Memorial Award, for contributions to PCA above and beyond her normal responsibilities. Congratulations and thank you to these two outstanding HCR members who serve at the national level.

We're very proud of these wonderful accomplishments and the dedicated volunteers who work hard to make PCA an enjoyable and rewarding experience for all. The slogan "it's not just the cars, it's the people" has never seemed more appropriate. Please pass on your congratulations and thanks the next time you see Lynn Friedman, Caren Cooper, our region leadership, volunteer staff and Horizons team members. We also wish to thank you, our members, for your participation and help at our many events throughout the year.

The Ferry Porsche Trophy - Region of the Year: Hill Country Region

The Ferry Porsche Trophy was named in honor of the late Dr. Ferdinand "Ferry" Porsche and was first presented at Porsche Parade in 1961. It was sponsored by Porsche AG and Porsche of America Corporation, but today PCA is the sole sponsor of this award. The trophy is presented to the PCA region that demonstrates the highest standards in meeting the objectives and ideals of the Porsche Club of America and "In Appreciation of Loyalty to the Porsche Car and the Porsche Idea." Historically, PCA awarded the Ferry Porsche Trophy to one region. In 2010, in an effort to recognize more regions for their outstanding achievements, the PCA Executive Council decided to award first and second runners-up for the Ferry Porsche Trophy.

Newsletter Contest, Second Place, Class V: Horizons, Hill Country Region

Regions compete in one of five classes, based on region membership to ensure that regions competing for the five separate class awards have reasonably equal resources. Newsletters are evaluated for: information and navigation; layout and appearance; editorial commentary; event publicity and follow-up; photography and/or artwork; technical articles and automotive tips; availability in digital format; features and article contributions from members; and general scope

and variety. Editors from around the country are selected to help with the judging of other regions' newsletters.

Zone Representative Award: Lynn Friedman

This award is presented by the Zone Representatives to individuals within Porsche Club of America who, in the opinion of the thirteen Zone Representatives, have distinguished themselves by making outstanding contributions to the club. The PCA Zone Representatives Award is made solely at the discretion of the Zone Representatives. This unique award may or may not be given annually.

The Bill Sholar Memorial Award: Caren Cooper

The Bill Sholar Memorial Award is in honor of the founder of the Porsche Club of America. The award is presented to a member in recognition of outstanding contribution to PCA, above and beyond the execution of normal responsibilities. The award was created by the PCA Executive Council in 1982, after the death of Mr. Sholar, and presented at that year's Parade. The award is presented at the discretion of the Executive Council and may or may not be presented every year. Unlike other PCA awards, all Executive Council, National Staff, Committee Chairs, Zone Representatives, Special Appointees, and Honorary PCA Members are eligible for the Sholar Award.



NOTIFICATION of ELECTION & SOLICITATION of CANDIDATES for ELECTED OFFICE

HCR will hold elections by electronic ballot from November 15 to November 30. Please note that Active and Family Active members are entitled to vote in HCR elections. Please ensure that both the Active and Family Active email addresses are current in the PCA National database. For the purpose of the elections it is best if the Active and Family Active members have separate email addresses. If a member cannot vote electronically, that member should notify the HCR Secretary Gordie Robbins at gordie@hcrpca.org prior to November 15 so that alternative arrangements can be made. HCR is also soliciting interest from the membership of any HCR member who wishes consideration for the positions of President, Vice President, Secretary or Treasurer.

Please note the requirements for an elected position under our HCR Bylaws are:

- Each candidate for elected office, including those proposed in writing, must be in good standing with HCR and PCA at the time of consideration.
- Each candidate for elected office must also have served at least one term as an elected officer, Standing Committee Chair or Event Coordinator for HCR.
- The Nominating Committee may also consider a member recently transferred to HCR from another Region who served on the Executive Council of the Region from which said member transferred within the past two years.

The Executive Council has identified the Nominating Committee members as Charlie Sparks (Chair), Michelle Freudenberger and Bruce Harris. The Nominating Committee will review all submissions for elected office to ensure candidates have the requisite qualifications, skills, experience and available time to perform the role successfully. Additionally, all candidates will be made fully aware of the responsibilities of the position for which they are a candidate.

Should you wish consideration as a candidate for elected office, please send your submission including five recommendations to the Nominations Committee Chair Charlie Sparks at charlie@hcrpca.org no later than October 30.

Charlie Sparks, Nominating Committee Chair

MOZART'S CARS & COFFEE:
A STORY IN PICTURES
BY AMBER ASHY





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PRESENTED BY GT INTERNATIONAL
PIT STOP: A GT3 STORY
 STORY & PHOTOS BY JOSH LEGGETT

The echo of a flat six howling against the trees on a cool spring morning is a sensuous occasion many love - including myself. One howl in particular, that of the engine found in the 991 GT3 - both 3.8 or 4.0 liter - brings particular senses to mind. The crescendo that builds as the RPMs climb accelerates the heart rate of any driver; growing and yet still climbing even as the tachometer begins clawing past 8000. The hard, yet mechanical sound of the valvetrain as the engine begins spinning closer and closer to 9,000 raises the hair on your skin. Experiencing the full RPM range of the 991 GT3's engine is reminiscent of a high that many chase. For this reason, among many others, the GT3 has become a very coveted object.

I first purchased my 991.1 GT3 in 2019 and have loved every moment of ownership. At the time of my purchase, she had just over 9,000 miles on the odometer. I have since passed 44,000 miles and still struggle to stop driving. Through every drive to work, the gym, or down a special road, the car makes every moment more special than it otherwise would have been. Before ownership begins, there must always be research. If you currently own a 991.1 GT3 or have begun research on purchasing one, you've likely heard talk of engine issues - issues that the 991.2 GT3 doesn't have. The 3.8 liter motor in the 991.1 GT3 has many highlights: dry-sump lubrication, titanium connecting rods, forged pistons, 9000 rpm red-line, etc. That being said, there was a flaw in the engine pertaining to the cam lobes and hydraulic valve lifters - or finger followers as some call them.

The issue stems from lack of lubrication reaching those parts in the engine creating friction over time. The cam lobes and valve lifters slowly damage each other over time due to this added friction. The outcome is an eventual misfire most prevalent at high RPMs created by the small amounts of scoring on these parts. There is no consistent time frame or mileage where this failure can take place - some happen as early as 5,000 miles and many after 20,000 miles. My original engine failed at 31,000 miles. Porsche's solution? An extended engine warranty of 10 years and 120,000 miles applied to all 991.1 GT3s. Porsche has also developed an updated 3.8 liter engine - with a few iterations - to replace failed engines.

The final updated engine is often referred to as the G6 motor and presented the following updates: DLC (diamond-like carbon) coatings on the cams and lifters in addition to a higher pressure oiling system borrowed from the updated 4.0 liter motor found in the 991.2 GT3. Porsche's promise is that this fixes the prior lubrication and friction issues - and it has proven true for many owners with this updated engine.



Signs of this failure don't show until very close to the actual failure taking place. The week before mine failed, my car simply felt perhaps 10% slower under full-throttle acceleration. It's worth noting that the failure is simply a persistent misfire at high-rpm. Following the misfire, the car will retreat into its 'limp mode' setting for the engine and is still drivable. In fact, the error will go away after restarting the car, until reaching high RPMs again. Owners may overthink whether their car is already experiencing this high RPM misfire, but the truth is that you will know when it happens. That being said, it's important to troubleshoot. If your spark plugs or coils haven't been replaced recently, it's best to start there. If the misfire persists, then it's likely time for the improved engine replacement. Yay.

Porsche has been replacing these engines for a few years now and have the process relatively streamlined. Many of these replacement engines have already been manufactured and are sitting in a warehouse waiting to be shipped to your local dealer for installation. Even if you are 100% certain that you are experiencing the specific failure mentioned above, Porsche will still perform their normal warranty approval process. Based on my experience, the dealer will tear down the engine and examine the cam lobes and valve lifters for scoring. The technicians will then submit descriptions and/or images to Porsche for work approval. Once approved, your new engine will be on its way to get your GT3 back on the road.

My experience at Porsche Austin was as follows: I dropped off my car and within 48 hours, their technicians had taken the engine apart and confirmed that the source of the failure was scoring on the cam lobes. By the third day, the dealer had confirmation that an engine had been approved and was being airlifted. The engine arrived next-day and was installed over the next few business days. I was able to pick up the car, just over 10 days after it was dropped off. Granted, not every dealer may be this efficient, but my experience is a testament to how quickly Porsche is handling these failures.

The outcome is one of the very best motors in a production car. The updated G6 3.8 liter engine doesn't have the same pitfalls and should make even more power. My car had a new lease on life after 31,000 miles and I couldn't have been happier. My G6 engine now has 13,000 miles and has behaved faultlessly - only requiring regular scheduled maintenance at GT International. It feels improved on both street and track.

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

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