

HORIZONS



SPRING 2023

2 New Locations in Austin To Serve You!



PORSCHE



Porsche Austin

A Hi Tech MotorCars Dealership

www.porscheaustin.com
512.371.1155
9800 Research Blvd.
Austin, TX 78759

—2023—
PREMIER
Porsche Dealer



Porsche South Austin

A Hi Tech MotorCars Dealership

www.porchesouthaustin.com
737.279.4100
6001 S IH 35 NB Frontage Rd.
Austin, TX 78744

—2023—
PREMIER
Porsche Dealer

HORIZONS

WINTER 2023 | VOLUME 24 | NUMBER 02



HORIZONS PRODUCTION TEAM

AMBER **ASHY**
VIPUL **DARJI**
HANS **FALK**
JONATHAN **HAGGAR**
JOAH **RAYOS**
TUFFY von **BRIESEN**

TABLE OF CONTENTS

THE DRIVER'S SEAT	03
HCR MEMBERSHIP REPORT	05
MEMBER PROFILE: DUC TRAN	07
ZONE 5 UPDATE	13
MOZART'S COFFEE, CARS, & CROISSANTS	15
DISTINGUISHED SPEAKER SERIES	19
PICK-YER-TOUR WEEKEND 2023	21
IN HINDSIGHT	25
HCR HISTORY	27
VOLUNTEER VIBES	33
PORSCHE X COLLABORATIONS UNSEEN	37
DEN RÜCKWÄRTSGANG	41
PIT STOP: OVERLANDING	43
GT INTERNATIONAL CAR SHOW	45

COVER IMAGE

DUC TRAN'S 1972 SIGNAL YELLOW 911T

PHOTO CREDIT

JONATHAN HAGGAR



THE DRIVER'S SEAT

This issue begins with a major, bittersweet announcement. Jonathan Haggan, who has been at the editorial helm of the Region's publication Horizons, has announced that he will be leaving the Hill Country Region within the next few months.

Jonathan has guided Horizons along its journey to a level of excellence which has been recognized by Porsche Club of America as the best newsletter in its class in 2021 and first runner up in 2022.

Horizons, as Jonathan is the first to acknowledge, is first and foremost a team effort. Because of this depth of knowledge, talent, and expertise, our region is proud to announce that Hans Falk, HCR historian and Horizons staff writer, is ready to succeed Jonathan as associate editor. Currently Jonathan, Hans, Amber Ashy, Vipul Darji and Joah Rayos are collectively developing a transition plan. The Hill Country leadership team is committed to supporting Horizons and enabling this magazine to continue to achieve new levels of excellence. While we are losing the heart and soul of our magazine we wish Jonathan success in his new endeavor. There is a positive side however; Hill Country's loss is Connecticut Valley Region's gain.

The year 2023 is the 75th anniversary of the Porsche sports car brand and sales are off to a strong start. In Europe, Porsche delivered 18,420 cars in the first quarter. In China, the largest single market for Porsche, 21,365 cars were delivered to customers between January and March. Finally, here in North America, Porsche delivered 19,651 vehicles. Additionally, in the overseas and emerging markets, 13,084 cars were delivered to customers. Overall sales increased by 18%.

SUVs, including the Macan and Cayenne are the most popular models. Sports cars continue strong sales with the Panamera and Taycan sedans growing but trailing the 911 and 718 in popularity.

In other Porsche news, our two dealers, Porsche Austin and Porsche Austin South, have been designated by Porsche Cars North America as Premier Dealers. Hill Country congratulates the management of these two excellent partners on their achievement.

Our region is off to a strong start this year. During April a major milestone was crossed as our membership exceeded 2,000 primary and affiliate members. Hill Country's rapid rate of growth continues.

During the first quarter of 2023 our activities included some old and future favorites.

- Schnell Fest High Performance Driving Education (HPDE) has already conducted two sessions at COTA with two more planned.
- Our region has run multiple tours and a spring autocross. Of course, a big favorite, Porsche Cars, Coffee and Croissants returned to Mozart's on Lake Austin.
- The highlight of the year so far was a joint event with Maverick Region - the Pick-Yer-Tour weekend that originated in Fredericksburg. Over 100 cars participated in four types of tours; a technical tour over the Twisted Sisters route, an off-road adventure, an unpaved excursion and a leisure tour. This very successful event is already being planned for 2024 and will be bigger and better.

Stay connected to our calendar, at HCRPCA.org to be aware of all our region's activities.

The Hill Country Region Leadership Team thanks you for your continued support.

Carl Rossi, President

	JAN 2023	FEB 2023	MAR 2023
PRIMARY	1339	1334	1353
AFFILIATE	616	620	623
TOTAL	1957	1956	1983

NEW MEMBERS

Brian Atkinson	David Kenyon
Dennis Baldwin	Braeden Key
Sean Blaydon	Christopher Kilpatrick
Charles Bollfrass	Alex-Anna King
Lucas Braxton	John Kramar
Mo Bukhari	Chihsiu Lee
Xi Chen	Karl Mahaff y
William Collins	Ross Mccausland
Keith Daniel	John Merrell
John Davis	Stephen Mostad
Russell Elizondo	Evan Nelson
Keith Feldman	Scott Nelson
Michael Flake	Jewell Patricio
William Fordyce	Alan Patterson
Landon Fox	Karthik Rajendran
Robert Fulce	Carlos Rangel
Michael Galante	Daniel Roberti
James Golab	Paolo Valerio Sabatini
Peter He	Lubo Stojanov
Gregory Hewes	Erik Telford
Brad Hill	Neil Thomas
Sonya Hornaday	Bradford Turcott
Michael Jordan	Lloyd Wolf
Kevin Keehl	Spencer Wolfe
Matthew Kendrick	

REGION TRANSFER NEW MEMBERS

CHICAGO	Pam Johnstone Ryan Johnstone
CONNECTICUT VALLEY	Justin Racine
LAS VEGAS	Dexter Ang
LOMA PRIETA	Brian Nesmith
LONGHORN	Marc Bodley Dawn van Buskirk Rob van Buskirk
LOS ANGELES	Henry Park Ryan Collin
MAVERICK	David Hesser Justin Berlow Nataly Hesser
MID SOUTH	Craig Nauert
MONTEREY BAY	Jim Storer Terri Storer
PACIFIC NORTHWEST	Larry Beck



ANNIVERSARIES

1 YEAR

Nelson Aaron
Brian Abrams
Christopher Anderson
Dino Arslanagic
Brett Bellcase
Harry Byrd
Reed Campbell
Merlisa Condoian
Minas Constantinides
Chris Davis
Ferruh Diker
William Dollahite
Jason Foreman
Marcos Frias
Miguel Gamino
Pedro Gonzalez-Santiago
Felix Guzman
Abishek Hariharan
David Hesser
Damon Holditch
John Hudson
Darren Johst
Jason Jones
Praful Karanth
Danny Kasper
Rich Keeton
Ian Kelso
Jeremy Knight
Alejandro Lago
Adam Lawrence
Luke Mahon
Gustavo Mata
Marsha Mathis
Joseph Mccaffey
Joshua Mittler
Eduardo Moll
Brian Morris
Scott Murray
Brian Nesmith
Stephen Nowicki
Justin Racine
Michael Rader
Mark Range
Brij Reddy
James Robertson
Sheraz Sahibzada
Adam Tilton
Justin Timming
John Weinzierl
William Witter
Kelly Zimmerman

5 YEAR

Christian Barnard
David Berry
Robert Douglass
Zachariah Evans
John Fleming
Jesse Garcia
JimBo Gulley
Jeff Hon ycutt
Chris Horlander
Richard Laube
Damian McKeon
Justin Ovson
Justin Posey
George Richardson
Jack Risser
Andrew Tate
Dave Wanser

10 YEAR

Donny Elkins
Gregory Flay

15 YEAR

Michael Bouakadakis
Jeff Mosin
Hal Schroeder
Thomas Yemington

20 YEAR

Hugh Brazier
Jed Brickley
Clas Olsson

25 YEAR

Steven Hattori
Michael O'Neill
Tom Smith

30 YEAR

Julian Pham
Bill Tutt

45 YEAR

Robert Gillespie



MEMBER PROFILE

INTERVIEW AND PHOTOS BY
JONATHAN HAGGAR



DUC TRAN

We first discovered Duc Tran's Signal Yellow 1972 911T at the Porsche-Ferrari event at Moorspeed last year. His car draws consistent attention at the many events he attends and Tran is happy to show and discuss his car with anyone who shows interest.

When did you become a PCA member?

DT: I joined on June 30, 2021. This is my very first car club membership.

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

DT: I have lived in Austin since 1980. My family escaped from Vietnam on a small fishing boat in 1979 when I was 8 years old. We spent a year in a refugee camp in the Philippines and were sponsored by an American that lived in Austin. Long story short, we came here seeking freedom and opportunity for a better life.

How did you find your 911T and when did you acquire it?

DT: First off, I was not actively searching for a Porsche as it was not in my budget. Buying a Porsche was merely a dream idea in my retirement phase after my three kids are through college. A little over two years ago, I accompanied my best motorcycle buddy to Buda to visit one of his friends, Robert, during one of our weekend rides. We were chatting in his garage when I noticed the instantly recognizable silhouette of a Porsche. It was under an old cover, so I had no idea what year and model it was. I nervously and politely asked if he could show me what's under the cover. As he removed the cover, I stood there stunned. That Signal Yellow was beaming in my eyes as if I was watching a beautiful sunrise.

He proceeded to tell me about the story behind the car. The original owner purchased it at a dealership in Central Texas and sold it in 1975. Robert then purchased it from the second owner in 1976 and kept the car ever since. It was a daily driver for him up until the mid-2000s. He kept the car in its original form and did touch up paint as needed. I thanked him for showing me his beautiful longhood Porsche.

Over the period of a year, I frequently came back to visit Robert with my friend during our motorcycle rides. I never asked if he was willing to sell me his Porsche. Instead, I told my friend that if the topic ever came up, I'd be interested in buying it. In June 2021, Robert asked me to come over for a visit. He asked if I was interested in acquiring the 911T. I very nervously said yes as I feared that the asking price was much more than I could afford. To my stunning surprise, he offered it to me at a price that I could not refuse. I suppose patience and developing a good rapport with Robert paid off. I took the car home on June 27th and the rest is history as they say.

What drew you to look for a vintage 911 and/or this particular car?

DT: I was not actively seeking a vintage 911 as most are way out of my price range. I did not have the knowledge, time, or funding to take on a project.

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

DT: I would be lying if I said I didn't enjoy the attention that it brings. I love driving to a coffee shop or café and sitting outside observing people taking pics and looking it over closely. I never tell people that

it's my car to bring attention to myself. I also love driving it. I taught myself to drive a stick shift in high school with my dad's old 1978 Toyota pickup. Gently filtering through the gears on my 911T is reminiscent of my time driving my dad's truck. It's slightly faster than the truck. What makes it unique or special was that I was able to give it a few custom touches of my own without worrying about being criticized for not keeping it 100% original. Also, my kids dislike all of my motorcycles but they adore the Porsche. I suppose it's a keeper.

You've mentioned some work that you've done to it. Can you tell us about that?

DT: The 911T was mostly original when I got it. Given that I moonlight as a custom motorcycle builder, I couldn't leave well enough alone. The biggest change I made was to the seats. The original front comfort seats were 50 years old and were never restored. They were very uncomfortable as the springs and padding had seen much better days.

I contemplated sending them out for a full restoration until a friend offered me a set that came from his '77 911S for free. I decided to take a chance and do something bolder and more stylish. I purchased yellow plaid tartan fabric specifically for car upholstery from Scotland. One of my wife's cousins happens to be a skilled upholsterer, so he restored both the front and rear seats with genuine black leather with the plaid tartan inserts. It came out nicely and was an added attention grabber.

Other changes were swapping out the 15-inch cookie cutter wheels for 16-inch Fuchs. Sport mufflers helped to enhance the exhaust note a bit and I added a Momo Indy wood steering wheel. Dent repair on the front left fender that had been there since 1976 as well as repair to paint spots that were exposing rust. The bulk of my budget was spent on getting the car to be safe and reliable mechanically.

Your 911T has a rare oil filler door. Can you share the history about that feature?

DT: The external oil filler or Ölklappe as referred to in German was unbeknown to me when I first looked over the car. My knowledge of Porsche was extremely limited at that time. I didn't know how rare of a feature that was until later. In 1972, Porsche moved the oil tank from behind the rear wheel to the front of it. The purpose was to improve weight distribution. Porsche also put the oil filler on the outside with a release button on the right side door jamb. This helped to ease the oil refill process as all oil fillers were inside the engine compartment for previous models. However, this feature was removed in 1973.

The well-known speculation was that there were incidents of gas station attendants putting gas in the oil filler by mistake. However, the real and more logical reason to revert the oil filler to the original location was to comply with safety standards in 1973. For those Porsche enthusiasts that are familiar with this feature, it's instant recognition that my 911T is from 1972 without having to ask me the year of production.



How did you first become interested in the Porsche brand? What do you love most about Porsche?

DT: I've always been a big admirer of Porsche since the late 80s. I first laid eyes on one in my neighborhood in southeast Austin. It was a silver 911 (I don't recall the exact model) that was visiting a neighbor down the street from my house. At that age, I had not been exposed to many sports cars. I certainly stood there in awe drooling for quite some time. To be honest, I love the Porsche air-cooled models more than the modern ones with intricate features and electronics. I love the simplicity and rawness of the air-cooled models. Perhaps that's why all of my motorcycles are classic BMW Airheads. It's a brute ride compared to modern affairs. I don't stray too far from what I know and love.

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

DT: Since I'm a product of the 80s, I've always loved the 911s with the whale tail. I'm a simple man, so any Turbo 911 with a whale tail will do.

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

DT: I have honestly not taken an extended road trip due to time constraints and family obligations. I've only taken short drives through the beautiful Hill Country roads of central Texas. So far, that has brought me the most enjoyment with my 911T, which I named Eggsy.

What is your favorite Porsche or PCA related experience?

DT: My wife and I have really enjoyed the Porsche Cars, Coffee and Croissants events at Mozart's. We like conversing with enthusiasts about our car. It brings a smile to my face when I see the surprised look on people's faces when I tell them to feel free to hop inside (kids included) and take pics.

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

DT: I've been wanting to partake in the Hill Country drive events to a brewery or winery. Hopefully, I can participate in 2023.





CERAMIC COATING
PAINT PROTECTION FILM
AUTOMOTIVE WINDOW TINT

LEARN MORE ABOUT US AT

WWW.AUTHENTICDETAILS.COM OR (512) 296-0183



*Preserving the passion for
Central Texas Porsche owners*



DREAM BUILDING

EXTRAORDINARY CONSTRUCTION. EXCEPTIONAL SERVICE.



precbuildtexas.com | 512.337.8790 | custom residential | commercial | hospitality



ZONE 5 REPORT

BY ZONE 5 REPRESENTATIVE
TUFFY VON BRIESEN

My goal for this summary is to provide the Region members with an idea of what PCA National is doing as well as some insight into what the zone representative does. My tenure as the new Zone 5 Representative started in early January after talking with outgoing Zone Rep Chuck Bush so the transition would be as seamless as possible. Thanks to Chuck for all the support.

MONTHLY NATIONAL STAFF AND ZONE REP MEETINGS

One of the informative things PCA does is to hold monthly meetings with all national staff and the zone representatives.

The first was January 11 and the second was March 8. During both meetings, National President Aaron Ambrosino updated the group on activities and upcoming events at the national level. Porsche Parade was a major topic for both meetings.

National Treasurer Richard Strahota provided a financial update indicating that PCA is very solvent however, the 2023 budget will be impacted by inflationary headwinds, Panorama costs and travel costs. Aaron was proud to announce that PCA now has over 100,000 primary members and over 150,000 total members.

The second meeting provided information about the second winter cruise scheduled for December 9 -16 for which registration is now open. The first cruise got great reviews so if you like cruises consider this one. Porsche Cars North America is expanding their track in Atlanta and in June, Porsche celebrates its 75th Anniversary with events in Germany and Atlanta. The spring Treffen is sold out and PCA National was pleased to announce that they will again provide a rebate of \$1.00 per primary member to

all regions. This is a decrease from prior rebates of \$4.00 due to more national events being held post COVID.

WINTER BOARD MEETING

The PCA Winter Board Meeting (BOD) was February 10-11 in Jacksonville, FL. The Winter BOD meeting is essentially a monthly staff and zone rep meeting on steroids. All region presidents are members of the BOD and are invited to attend or call in.

Porsche Parade registration is ongoing and there will be changes for 2023. If you're attending, please go to PCA.org and click on Porsche Parade under the Events menu for updates.

Treffen was an interesting topic. They are always held at 5-star resorts and much feedback has been received about the difficulty in registering. The sweet spot for registration is about 140 to 150 rooms and that won't change. While Treffen is expensive, the registration fees don't cover all the costs - some are covered by sponsors. National is considering changes to Treffen to make them more user friendly. These changes will be announced later this year.

Autocross was another hot topic with a goal of making Parade autocross a premium event. With roughly half of all regions having no AX program, this is a primary detriment to finding a venue to host an AX. Timing equipment is another barrier that must be overcome. They are considering a National certification for AX instructors.

Policy and bylaws have long been topics for these meetings. Zone



PCA hosts over 3,500 events, activities, and programs every year

As a member of PCA, you're invited to show off your prized possession to people who can appreciate it while attending a wide array of PCA-sponsored events. PCA activities include autocross, HPDE, Club Racing, rallies, concours, sim racing, car shows, driving tours, tech sessions, and much more. Whether you like a bit of friendly competition or prefer to socialize, there is something for you.

MORE INFORMATION: www.pca.org/activities



**PORSCHE CLUB
OF AMERICA**

reps were urged to work with their regions to ensure their bylaws are current. Regions can't have bylaws in conflict with national bylaws. PCA recommends bylaw reviews at least every five to ten years. The national policy and procedures committee must review all bylaws under revision before regions submit them to membership for approval. Region bylaws should comply with state requirements for non-profits and the name on the bylaws should be the same name that is used for the region tax return. To support the Regions in revising their bylaws, National has prepared a bylaws template. The National Policy and Procedures Committee is prepared to work closely with the Regions in this effort.

Another topic of interest was Social Media. National says best practices are Facebook pages rather than groups but leaves it up to regions to decide which one to use. National stresses that the use of Facebook must include adequate administrators and monitors. It was stressed that private information such as license plates should not be visible and accident photos are also prohibited. Previous policy was that drones were not allowed at PCA events. However, this has changed and PCA now provides comprehensive guidelines on how drones can be used at PCA events. As attention continues to focus on digital content, social media will continue to be an ongoing discussion.

ZONE PRESIDENT'S MEETING

The Zone 5 President's meeting was held in early March in Plano, Texas and hosted by the Maverick Region. The event was well attended with all 12 regions being represented. PCA President Aaron Ambrosino made an informative Zoom presentation

that included risk management while Maggie Goodman Garnett presented her usual comprehensive update on social media. One of the most impressive aspects of the meeting was the interaction between region presidents with lots of back-and-forth discussion. And I can't go without thanking Maverick President Bill Kruder and Maverick Event Coordinator Debi Kruder for their support.

REGION SUPPORT

One of my primary responsibilities is to visit each region once per year, and I started with the easy one by attending the Hill Country Annual Meeting on February 4th and updated attendees on national activities. In late February, I attended the Schnell Fest DE event at Circuit of the Americas. Schnell Fest is organized and presented by Lone Star, Maverick, and Hill Country regions. There, I worked with the region safety chair to ensure that DE minimum standards were met. During February and March I provided assistance to Whiskey Bay Region and connected the Rio Grande Valley Region with Clubregistration.net so they can begin using it for their events. I'm working with all the regions to schedule visits and look forward to meeting with each one.

You can reach me with questions or comments at:
703-980-4839 or Dvb0415@gmail.com



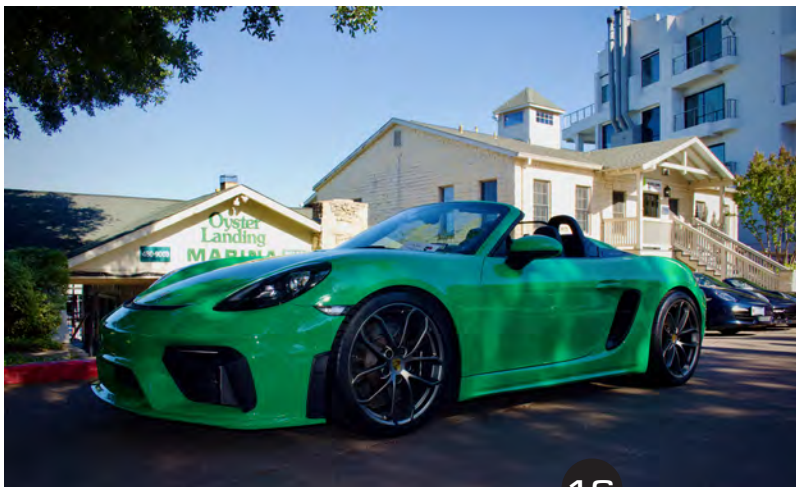
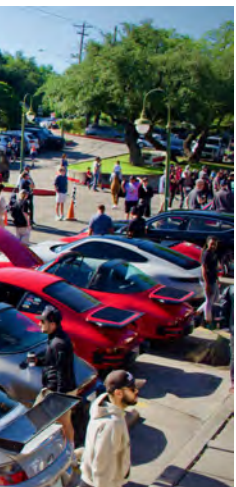
A big *Thank You* to our enthusiasts who showcased their Porsches and everyone that joined us at the stunning Mozart's on Lake Austin for our fourth edition of Coffee, Cars & Croissants. With an astounding attendance of approximately 5,000 people and 85 Porsches spanning six decades of automotive history, the event surpassed all expectations showcasing everything from classic beauties that evoked a nostalgic charm to cutting-edge, modern iterations alongside Bavarian style treats and live music.

As Coffee, Cars & Croissants has undoubtedly become a fan-favorite amongst our club members, we will return on October 29th, 2023. Reservations will open in early October, so keep an eye out if you want to secure your spot in the Corral. As a club, we've created an automotive spectacle that will be remembered for years to come; if you'd like to join our dedicated team of volunteers to make our next event equally successful, email: amber.ashy.hcr@gmail.com.

MOZART'S COFFEE, CARS, & CROISSANTS

STORY AND PHOTOS BY
AMBER **ASHY**







GEARSPACE IS THE NEWEST PREMIUM GARAGE CONDO DEVELOPMENT LAUNCHING INTO THE AUSTIN AREA!



- Gearspace is a unique storage solution to not only store your gear but display and show it off as well
- Several units to choose from 1,600 sq ft - 3,500 sq ft
- Premium space you can OWN and customize to fit your exacting needs whether it be for fun, storage, or business. You will find the right space in pursuit of your pastimes or to get some work done
- Located only 25 minutes from Downtown Austin on Fitzhugh Rd, minutes to Dripping Springs
- Select units include a rooftop terrace with sweeping views of the scenic Shield Ranch Conservation area
- 3-story clubhouse with rooftop terrace, meeting room, showers, and restroom facilities for the exclusive use of members
- Gated entry, fencing and security cameras surrounding the property
- Covered wash station for vehicles of all types, & sewage dump station for RVs

Visit gearspace.us or call 512-379-6449 for current pricing and available units

Reservations are now being accepted through All Hands Real Estate, serving as the broker for the developer. A \$5,000 deposit is due to hold ownership of a garage condo and is fully refundable.

**PRICING STARTS
AT \$325,000**



What will you unlock at Gearspace?

Customizable garage condos for cars, boats, motorcycles and much more.



Reserve Your Space Today:

CALL or TEXT 512-379-6449 | info@gearspace.us
www.gearspace.us

Call or Text 512-379-6449
Chris S. Kappmeyer, Founder Owner
All Hands Real Estate



ESSES RACING

PREMIUM SUPPORT

FOR YOUR DAILY **DRIVER** -
AND YOUR **TRACK** TOY

Owned and operated
by F1, IMSA, and
Indycar race team
veterans

TRANSPARENCY | PERFORMANCE | HOSPITALITY



SHOP SERVICE

- Maintenance
- Alignments
- Restoration
- Tire and wheel-
management
- Modifications
- Storage



TRACK SERVICE

- Track setup and inspections
- Full service trackside support
- Transportation
- Driver coaching
- Engineering
- Hospitality



Located in Buda, Texas just 20 minutes from Circuit of the Americas
1481 Robert S Light Blvd Buda, TX 78610

Contact



info@essesracing.com



713-614-9000



Essesracing.com

DISTINGUISHED SPEAKER SERIES:

RYAN STARK
OF BLACKSTONE LABORATORIES

STORY BY HANS FALK



The value of Hill Country's Distinguished Speaker Series is that it brings into our sphere of understanding experts that we would not normally encounter. Ryan Stark, President of Blackstone Laboratories is one such example. A Mechanical Engineer by trade and part of a family-owned and operated oil analysis firm located in Fort Wayne, Indiana. Originally founded by his father in 1985, Blackstone Laboratories has grown into a premier laboratory for the examination and analysis of oil samples, across many different industries. Their service provides analysis of oil found in engines ranging from aircraft to bulldozers. He said he receives oil samples from Porsche owners upwards of fifteen to twenty per week.

Why analyze oil? For the everyday driver like myself, what value does such an analysis provide? This is where Ryan's expertise helps us to understand the type of information that he uncovers during the course of his evaluation. Individual oil samples can be analyzed for a number of factors but the real value, however, comes from the cumulative history of a series of tests to indicate changes in the oil's properties, possibly indicating upcoming issues with the internal components of an engine. Consider an analogy to a person's physical health. We perform regular checkups with a physician who orders bloodwork to be performed by a lab. This bloodwork is analyzed to measure the levels of certain minerals, vitamins, platelets, and a score of other markers that, if found to be outside the normal range, may indicate a problem with the function of an organ in our body. The same holds true with engine oil analysis – it provides us with a glimpse into the internal workings of an engine. Specific markers are measured to determine the amounts of wear of various components that could indicate to us possible upcoming failures. This is where a consistent history becomes invaluable because readings can be compared to an overall average to detect a rise in any certain alloy or particle, indicating everything from possible gasket leaks to oil ring deterioration.

The service itself is not expensive, and test kits can be ordered from blackstone-labs.com in advance of your regular oil change. The samples are sent in, data about your vehicle is collected and retained, and the results can be viewed on-line. Over time, such reports can provide a good mechanical history to complement one's service records, making oil analysis a tool that can add significant value to your vehicle when it comes time to sell.

Several tests are conducted on the oil samples obtained, each designed to provide specific data on various elements found in oil usage. I'm not educated enough to delve into the more technical

aspects of the tests but they can range from the presence of immeasurable parts-per-million elements through spectral analysis to solids and contaminants on a micron level through the use of centrifuges and other proven processes. They check for fuel dilution, presence of antifreeze, water, detergents, and a host of other elements that may or may not be detrimental to the life of your engine. All these results are then compiled in an easy to understand chart accompanied by comments from the technicians on the possible causes of anomalies discovered, as well as how such anomalies may impact your engine over time. They also do filter analysis, to see what type of particulates are being captured in the filter elements. It is an extremely useful tool but just as bloodwork in a human is only one tool, so too, Ryan explains, oil analysis is just one tool in our overall toolbox to help assess and predict engine wear and tear.

The one-and-a-half-hour presentation, hosted by our DSS Event Chair Simon Fried, is now posted on our website and can be viewed in its entirety. Although organized by the Hill Country Region, the initial presentation was also attended by members of other regions, thanks to our Zone 5 Representative Tuffy von Briesen. Several questions were fielded by Ryan at the end of his presentation which included generic questions regarding the advantages of certain viscosity types over others, to specific questions regarding oil-usage on certain vehicles. Ryan was able to debunk several myths with regard to engine oils, stating that most oils are almost identical despite the intense marketing by various manufacturers. He suggested the best oil to use in P-cars is the one recommended by Porsche for that vehicle, although changing viscosity ratings or even mixing viscosity is sometimes called for in order to isolate specific problems an engine might be having. One interesting question from a listener had to do with the shelf-life of oil. I had always thought that oil deteriorates with time, but Ryan corrected us to say that he would have no qualms about using unsealed containers that were ten years old or more. The only thing that may occur to alter its efficacy is that some of the additives may settle. He recommended simply shaking the container to re-suspend those particles and then the oil would be good as new.

In summary, the presentation was invaluable in understanding the make-up of engine oil, its different components and how they interact inside the intake and combustion processes to lubricate, cool, and clean the engine for top performance. The low cost of the test and relative value in return makes oil analysis something that all of us should consider adding to our Porsche's regular maintenance routine.



***No matter what kind of Porsche you own
– from the air-cooled 911 to the Macan –
your satisfaction is our highest priority!***

Servicing Porsches exclusively since 1970.

8833 N Lamar Blvd, Austin, TX 78753 | 512-836-5949

Website: www.tpwsinc.com | Inquiries: info@tpwsinc.com

New larger location across from The Domain!

PETROL
Lounge

We specialize in making your automotive collection easy to live with. Our elite team will work with you to determine a solution that fits your needs. We can handle one car or a collection that justifies the term "automotive portfolio". Your car is available to you when you want it and taken care of when you don't.

All you have to do is get in your car and drive.

- 24/7 Access
- Secure climate controlled storage
- Battery tender service
- Weekly inspection, startup, tire monitoring
- Wash and detail available
- Transport to regional tracks available
- Shuttle services available
- Transport to local service centers

info@petrollounge.com

www.petrollounge.com

512.924.6643

PICK-YER-TOUR WEEKEND 2023



STORY BY **CARY SPREEN,**
MAVERICK REGION

PHOTOS BY
PETER BUCK, NIGEL CAFFIENE,
LISA MOORE, ALAN NUSBAUM,
GORDIE ROBBINS, CAREY SPREEN

The idea for this event came about after I conducted a couple of unpaved tours from Mason, TX to Fredericksburg, with the final destination being the Oktoberfest celebration. Gordie Robbins had asked me to copy him on correspondence with the participants in these tours, which consisted mainly of unpaved county roads, including a 300-foot fording of the James River.

These events prompted Gordie to contact me about the possibility of Hill Country and Maverick regions co-hosting an event, headquartered in Fredericksburg, that would incorporate both a traditional paved tour on twisty Hill Country roads, as well as a more rugged off-pave ment tour that Porsche SUV owners might enjoy. Eventually it grew into four separate tours: a technical tour that included the trio of roads known as Three Sisters; a leisure tour that allowed folks to follow a prescribed route at their own pace and on their own time; an unpaved tour that followed the unpaved county roads noted previously, intended for unmodified all-wheel-drive Porsches (and other vehicles); and a more adventurous off-road tour through an Off-Highway Vehicle (OHV) Park, intended for mildly-modified Cayennes and other AWD or 4WD SUVs and trucks.

As it happened, Hidden Falls Adventure Park is a large OHV Park just a few miles from Marble Falls, and just over an hour from Fredericksburg. My girlfriend Sue and I had visited Hidden Falls a year or so ago in our 2008 base Cayenne, and knew that it was an excellent candidate for the adventurous off-road tour.

Gordie sent out a request to Hill Country Region members to ask if anyone would be interested in helping set up the unpaved and OHV park tours, and got responses from Mark Breyman, Peter Buck, and Ross Blair. After taking Mark and Peter on the proposed unpaved route through Mason and back to Fredericksburg, they ran with it, pre-running the route and confirming the mileages and timing of the whole thing.

This allowed me to focus on the OHV park route, with the valuable assistance of Ross Blair, who is an off-road instructor and overlanding tour guide, among other things. Ross accompanied Sue and me to Hidden Falls twice to choose a route that would be fun and challenging, but not too intimidating or dangerous for SUVs with high clearance, all-wheel-drive and all-terrain tires.

We did not expect a large amount of interest for the OHV park tour because of the specialized requirements, and ultimately six people registered for it, although two had to drop out before the event, leaving four of us to drive the route on the day of the tour. This turned out to be a very manageable number.

Due to rainy weather on the day of the event, the schedule was delayed by about an hour, so the OHV park tour got underway from the Hangar Hotel at about 9:40 am. The drive to Hidden Falls took about 70 minutes, and upon our arrival, we got our vehicle tags and signed waivers. After a safety briefing from Ross, and after a couple of us aired down our all-terrain tires, we began the actual off-road loop at about 11:00 am.

We were all equipped with two-way radios, and we made good use of them as we made our way over the main park roads

(which were themselves pretty primitive) to the challenging part of the first loop; the so-called North Pole Road, which followed the northern perimeter of the park. That is where the real fun began.

Of course we were not the only vehicles in the park that day – far from it. As we made our way down the first part of the North Pole Road, we had to move over to allow oncoming uphill traffic by – uphill traffic gets the right-of-way to maintain momentum. This gave us a chance to see how other vehicles (mainly Jeeps and Ford Broncos, although electric Rivians seemed popular as well) took different lines as they navigated the trail.

Even though the first loop was only a few miles long, it took us about two hours to traverse, and we got to Area B, where the food trailer, rest rooms, air hoses and general store were located. We had a tasty lunch from the American Girl Grille and ate at one of the nearby picnic tables before heading back out for the second loop, which was shorter in distance but a bit more challenging in one section than the first loop had been.

And it was in this challenging section that we encountered an issue that delayed us a bit. One of the vehicles' front wheels had slipped off the back of a protruding rock and was unable to move in either direction without potentially incurring damage. However, it was Ross to the rescue. With recovery gear he had brought, we were able to jack the car up, get enough flat rocks and a MaxTrax plastic traction device underneath the wheel that was stuck, attach a tow strap to the front, and with a little tow assist from another Cayenne, pull the stuck vehicle up and out of harm's way.

However, by this time it was after 4:00 pm, so we decided to cut the second loop short and head for the park exit after airing our tires back up for the return to Fredericksburg. We arrived at the Hangar Hotel at about 6:15 pm, too late for the Dirty Porsche contest, but happy that we had triumphed over what Hidden Falls had to offer.

I hope this story encourages others to take their Cayennes and other off-road capable SUVs on adventures such as this. I must stress, however, that being prepared is key. High-profile all-terrain tires and a full-size spare are requirements; a lifted suspension or air-suspension is highly recommended; safety and recovery gear, such as tow straps, tow hooks, auxiliary traction devices, jacks, tire patch kits, first aid kits and fire extinguishers are all good things to have; and lastly, make your journey in a group – it's safer and more fun with other vehicles.

Many thanks to the many dedicated volunteers who helped to make this event successful.

TECHNICAL TOUR

BY LISA MOORE,
HILL COUNTRY REGION



I had never seen more dirty Porsches in one place than on our Pick-Yer-Tour weekend on March 17-19. I'm not just talking about the Porsches that went on the off-road tours. Every vehicle got a little, or a lot, dirty due to the light intermittent rain during the drives on Saturday. My husband Jeff and I drove the Technical Tour traversing two of the Three Sisters highways. It was a tricky, wet ride, but our almost new Boxster GTS was sure-footed and easily gripped the curves and hugged the cliff sides. This was her maiden voyage on the hill country backroads, and she performed perfectly. We love this car.

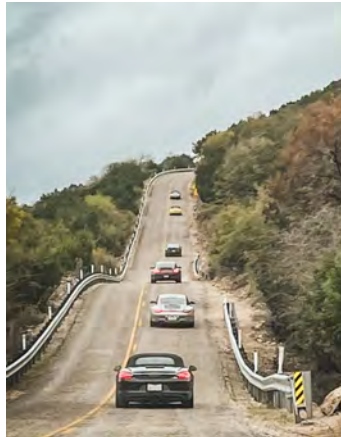
Pick-Yer-Tour was the Hill Country Region's joint event with the Maverick Region. We all met up at the Hangar Hotel in Fredericksburg, located at the Gillespie County Airport. The hotel is designed to look like a 1940s aircraft hangar, with the lobby and 50 rooms styled in aviation themed fashion. The Officer's Club, the bar area and lounge where we held our event registration and awards, was the hub for meeting and casual socializing during the weekend. Several rocking chairs on the first-floor patio and second floor balcony face the airport runway, so one could watch the planes take off and land on a nice weather day. We had cool and overcast days, so we didn't get to see many planes moving.

After filling up on a delicious barbeque dinner on Friday night, we were ready to drive Saturday morning. A rainy cold snap hit us overnight, so the tour start times were delayed by one hour. Not to worry though, the planners sent out texts to inform us, and we lingered over breakfast a little longer. Breakfast was blueberry scones and cinnamon rolls provided by the hotel. Some opted to eat at the diner next door to the hotel, and from what I heard, they had the best pancakes.

STORY CONTINUES ON NEXT PAGE



The driving tour staging area was behind the hotel. At check-in the day before, everyone was given a colored sticker to be placed on the windshield which indicated their starting group. It was all very organized, and we knew exactly where we should line up. We were in the red group, which was the first of the four technical tour groups to depart. Our lead was Ken Kalin and our sweep was Crystal Zarpas. They did a great job communicating by radio and keeping our group together.



The red group of 13 cars were all two door sports cars. Everyone stayed together, even through the towns, driving a safe distance apart, at about the same speed and with good rhythm, performing an eloquent dance around the curves and up and down the hills. The cold snap had dusted the roadsides west of Fredericksburg with snow which only added to the magical beauty of the Texas Hill Country. Since the roads were still wet, not many other cars or motorcycles were out and we had the road mostly to ourselves. It was a sports car driver's dream.



Our first rest stop was at Garven Store in Mountain Home, a family run business since 1932. As their website says, "if you're in need of meat, a treat, or a place to rest your feet", this is the place. Just walking in the door made my mouth water. Their legendary brisket was smoking away. One wall was lined with cabinets holding many different kinds of beef jerky. It was all self-serve with tongs and paper bags, and the jerky was weighed at the cash register. I got one of the milder flavors, but Garven's is known for their spicy jerky. It was a good snack before lunch. Outside, our lineup of Porsches was looked over by the resident peacock making a hilarious walk between the rows of cars.



Back on the road, we continued to be impressed with our Boxster's handling, our group's pace, and ability to stay together. Before we knew it, our lunch stop, the Bent Rim Grill in Leakey, popped up. They were expecting us and had their delicious hamburgers, brisket and pulled pork sandwiches ready to go. Our original group of 13 cars was soon joined by the next Porsche group, and then the two others after that. It was nice to socialize with a few new people, but soon we had to get back on the road for the drive back to the Hangar Hotel. Everything went smoothly until Ken Kalin's car was hit by a buzzard. Luckily, it hit the top of his windshield and rolled off. No damage, but it was a startle.



We pulled back into the Hangar Hotel 236 miles and nearly 6 hours later; happy, tired, and with a very dirty Porsche. As we pulled in, personnel from XPEL and Porsche Austin judged each car for the Dirty Car Contest. The winners would be announced later that evening.

We met interesting people from the Maverick region and some new members from our own Hill Country Region, including someone with a new Boxster GTS that was ordered around the same time as ours with a very similar build and the same Gentian Blue color. The weekend ended with a raffle drawing with prizes donated by Porsche Austin. After a relaxing drive home, the Boxster got a much needed bath and is ready for the next Hill Country Region drive.

BEYOND THE TARMAC: THE UNPAVED TOUR

BY MARK **BREYMAN**,
HILL COUNTRY REGION



The morning dawned a translucent murkiness. The sky was overcast, promising cold rain at best. Light snow wasn't out of the question. The sun was merely a hint. This would be a day of challenges and discovery.

HCR member Peter Buck and I had volunteered to lead the Unpaved Tour of the Pick-Yer-Tour Weekend. Nine vehicles answered the challenge. Of course we had Porsche Macans and Cayennes, but also a Toyota 4Runner, Mercedes SUV, a Jeep and Peter's F150 pickup. As our start time neared, a drivers meeting was held. Road safety and respect for the land were the main topics. Then, back in our warm cars, we hit the road.

A short paved road route got us to our first unpaved section; a well maintained but narrow and dusty dirt pathway. And did I mention dust? We had hoped that the overnight rain would keep the dust at bay, but this was not to be. We discovered that the recirculation button on our climate control panel was our best friend for keeping the dust where it belongs, outside the cabin.

As we made our way along the route, there were new vistas around every turn. Ranch houses and barns of many styles were seen. Cattle, deer, and many types of birds were observed. We may have spotted a chupacabra but this was well into the tour and I was getting tired.

The road itself offered many challenges. On several

occasions, our flat and level dirt road would suddenly ramp down at an alarming rate into a creek bed that may or may not contain water. We crossed one running stream on a narrow elevated concrete bridge where the sign said "Bridge Impassable During High Water." At one point I thought I saw a sign that said "Abandon Hope," but I may be mistaken.

The highlight of the tour was a 100-yard crossing of the mighty James River. The Porsches and other SUVs waded through slowly with no problems, but the Jeep dove in and powered through, creating a wave we could have skied behind. Kudos to the couple in the Jeep. We crossed one vehicle at a time and when we parked on the other side, there was much hero talk of conquering the river. We felt as if we had really accomplished something.

Actually, we did accomplish something important on this day. Many of our group had never taken their vehicles on an unpaved road. With the off-road chops that the Macans, Cayennes and the other cars in our group have, it was fun and exciting to test ourselves and our cars in this off-pavement environment. We considered this tour a slow and dusty high performance driver education event.

A shout out and many thanks to Maverick Region off road guru Carey Spreen, who set up the route and educated Peter and me about how to correctly lead an off-road event. We couldn't have done it without him.

IN HINDSIGHT

BY HANS FALK



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

This is a story about failure, a Porsche failure. While it may seem shocking to use the word 'failure' in the same sentence as the Porsche name, such was the conclusion of the motorsports public at the time. In Porsche's defense, it was not their fault and undoubtedly some good came out of it, as with any failed endeavor, but it was not the outcome Porsche had desired, therefore, failure is the only way to describe it.

When I was growing up in the 1970's there were three races that every motorsports enthusiast had to watch every year – the Daytona 500, the 24 Hours of LeMans, and the Indianapolis 500. Each was the penultimate event in their respective classes. It did not matter that vastly different cars competed in these events, if you were a teenager who loved cars, you had to watch these races. So profound was their impact that you anticipated their arrival well in advance. I remember reading a book at the time called *Thirty Days in May*, about the Unser brothers and the Andretti family, and the preparation and practices they, and every other team went through each day in May, just to be ready for the 'Greatest Spectacle in Racing' each Memorial Day weekend. It was a captivating event, one that I rarely missed. I remember watching Swede Savage go up in a ball of flame on national TV in the 1973 race, and one of my favorite drivers, Danny Sullivan complete an entire 360-degree spin in the middle of the track coming out of Turn 1, only to regain control with nary a hint of deceleration, and continue on to win the race. That was 1985, the same year that the little gnomes in white coats in Weissach began thinking about having another go at the famous race.

Porsche had tried to enter the Indy 500 five years earlier and

developed an engine/chassis combination specifically for it, based on the successful flat-six derivative used in the 935 at LeMans. Fitted with that engine, the Interscope-sponsored Porsche Indy car, with Danny Ongais behind the wheel, shattered all the track records in its first practice session at the Ontario Motor Speedway, a course very similar to the 'brickyard'. But arising from the shadow of that blistering performance in early 1980 came an ominous specter that ultimately haunted the Indy effort, as the gossip and rumors began to churn among the other teams and drivers watching that day. Porsche was oblivious to the growing storm that was about to engulf it in the midst of the all-out war that was brewing between the United States Auto Club (USAC), the sanctioning body of the Indy 500, and a new upstart organization called the Championship Auto Racing Teams Inc (CART). Over the years, many of the big-name drivers and teams had become frustrated with USAC's organization and founded the rival group CART. The issues and complaints were myriad in number but focused primarily on the allocation of proceeds from the increasingly lucrative television broadcast rights. The teams felt they were short-changed in the millions of dollars the rapidly growing TV market was generating. Roger Penske and his entire team as well as the Unser brothers, Johnny Rutherford, Gordon Johncock, Rick Mears – a veritable Who's Who of the most popular drivers and teams at that time, all became active supporters of CART, which left USAC with a huge problem. Attendance is always the number one factor that generates dollars in racing and without the top drivers, the 1980 Indy 500 was beginning to look very bleak. What started as a simple disagreement between the two rival organizations quickly escalated into a feud of hillbilly proportions as both sides let loose with a barrage of lawsuits,

driver exclusions, membership rejections and media attacks that left the entire racing world bloodied and bruised.

It was into this atmosphere that Porsche had inadvertently stumbled and ultimately realized they were the centerpiece of the biggest controversy in auto racing since the Jaguar-Mercedes duel in 1955. This was not Porsche's first endeavor into open-wheel racing. In 1962 they constructed the Type 804 with a flat-eight-cylinder motor to compete in Formula 1. Despite an impressive win by Dan Gurney at the French Grand Prix however, the program nearly bankrupted the company and Ferry Porsche pulled the plug on the effort, reasoning that the young company's resources could be better spent on cars that Porsche actually sold to the public. By 1979 however the mindset had changed and Porsche, now able to dip into the deeper pockets of the Volkswagen Group, felt a win at Indianapolis would re-energize lagging vehicle sales in North America.

USAC meanwhile, which had organized the running of the Indianapolis 500 since 1956, carefully balancing each year that fine line between speed, safety, and spectacle, developed a complicated formula of performance restrictions to equalize the wide variety of engines then in use at Indy. One of those restricted variables was boost pressure which had last been set in 1972. The old 4-cylinder Offenhauser was limited to 60 inches of boost, the more modern Cosworth V-8's to 48 inches and turbocharged six-cylinders to 54 inches. These were the rules which Porsche engineers had committed to when they decided to convert their basic 2.6 liter air-cooled turbocharged flat-six, found in both production and racing versions of the 930 and 935, into an Indianapolis giant-killer by adding water-cooled, electron-beam-welded, four-valve cylinder heads, four overhead camshafts, two plugs per cylinder, and dry sump, to produce the 800+ horsepower dynamo that obliterated the track records at Ontario. As it turned out, it proved to be too much of a good thing for its own sake.

Faced with a famous race and no drivers, USAC in desperation, opened negotiations with CART and several drivers, including four-time Indy winner A.J. Foyt, to try to lure them back to Indianapolis and salvage something out of the 1980 season. A.J. Foyt, having heard that the new Interscope Porsche would probably run rings around his Cosworth V-8, agreed to switch back to USAC but only on one condition – they forced Porsche to turn down their boost. USAC was not holding any aces and decided to fold its hand, issuing in the spring of 1980, just months before the big race in May, a rules change that reduced boost pressure to 48 inches on all engines, regardless of displacement. While the language made it appear that all teams were being treated equally, it was obvious to everyone that their focus was on Porsche. Stuttgart was furious and despite testing that demonstrated that even at the lower boost level, the car might be competitive,

it had now become a matter of principle – changing the rules right before a race was considered an unforgivable foul. In response, Porsche issued a curt, single page press release, announcing cancellation of their participation in the 1980 Indy 500 – effective immediately. That was that. USAC had its 1980 race back, the three completed Interscope chassis were refitted with Cosworth V-8s and raced by private teams, and Porsche took its engines and went home.

Porsche had failed to tackle Indy – this time. But the spirit of the Brickyard could not be exorcised from the halls of Weissach that easily and Porsche would try once again in 1987, but the technological superiority they enjoyed previously had waned. The renewed effort would use a water-cooled V-8 to more closely resemble the Cosworth, but it proved to be less competitive than had been hoped. After struggling for four years in the IndyCar League, Porsche called it quits for good. The Stuttgart emblem would fail to hang in the Winner's Circle at the Indianapolis 500. A sad outcome on what undoubtedly would have been a phenomenal success, had not the gremlins of fate intervened.

¹The Indy 500: Thirty Days in May, by Hal Higdon, Scholastic Book Services, 1972

Photo Credits: Gooding and Co. / Porsche / Bradley Brownell | Source: Autoweek, Dec 31, 1979 and Panorama, Sep 2002



HISTORY OF THE HILL COUNTRY REGION: PART 3

This is the third in a series of articles documenting the full history of the Porsche Club of America, Hill Country Region. In the last issue, we covered the details involved in the formation of the region, from its inception to its immediate aftermath. We now continue with the early development of the area, especially those individuals who worked so hard to keep the club going year after year, month after month.

BY HANS FALK

IMAGE CREDITS:
HILL COUNTRY HORIZONS, 1979-1985

Few of us realize the sheer volume of work that goes into operating a region of the PCA. If one can imagine the intricacies of playing host/hostess to a large wedding party – repeated every single month – the understanding might come close. All the planning, the organizing, the managing – a myriad of tasks all designed to present the appearance of a smooth and seamless operation. It is no small feat, and the early Board members of the newly created Hill Country Region found the task daunting. After months of wrangling and negotiating, that original group of twenty-five members finally had their chartered club – now what? Something had to be offered to the membership month after month after month.

Luckily, Austin was still a big draw for automotive enthusiasts, and certain events already conducted previously by the Longhorn Region could continue. For example, participation in the Austin Aqua Festival road races or autocross events hosted by other car clubs became gathering points for Porschephiles in the entire area. Despite the ruffled feathers from the lawsuit debacle, the Longhorn Region continued to graciously extend assistance to Hill Country through mutual participation in some of the more popular events, such as a Shrimp Concourse, held annually at the Lake Austin home of a prominent member who, although residing in Austin, chose to remain a member of the Longhorn region. Fresh shrimp was brought in from the coast while pristine Porsches peppered the parking area.

The club documented other cross-region events in the early Horizons newsletters. But Hill Country also conceptualized and created some of its unique events. One of the earliest was Porschedillo, a weekend-long event over the Labor Day holiday that began in 1979 under the auspices of then-president Ed Rasmussen and which quickly became popular throughout Zone 5. It is unknown who first came up with the idea for the event or the name, but we do know the person who crafted the artistic caricature that symbolized Porschedillo for over two decades. Back in the day when sportscar enthusiasts of all makes were few

and far between, it was not uncommon for vehicle owners who preferred cubic centimeters over cubic inches to eagerly gather together at any common motoring event, regardless of who hosted it. Through that camaraderie, Mrs. Francis English, wife of Bill English, popular restaurateurs, and sportscar enthusiasts (but not Porsche owners) gifted Hill Country with the logo that grew to mythical status over the next decade.

Much of the activity in Hill Country at that time revolved around autocross, previously known as gymkhana in some circles. It was a growing fad in America that was originally part of the English cultural invasion. Many sportscar clubs existed primarily for autocross and nothing else. A proliferation of autocross events sprouted up everywhere when all that was needed was a cooperating commercial business with a large parking lot, a few hundred orange cones, and a handful of stopwatches – set it up on a Saturday morning, tear it down at night, and by Monday, the only evidence remaining was the mysterious skid marks on the tarmac to baffle the returning employees. In 1980 the Hill Country events calendar listed five Autocross events, organized into a racing ‘season’ complete with cumulative point standings for an end-of-year awards presentation. But Hill Country wanted to provide more than just autocross. Returning President Ed Rasmussen, who, after much hesitation, was finally persuaded by the Board to serve another year, insisted on increased input from the membership and managed to fill the calendar with many other desired events. In addition to the five Autocross dates, there were three Tech Sessions, three Road Rallies, the annual Porschedillo, a Family Picnic, and a Christmas Party.

Finances also began to look brighter that year after the Board voted to include the proceeds of the now multi-region Porschedillo event with the general ledger of the club. It was previously kept separate out of caution in case the money had to be split with other clubs. However, no such demands came forth, and it was decided to combine accounts, resulting in one general fund totaling precisely \$217.17. It is unbelievable to think that this was



the entire operating budget for the club in 1980! Membership in that year was recorded as sixty members with one affiliate—quite an improvement from the twenty-five two years earlier.

Unfortunately, by the middle of 1980, Ed Rasmussen finally had enough of the Presidency – the extreme stress of coordinating events, recruiting volunteers, and worrying about the budget - all proved too much, and he abruptly resigned from his post. The then-current Vice President, Dean Jessen, took over the role with planned elections of new officers at the beginning of the following year. In that election, for 1981, almost the entire slate of officers was replaced with Connie Nelin taking on the role of President, new member Ralph Renkert (joined in May 1980) accepting the Vice Presidency, and Carey Spreen (a new member since March 1980) taking over as Horizons editor. Another new member, Al Dylla, took on the Secretary role. Only Greg Beers as Treasurer and Leo Mueller III as Membership Chair retained their positions since the club's founding.

No sooner had the new officers been sworn in, however, when Connie Nelin suddenly was called away to another region for personal reasons, and Ralph Renkert was elevated to the President's chair. Al Dylla moved up to Vice President, and Dolores Herod, another long-time member, stepped up to take on the Secretary duties. Ralph is memorable for a few reasons. First, he is still a member of HCR as of this writing, making him the longest, continuous Hill Country Region member in our chapter's history (forty-three years!). Secondly, Ralph was instrumental in

introducing a new event to Central Texas, which enjoyed popularity for several decades and also put the finances of HCR on a more secure footing.

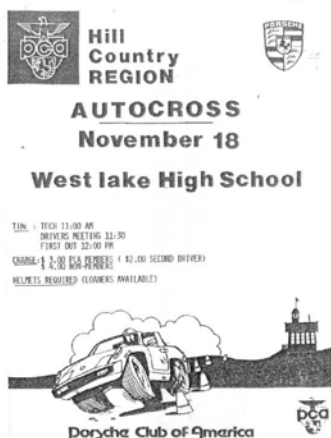
In March of 1981, Porsche ran an advertisement in some automotive magazines featuring their new Carrera 924 GT prototype, scheduled to participate in the upcoming 24 Hours of LeMans, along with a diagram of the famous course. Ralph Renkert, upon seeing that advertisement, envisioned a 'Little LeMans' to be run as an autocross event. With approval from the Board, he spearheaded the project and precisely engineered the course layout to match the LeMans circuit in 1/22nd scale. The event turned out to be so popular, drawing participants of all makes of European sports cars, that proceeds from the event (primarily from T-Shirt sales) netted Hill Country a tidy profit. This bonus was repeated year after year. It also garnered national attention for the club through an article published in Motor Trend magazine in 1986.



But it wasn't just elected officers of the club that made an impact. Volunteers such as Bob Cox also made memorable contributions. Bob was one of the original members of Hill Country and was instrumental in preparing and filing the documents with the State of Texas to incorporate the newly founded Region. If he is the same Bob Cox that I knew back in the early 1980s, he, simultaneous to his HCR involvement, owned and operated a European sportscar repair shop on the corner of North Lamar and Kramer Lane. Bob also worked tirelessly for many years organizing and promoting the Porschedillo, being ultimately responsible for its success and profitability.

Many others contributed their time and talents, filling the Hill Country calendar with different events, some quite unique. For example, HCR participated every year, by invitation, at the annual Fourth of July military parade held at Bergstrom Air Force Base (now ABIA airport). In 1981 the US Olympic bicycling team made Austin their spring training camp, and Hill Country PCA was asked to volunteer five cars and drivers to 'pace' the team as they circled the track at Camp Mabry. In April of that year, Hill Country conducted a 'mini-concourse' in conjunction with Kings Hobby (formerly located on North Lamar), which consisted of a display of plastic Porsche models built by HCR members. Involvement with the community was paramount to the club, and they frequently held car-related events for the benefit of other groups, such as the Boy Scouts of America, Frontier Days in Round Rock, and others.

Much was happening in that year outside the PCA also. Bob Miller Porsche Audi, the sole distributor in Austin for Porsche since 1956, closed its doors in February, which prompted Hill Country



OCTOBER 1985

H O R I Z O N S



PORSCHE CLUB OF AMERICA
○ HILL COUNTRY REGION ○



Page 2



PORSCHE

Sunday May 18 *corvette*

BENEFIT AUTO CROSS
West Lake High School

SCHEDULE
 10 A.M. - Tick & Registration
 11 A.M. - Course Walk Through
 11:30 - Begin Timed Runs
 3 P.M. - Timed Runs Complete
 3:30 - Banquet (Following Clean-Up)

CHARGE
 \$5.00 PER DRIVER GETS YOU A FULL DAY OF DRIVING DESIGNED TO TEST YOUR SKILL AND HELP A WORTHY CAUSE.

INFORMATION
 Steve Huse 458-6530 (Corvette Club)
 Corvex Heller 440-1245 (Porsche Club)

PROCEEDS GOING TO THE ARTHRITIS FOUNDATION

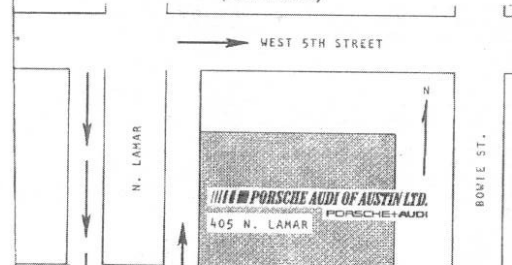
PORSCHE Club of AMERICA



PORSCHE AUDI OF AUSTIN LTD.

405 N. LAMAR

478-AUDI
 (478-2834)



RAILROAD OVERPASS OVER NORTH LAMAR BLVD.

HOURS

Sales: 8:00 a.m. to 7:00 p.m. mon.-fri.
 9:00 a.m. to 6:00 p.m. sat.
 Service: 7:00 a.m. to 6:00 p.m.
 Parts: 7:30 a.m. to 5:30 p.m.

405 N. LAMAR
 478-AUDI (478-2834)

to initiate a discount parts program wherein HCR members could pre-order parts in bulk from national distributors at a discounted price. This was in the day before computers and online shopping when one had to choose items from a catalog and then physically mail in (with check or money order enclosed) payment for those purchases, and then nervously hope that those new \$300 Koni shocks you ordered would arrive in time for the next autocross event! I remember mail-ordering a set of Phoenix Stahlfl x racing tires once back then, but that's a different story altogether. Luckily, the closing of Bob Miller was followed just a few months later by the opening of Porsche Audi of Austin, which took over not only dealership duties but also parts supplier for Central Texas and immediately became an avid Hill Country PCA supporter.

By January 1982, the membership count jumped to ninety. President Ralph Renkert continued to drive a fiscally sound course for Hill Country, with wise planning and an eye towards future sustainability. Austin was still a relatively small town, but car clubs continued to join forces to support one another.

The nation as a whole was likewise breathing a sigh of relief. With Ronald Reagan firmly in the Oval Office and the restrictive anti-automotive legislation of the previous administration being rolled back, including the double-nickel speed limit, sales of Porsche automobiles skyrocketed, especially the popular 944 and other water-cooled variants. The future was beginning to look much brighter indeed.

By 1984 a reshuffling of positions had taken place. Carey Spreen, a former editor of Horizons, was elevated to the President's position, Bob Cox received a much-deserved Vice-President role, and Past President Ralph Renkert, who so capably guided the club out of the financial morass of the early 1980s, took over as Treasurer. Al Dylla, meanwhile, Past Vice-President, began editing the Horizons newsletter. Essentially the same group of capable officers as before, just in different roles. However, the number of events filling the calendar, however, appears to have tapered off, with the perennial favorites of Little LeMans and Porschedillo sustaining the club throughout the year.

In 1985 our Horizons newsletter began to evolve into more of a magazine format, with a larger print size, more professional font (gone were the late-night clattering of the typewriter by the previous editors), and a dramatic increase in the number of photos. New members Ron and Treeta Beard lent valuable support as both photographer and editor to begin the journey towards making Horizons the professional publication it is today. Ron also took on the Vice-President role as the officer line-up changed, with Dean Jessen (President in 1980 for a short time) taking on the role once again and Ralph Renkert and Bob Cox continuing as Event Chairs for their successful Little LeMans and Porschedillo events. The social calendar was expanded to include a 'Progressive Dinner', a gastronomic tour of various members' homes to enjoy the next dinner course throughout the evening. The club reported a much healthier bank balance of \$1,120.13, and membership numbers had likewise risen to 130, an appreciable growth in support and participation that ensured continued vitality for the years to come.



ADVERTISER INDEX

AMBER ASHY: REALTOR	32
AUTHENTIC DETAILS	11
BLACK'S BARBEQUE	31
CALIBER COLLISION	BACK COVER
CASA DE MONTECRISTO	36
DENTSTAR	31
ESSES RACING	18
GEARSPACE	17
GERMAN AUTO CENTER	42
GT INTERNATIONAL	INSIDE BACK COVER
HOUSE NINJA	40
PETROL LOUNGE	20
PORSCHE AUSTIN	INSIDE FRONT COVER, 41
PRECISION BUILDERS TEXAS	12
PROREFLECTION	36
TC DETAIL	40
TINT WORLD	42
TORQUE PERFORMANCE	35
TPWS	20
WERKS 11	32
XPEL AUSTIN	39



Oldest in Texas Same Family - Est. 1932
Kent Black, Owner & 3rd Generation Pitmaster

Lockhart:
215 N Main
512-398-2712

Austin:
3110 Guadalupe
512-524-0801



Barrett, Eric, & Kent Black

San Marcos:
510 Hull St
512-878-0795

New Braunfels:
936 Loop 337
512-358-7006

www.blacksbbq.com



CALL/TEXT: JT FILLMAN (281) 960-7585

WWW.AUSTINDENTSTAR.COM



937 REINLI ST, #25, AUSTIN, TX 78751

PROFESSIONAL PAINT-LESS DENT REMOVAL: HAIL DAMAGE, DOOR DINGS, DENTS & CREASES.
SPECIALIZING IN HIGH-END VEHICLES: PORSCHE, FERRARI, MERCEDES AS WELL AS NEWER ALUMINUM BODIES.

Hire a REALTOR® that'll be there after the finish line!

- 🚩 Seller Rep - Residential & Commercial Listing, Sale or Lease
- 🚩 Buyer Rep - Residential & Commercial Purchase
- 🚩 Diverse Services - Raw Land, Resale & New Construction
- 🚩 Find out why 96% of my clients are auto enthusiasts



Amber Ashy

REALTOR®, GRI® - Teifke Real Estate

☎ 805.717.5524 ✉ AshyRealtor@gmail.com



**Specializing in Air-Cooled Porsche Service
& Restoration for more than 25 years**



Air-Cooled 356, 912, 911, & 914 Servicing | Restoration | Customization | Track Preparation & Support



254.633.3313 | 302 W. Adams Ave, Temple, TX 76501 | Werks11.com | julian@werks11.com

VOLUNTEER VIBES: HANS FALK

STORY & PHOTOS
BY AMBER ASHY



Hans Falk's journey into the world of Porsches began with a profound appreciation for the Volkswagen Beetle, which acted as a gateway car to his Porsche passion. Growing up in rural Ohio, where Ford and Chevy reigned supreme, Hans' family stood out as self-proclaimed VW buffs. It was his father's impulsive purchase of a faded, teal 1964 Beetle that sparked a lifelong love affair with cars. As he delved into literature about the Beetle, he also discovered the remarkable life of Dr. Ferdinand Porsche and the distinctive qualities of Porsche vehicles. The 911 SC and the 930 Turbo emerged as his childhood dream cars. While Hans always held an affinity for the brand, owning one had never been a serious consideration. He came close to pulling the trigger on a 944 many years ago, but it wasn't until 2018 that his Porsche journey truly began, unexpectedly, with a 2001 Guards Red 986 Boxster.

Hans was driving a convertible Mercedes 500SL, pining for something more unique. Although he knew he wanted another convertible, he hadn't yet settled on a specific make or model. Consequently, he made the decision to part ways with the 500SL and embarked on a quest for his next car. While on the verge of purchasing a Pontiac Solstice, a seemingly unfortunate mishap occurred - the owner couldn't start the vehicle. Disappointed, Hans left empty-handed. However, fate intervened when his wife, Sharon, stumbled upon a Boxster listed on Facebook Marketplace. Without hesitation, he contacted the owner and, astonishingly, held the title in his hands the very next day. Hans asserts that he has never regretted his purchase, highlighting the Boxster's exceptional handling as his favorite feature. "It is so fun to drive. Compared to the Mercedes Benz, the Boxster is nimble, quick, and exudes a captivating presence even when it's motionless," he contends.

Intrigued by his new purchase, Hans did what Hans does best and started researching sites to expand his knowledge, leading him to the Porsche Club of America website, where he discovered the Hill Country Region. Almost as soon as he paid his dues, he received warm welcome emails from fellow members, including Gordie Robbins and Tuffy von Briesen, fostering an

immediate sense of belonging. Shortly thereafter, the club announced a search for a historian and archivist - a role that seemed tailor-made for Hans. Reflecting, he explains, "Apart from cars, history is my other obsession. So, I reached out, and as they say, the rest came to pass". As the historian and archivist, his responsibilities involve researching and compiling Porsche-related information pertaining to the Central Texas area. Hans diligently scours various resources and engages with both past and present members, with the ultimate goal of presenting readers with a comprehensive history of our club. He acknowledges that many members are transplants who may not be familiar with the rich heritage of the Hill Country Region or Austin, making it gratifying to contribute his knowledge in his own modest way. For Hans, history is akin to a treasure hunt, stating, "The more I discover, the more I want to learn." In addition to his duties as the Historian and Archivist, he recognized the potential appeal to Horizons readers and proposed a recurring column focusing on historical subjects. You may already be familiar with his column, 'In Hindsight'.

When asked about his favorite aspects of the club, Hans was quick to highlight Horizons magazine. He expressed genuine astonishment, remarking, "This must really be a sharp organization that was able to produce such a fine magazine for a local club. I've since concluded that joining HCR has brought me into a sphere of people that I would never have met otherwise. Where else could one find such a widespread, diverse, enjoyable, and personable group of enthusiasts?" No, Horizons didn't pay for that plug, but he's right.

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



Introducing A New Shop Experience

Driven by passion, technology, and personalized service.



*PCA members receive a complimentary DE tech inspection,
for a limited time only. **Learn more at torqqe.com.***

TORQ PERFORMANCE

(512) 288-0791 | www.torqqe.com

9300 US Highway 290 W, Bldg. D, Austin, TX 78736



AUSTIN'S PREMIER CIGAR SHOP & LOUNGE

(737) 529-8466 • 3801 N. Capital of Texas Hwy, Austin, TX (Davenport Village)



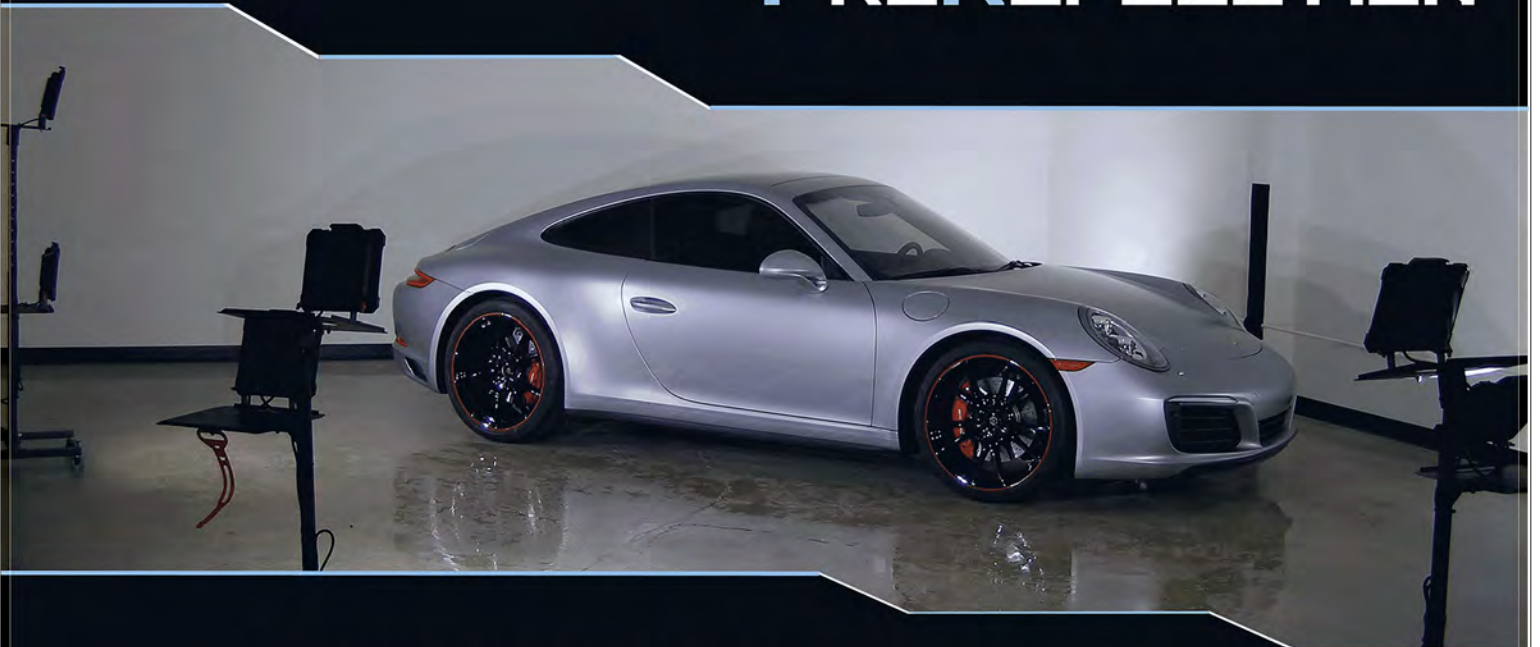
**Wide Selection of Premium Cigars & Accessories • Lounge
Outdoor Patio • Humidified Lockers • Private Event & Meeting Space**

www.casademontecristo.com

www.proreflection.com
(972) 834 - 9150

501 W Powell Lane, Suite #208, Austin, TX 78753

PROREFLECTION



Paint Polish & Correction | Clear Bra Installation | Ceramic Coatings
Complete Exterior & Interior Detailing | Mobile Detailing Service Available | Maintenance Packages



PORSCHE X

COLLABORATIONS UNSEEN

STORY BY EDWARD **DOAN**
PHOTOS BY JONATHAN **HAGGAR**

PORSCHE Vision Gran Turismo



*PORSCHE
Vision 357*





Porsche Takes SXSW by Storm with Collaborations Unseen Exhibit

South by Southwest® (SXSW) is a celebration of creativity in all its forms, making it the perfect platform for Porsche to showcase its latest creative endeavors. The five-day festival, held in downtown Austin, Texas, attracts tens of thousands of professionals every year.

Porsche returned to SXSW for the second year in a row, this time with a focus on collaborations. The Porsche X Collaborations Unseen exhibit ran from March 10 to 14 at 400 Congress Avenue. This year's event highlighted unique and bold designs, including the public debut of *Mirage* – a legendary Porsche 911 Carrera RS 3.8 from the upcoming Paramount Pictures film *Transformers: Rise of the Beasts*. Several panel discussions centered on collaborations with partners including Paramount Pictures, FaZe Clan, Up.Labs and Hodinkee.

The outdoor portion of the exhibit showcased two 20-foot statues of Optimus Prime and Optimus Primal from the same film, as well as the Vision 357 design study, which made its U.S. debut. Also featured were works of automotive art by Daniel Arsham, Vexx, and Chris Labrooy.

A non-interactive driving simulator allowed visitors to sit in a cockpit and real seats from a Porsche Taycan while donning a VR headset and headphones. EKG monitors were attached to the driver to see the changes in physiological response while driving to different kinds of music.

The program at Porsche X was designed to connect dreamers across disciplines, and guests found themselves immersed in an intimate environment among some of the most exciting collaborations from the Porsche design team and its partners.

"Pushing the bounds of innovation, tech, and design are core to Porsche's DNA," said Kjell Gruner, President and CEO of Porsche Cars North America, Inc. "The ability to innovate is one of the intangible benefits for all attendees when we come together in these creative spaces."

"At SXSW this year, we wanted to focus on the power of collaborations," said Robert Ader, Chief Marketing Officer (CMO) at Porsche AG. "Collaborations are one key to shape the future positioning of our brand. They open new perspectives for us and uncover new creative facets of Porsche. SXSW is the perfect place to explore new horizons for Porsche together with the creative crowd."

In addition to the exhibit, guests enjoyed musical performances and creative workshops from music to film to tech as well as gaming. Musical highlights included evening performances by artists such as Madison McFerrin, MorMor, Big Boi, Sudan Archives, Kelela, and Sadie.

Porsche's return to SXSW for its second year is a testament to the festival's dedication to helping creative people achieve their goals. Founded in 1987, SXSW is best known for its conferences and festivals that celebrate the convergence of tech, film and television, music, education, and culture. The annual March event features sessions, music and comedy showcases, film screenings, exhibitions, professional development, and a variety of networking opportunities. SXSW proves that the most unexpected discoveries happen when diverse topics and people come together.

By uncovering new creative facets of Porsche, the company will continue to push the boundaries of what is possible and inspire dreamers across disciplines.

XPPEL THE OFFICIAL
WINDOW TINT & CERAMIC COATING OF



CERAMIC COATING
PAINT PROTECTION FILM
AUTOMOTIVE WINDOW FILM
SURFACE PROTECTION FILM

BOOK YOUR APPOINTMENT TODAY

Call **512.220.2009** or email Angel Calvo acalvo@xpel.com
More Info at austinclearbra.com

XPPEL

AUSTIN



Because you'd rather be out driving...

Learn more about why Austin's luxury homeowners delegate their maintenance and repairs to House Ninja.

houseninja.co/sign-up

3 Months Free with code

PORSCHECLUB



TCDETAIL.NET

Owned & Operated by HCR PCA Member Ian



RAPID MOBILE DETAILING

Careful 2 Bucket Hand Wash

Wheels Cleaned & Shined

Glass & Door Jambs Cleaned

Interior Vacuum

Odor & Stain Removal



\$20 DISCOUNT

USE CODE HCR20

DEN RÜCKWÄRTSGANG

Feedback, comments, or suggestions?

This is your opportunity to provide input about the previous issue of Horizons. Let us know what you think. We would love to hear from you.

Please email us at horizons@hcrpca.org. We'll print as many comments as we can and reserve the right to edit for length and content. The Horizons staff thanks you for your support.

"Great job! All of you knocked it out of the park again. Thank you for your time and dedication to HCRPCA." - Michelle F

"I was a member of Longhorn Region when the idea of an Austin Region was proposed, mostly by Dewey Dykstra (914 kinda guy) and Mike Detlefsen.... Dewey got his PhD and has moved on, but I think Mike is still in the Austin (Round Rock?) area. We used to "split" monthly meetings: New Braunfels one month, San Marcos the next...
Thanks !!!! For the memories !!" - Richard

"Nice article in Horizons (In Hindsight). I hope this new knowledge will help make me a better Jeopardy player. Have a nice day. Thank you for your time dedicated to this awesome magazine." - Michelle F

"No one knows who first proposed the idea of a separate club but talk of it became a hot topic within the membership in the mid-1970's with the Austin members strongly advocating for their own region." - Richard

Porsche South Austin

A Hi Tech MotorCars Dealership

is now an
exclusive
dealer for

MANTHEY Performance Kits

911 GT3 Manthey Performance Kit

The Manthey Performance Kit offers comprehensive optimization of the 911 GT3 (Type 992) racetrack characteristics. In close cooperation between Porsche and Manthey engineers, the vehicle's specifications were tailored specifically for use on the race track and on track days. For Porsche factory drivers Kévin Estre, this means a lap time of 6:55.737 minutes for the 20.8 kilometers of the Nürburgring Nordschleife. And for everyone else: even better handling, even faster cornering speeds and even stronger adrenaline rushes.

Improvements are achieved through the use of new aerodynamics and chassis components, modifications to the brake system and the optionally available Manthey lightweight wheel set. The 911 GT3 Manthey Performance Kit is the result of decades of experience in GT sports, complex aerodynamic simulations and a myriad of test kilometers on the Nürburgring Nordschleife. In addition, all components were intensively tuned and tested on the driving dynamics test stand and in the high-performance wind tunnel of the Porsche Development Center in Weissach.

TINT WORLD®

AUTOMOTIVE STYLING CENTERS™



PRODUCTS AND SERVICES:

- ✓ WINDOW TINTING
- ✓ WRAPS & GRAPHICS
- ✓ PAINT PROTECTION FILM
- ✓ NANO CERAMIC COATING
- ✓ WHEELS & TIRES
- ✓ MOBILE ELECTRONICS

Proud Sponsors of
Porsche Club of America

SHOW YOUR PCA MEMBERSHIP CARD

GET 10% OFF*

PAINT PROTECTION FILM & CERAMIC COATING PACKAGES



GERMAN AUTO CENTER PORSCHE REPAIR & MAINTENANCE

EXPERIENCE A WHOLE NEW LEVEL OF PORSCHE SERVICE

Our Bosch Authorized service center has provided premier Porsche service, maintenance and repair that Central Texas Porsche owners have relied on for over 40 years. With a Master Porsche Mechanic on staff, you will receive the highest quality factory maintenance and service to meet your vehicle needs. From complete engine builds to chassis performance installations, we are happy to discuss your Porsche needs.



8215 RESEARCH BLVD, AUSTIN TX • (512) 452-6437

WWW.GERMANAUTOCENTER.COM



PIT STOP: OVERLANDING. WHAT IS IT?

PRESENTED BY
GT INTERNATIONAL

As Porsche enthusiasts, we've all been drawn to the thrill of the open road. There's something about the freedom and sense of adventure that comes with traveling to new places, exploring unfamiliar terrain, and pushing yourself and your vehicle to the limit. When it comes to off-road travel, there are few vehicles that can match the versatility and performance of the Porsche Cayenne.

Today, we'll be talking about overlanding - vehicle-based on-road and off-road adventure travel - with an emphasis on the 955 and 957 generations of the Cayenne. However, the modifications and theories discussed herein apply to all Porsche Cayenne generations.

These days, most people don't bat an eye when a first-generation Porsche Cayenne rolls by. However, most people don't realize that the 955/957 Cayennes came from the factory with standard options that made them better equipped than most new Land Cruisers, and a growing community and secondary market are helping these robust vehicles finally get the attention they deserve. The overlanding scene got its hands on the Cayenne and it doesn't seem to be letting go anytime soon, and as a plus, it's adding resale value and giving longtime owners a second chance to enjoy their Porsche SUVs.

You see, when Porsche set out to make an SUV, they did it the Porsche way, and while other manufacturers decided it was alright

to offer what was essentially an all-wheel-drive system from their road cars, Porsche developed a rugged driveline with low-range transfer cases and center-locking differentials as standard. Made from 2003-2006 (955) and 2008-2010 (957) - there's no 2007 model year in the United States - the Cayenne came in several different flavors. From the base V8 engine to the 550hp Turbo S, they all came with the superb Porsche Traction Management (PTM) system. Right out of the gate, these are very capable off-road machines, with a sense of luxury you won't find in a Land Cruiser or Jeep.

Tires and Wheels: As capable as these vehicles are, you can add 265/65/18 all-terrain tires to your stock 18" wheels and get away with minimal rubbing in most cases. For a more aggressive lift you can fit anything up to 32" tires without modifications to the body. The sky's the limit when it comes to wheels and tire sizes, but the larger you go the more compromises will be made to the ride quality and body modifications may be necessary.

Suspension: Due to how capable the suspension in the vehicle already is, it's important that any modifications conform to the original standard in terms of fit, finish, and quality. When modifying the suspension, the usual route is to introduce spacers to the car's suspension mounts and subframes. This allows the car to have more ground clearance while maintaining close-to-factory alignment specifications. With a mild lift, this would be enough to fit a good set of all-terrain tires under the arches and call it a day.



However, when going for higher lifts and fitting larger tires, the chassis and suspension system needs to be considered as a whole and modified accordingly. As the vehicle flexes through maximum and minimum suspension travel, rubber bushings have a tendency to bind and deflect. This can drastically shorten the lifespan of the suspension components and not allow the vehicle its full range of travel. To combat this, many aftermarket companies have started making long travel control arms and mono ball style suspension bushings, similar to those found on GT3 Cup cars. And just like the Cup cars, they will also transfer a good amount of noise, vibration and harshness into the car. Another feature of these upgraded overland components is the ability to correct alignment geometry associated with larger tires and lift.

The Roof Rack: When the majority of people think of overland rigs, they think of the rack, either supporting a rooftop tent or piled high with spare tires, shovels, and sand ladders, ready for whatever challenges are around the corner. But what is really needed, and when does it become too much? To answer that question, you must first ask yourself in what capacity you will be using the vehicle. Will you do a lot of camping? A rooftop tent might fit the bill. Are you just doing a bit of trail riding and some occasional tailgating? Your rack would make an exceptional base for an awning or outdoor shower, and at the end of the day, it makes a great place to store all kinds of things too long for the interior of the car, such as skis, fishing poles, or sand ladders. The main consideration when putting anything on the roof of your car, especially on a lifted vehicle, is weight. Changing the center of gravity on any vehicle can drastically alter the dynamics of how it handles, and you should always be aware of this. Having said that, many people find their rack a can't-live-without item, and pairing it with a clamshell lightweight car topper is a great way to double the storage volume of any vehicle.

Front Bumper: This is one of the most aggressive mods and one of the best in this writer's humble opinion. The advantages of a full replacement front bumper are usually greater ground clearance and approach angle, plus a sturdy base for a set of lights and a winch, both of which are very important if any serious overlanding is to be attempted.

Rear Bumper: Perhaps the most functional mod if only for providing a place to carry a full-size spare. A bonus is that most come with bottle openers.

Skid Plates: These are definitely a plus but not truly necessary unless attempting some serious cross-country treks in questionable terrain. The factory fuel tank shield is pretty darn heavy if I remember from the last time we dropped a Cayenne tank.

Interior: Most serious overlanding rigs have dedicated fridge/freezers, dual battery systems, water tanks, and more spares than the space station. While this is the correct way to go when you'll be driving 2,300 miles and camping the whole time, most people would do best to consolidate those types of mods a la carte as opposed to ordering the full meal. As car fridges become more affordable, the utility can't be ignored. Not having to carry ice and having food and drinks dependably cold and on-demand make this a great addition to any car that can afford the space.

To sum it up, no matter what generation Cayenne you have, there's a very capable all-terrain Swiss Army knife of a car lurking just under the subframes, and with a little bit of help from the gang over at GT International, anyone can turn their great Porsche SUV into an exceptional one.

Pit Stop is a recurring column of technical tips contributed by our sponsor GT International





GT INTERNATIONAL CAR SHOW

PHOTOS BY JONATHAN HAGGAR



BE A PART OF THE GTI REVOLUTION



GT International is revolutionizing the industry by being the first member-based automotive service company in Austin. As a proud partner of the Hill Country Region Porsche Club, we hope you join us as we revolutionize, reshape and set the new standard in the automotive service industry. **JOIN NOW AT [GTINTL.COM](https://gtintl.com).**



GTINTL.COM



GTINTERNATIONAL

611 E.BRAKER LANE | AUSTIN, TEXAS | 512-947-6869



CALIBER COLLISION®

RESTORING THE RHYTHM OF YOUR LIFE®

COMPLETE SATISFACTION — NOW AND DOWN THE ROAD. —

America's largest collision repair company • All work backed by a written lifetime warranty
Referred by more insurance agents than any other company

AUSTIN – METRIC BLVD. | 10420 METRIC BLVD., AUSTIN, TX 78758 | 512.233.0460



1.888.CALIBER | CALIBERCOLLISION.COM

©2017 Caliber Collision. All rights reserved.