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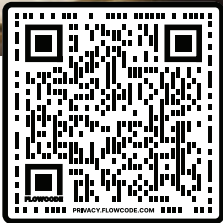
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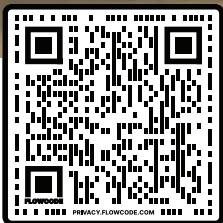
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HORIZONS

WINTER 2023 | VOLUME 24 | NUMBER 01



HORIZONS PRODUCTION TEAM

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

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COVER IMAGE
JACOB CAMITTA'S 2016 BOXSTER SPYDER

PHOTO CREDIT
JOAH RAYOS

THE DRIVER'S SEAT

CHARLIE SPARKS
& CARL ROSSI



Many members have asked me lately how it feels to relinquish the HCR President position. While there are fond memories of our accomplishments over the past two years, what they hear is that I welcome a bit of a breather.

I have tons of appreciation for the gift that was presented to me at the Holiday Party...it's James Dean unique. It will certainly be treasured as a terrific remembrance of service to this club. I plan to continue serving on the Board's Nominating Committee and serve as the Immediate Past President of the Executive Council while continuing to assist Bruce Mason with Membership Committee responsibilities. Scheming on new events will also be in my wheelhouse.

I'm pleased to turn over the leadership reins to our new President, Carl Rossi. He stepped up to the top position as of January 1st through our recent election, bringing a wealth of experience in both his professional career (ask him how nuclear reactors are built) as well as in his retirement life. During his time as HCR Vice President,

he led both our Distinguished Speaker Series as well as our Tire Rack Street Survival Program. We now have an annual operating budget tied to planned events, thanks to Carl's efforts, too.

Carl and his wife, Gail, got to Texas as fast as they could post-retirement. Carl was president of the PCA Allegheny Region for a year before making the move to Georgetown a few years ago. While not working on HCR stuff, Carl's other gig is creating music programs for several radio stations. Y'all should ask him about it when you see him and give it a listen sometime, as he has a vast and diverse musical interest.

- *Charlie*

Thank you, Charlie; it has been an honor to serve along with you and the rest of the executive committee for the past two years. During this time, the Region has enjoyed explosive growth and received national recognition. What an exciting time.

With that said, I come into this position extremely humbled by the ones who have preceded me - Tracy Gross, Tuffy von Briesen, and of course, Charlie Sparks. Over the past years, these three pioneers laid the foundation of what is today's Hill Country Region.

During 2022, the region's growth rate exceeded 11%. Porsche Club of America awarded the Hill Country Region its highest honor, the Ferry Porsche Trophy for The Best Region. Our newsletter, HORIZONS, was also recognized nationally, after winning Best Newsletter, Class V, in 2021.

Hill Country, which turned 45 last year, shows no sign of slowing down. Some unique new events have already been announced for 2023, with our most popular events returning. This year, HCR will conduct over 125 events. Believe me, there is something for everyone.

Our relationship with our dealer, Porsche Austin, is strong and a key component of our growth. There are now four High-Performance Drivers Education (HPDE) events planned at the Circuit of the Americas (COTA) in 2023. Lots of driving tours and two autocross events are on the books. Many new social events have already appeared on our calendar, and there are more to come.

Finally and most importantly, this Region would not achieve its success without the entire Leadership team, including the board chairs and their event coordinators. In addition, there are many other volunteers who come to events and pitch in, from helping to park cars at Mozart's to checking that participants have signed event waivers. Thank you, everyone, and I look forward to continuing to work alongside you all to keep our region driving forward.

- *Carl*

	OCT 2022	NOV 2022	DEC 2022
PRIMARY	1304	1307	1327
AFFILIATE	580	602	610
TOTAL	1905	1911	1939



NEW MEMBERS

Ashar Alam	Mason Jenkins
Timothy Barr	Ron Johnston
Bryan Beers	Jonathan Kantor
George Belshaw	Zachary Kates
Sean Benton	Aamir Kazi
Kenneth Bigham	Arsh Khaira
Braedon Box	Kristofer Knudson
Cody Bradford	Bradley Krom
Adam Brisbane	Dustin Kutin
Michael Burgio	Benjamin Lander
Robert Corion	Michael Lang
Hilario Covarrubias	Samantha Leblanc
Bill Dippo	Joshua Leggett
Timothy Earley	Ibrahim Mansour
Ommar Estrada	Matthew Martinez
Derrick Flint	Frances May
Wendy Fluke	Joe Maynard
Michael Gaertner	Walter Mcmillan
James Glancy	Alekha Muddana
Jose Gonzalez	Shawn Murphy
Eric Goodkind	Mark Nolan
Brian Goslin	Carol Oscarson
David Grau	Michael Perugini
Sean Hannan	Paul Rodriguez
Ian Hildebrand	Mark Romero
Dennis Howard	Brandon Sassenberg

REGION TRANSFER NEW MEMBERS

ALPINE MOUNTAINS	Edward Givens III
JERSEY SHORE	Albert Merrifield
LONE STAR	Catherine David Christopher David
LOS ANGELES	Arty Tan Peter Tan
MAVERICK	Mike Finley Joe Folkens Kim Folkens Gary Rae
NORD STERN	Al Carl Victoria Carl
OREGON	Adam Tilton Simonida Tilton
ROCKY MOUNTAIN	Nancy Pecor Shawn Pecor

ANNIVERSARIES

1 YEAR	5 YEAR	20 YEAR
Philip Atkinson Bruce Bagwell Jeffery Blake Peter Blanton Gordon Brooks Duncan Bryant Michael Burns Tareq Bustami Dustin Carlson Daniel Chism Christopher David Uzair Farooqui Eduardo Francisco Zack Gelfer Polly Glasse Julio Godreau Jim Grundy Ray Hatch Alan Hays Mitchell Kays Geoff Kelly Lee Kirkland Michael Lamendola Brian Lehman Karl Liu Chris Lopez William Maroon Kathleen Mcallister Robert Mitchell Michael Morgan	Terry Myers Charlie Ohnstad Paolo Ordonez Ian Parmiter Constantine Pavlis Thomas Pawloski Jose Perez David Pickering Adrian Pina Tim Pletcher Evan Pritchard Mitch Quinby Gary Rae Jose Ramirez Bruce Roman Abraham Sapien Michael Shing Lori Sigler Verlon Smith Joseph Sommer Chris Spencer Beau Taylor Steve Todd Jaime Torres Rangarajan Venkatesan Tory Waterman Nichalos Wells Ken Wiles Malcolm Woods-Smith	Julian Avent Phillip Balli Richard Craycroft Michael Ford Vivek Goswami Scott Osborn Thomas Sosebee Raymond Urbanik Michael Wainscott David Young
		25 YEAR
		James Morrison
	10 YEAR	30 YEAR
	Christopher Boyland Judd Chism Michael Heard Jeffrey Lent Jerry Morford Ali Tabrizi Alan White	David Moore
	15 YEAR	
	Ramon Llano Max Willis	



MEMBER PROFILE

PHOTOS BY JOAH **RAYOS**
INTERVIEW BY JONATHAN **HAGGAR**

JACOB CAMITTA

We fi st met Jacob Camitta at an Espressos & Exotics event hosted by Porsche Austin where he showed us around his 2016 Boxster Spyder in Guards Red and agreed to share his story with our readers.

When did you become a PCA member?

JC: I became a PCA member in December of 2017.

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

JC: I moved to Austin fi e years ago after findi g a job here. I was living in NYC, unhappy with my then current job working on reality TV shows involving wedding dresses and Amish people, and found a great opportunity here in Austin.

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

JC: I'm a bit unclear as to how I fi st became interested in the brand but my passion for cars started from a young age. The fi st car I fell hard for was the Dodge Viper GTS (blue with white stripes, of course) but as I learned more about cars and got older my interest in Porsche also grew. I'll admit that it took a while for me to fully appreciate what Porsche offe ed. It was always going to be tough for a 911 to wrestle away bedroom wall poster space from the likes of a Ferrari F50 or McLaren F1. Despite that, I remember reading magazines like Road & Track where the authors would extol the virtues of whatever new 911 variant they were reviewing. The memory of those articles, living in the back of my car brain, took over my thoughts more and more over the years. These days, what I love most about Porsche is its ability to make genuinely fun cars that are also just so darn usable every day.

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

JC: My Spyder started life in Virginia where it was driven for about 10,000 miles and sold to a local Porsche dealer who then listed it as a CPO car. At that point it was purchased by a good friend of mine and shipped down to his home in Arizona. He drove it for the next few years as I looked on with jealousy that he got to drive such a beautiful car. In the meantime, I had moved to Austin and purchased a 2013 Boxster S, which I loved. About 4 years went by and I got the itch to upgrade. I absolutely loved my Boxster S but I wished it was a bit more boisterous in terms of sound and looks. I put my name on the list for a new Boxster GTS 4.0 but in my heart I knew I really wanted a Spyder. As luck would have it, when that friend was visiting for F1 weekend last year he mentioned he was thinking about selling it and I planned a trip a few weeks later to test drive it. A few moments after I stepped out of the Spyder, after having driven it for the fi st time, I called Porsche Austin to let them know they could take my name off the list.

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

JC: It's hard to choose what I love most about the Spyder but at the tippy top of the list is defini ely the sound. I've been into sound and audio my whole life (I currently work in the industry) and the way a car sounds is always the fi st thing that draws me to it. The Boxster S sounded great but I think the Spyder takes it to the next level. Its exhaust is totally stock, but I get asked all the time if it's got an aftermarket system. It's got that perfect



combination of growl down low that transforms to high end wail when you ring it out to the top of the rev range. The other thing I love about this car is the look. Somehow, the combination of those speedster humps, fidd y convertible top, and GT4 bumper created something that truly looks like a supercar. It's impossible not to smile at least a little every time I walk towards it in my garage. I'd also be remiss not to mention that another one of my favorite things about it is how usable it is. This is my daily driver and it easily conquers trips to the grocery store, to the airport with luggage, or to a weekend getaway. That combination of looks, sound, and daily driveability are defini ely what makes this car unique. That and the fact that there are only 65 of them in Guards Red in the US.

Does it have any other special features?

JC: No machine guns in the headlights or deployable oil slicks a lá James Bond but I did put on a set of HRE rims which I think are particularly handsome.

Can you tell us a little about your fi st Porsche?

JC: My previous car, which was my fi st Porsche, was a Cognac Brown with Espresso interior 2013 Boxster S. It was a very unusual color combination and I absolutely loved it. As a daily driver, if you only need 2 seats, I honestly can't think of a better car. It was extremely comfortable (I took a 10 hour drive to New Mexico and back in it no problem), quick, and high enough off the ground to not really have to worry about scraping. I did everything from track days to road trips in that car and it took all of it in stride.

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

JC: I've always thought the Carrera RS 2.7 was an awesome looking car and I imagine the driving experience is even better.



I think as EVs become more and more the norm, us car people are going to yearn for cars that we feel more connected to and I have to believe the RS has that feeling in spades. I'm also very interested in the upcoming Spyder RS that we've seen some spy shots of. A Spyder with a GT3 engine is going to be a heck of a car and almost certainly one of the greatest convertibles ever made. I guess we'll find out soon enough though.

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

JC: Here's the thing, every trip in this car is notable. I think that's what makes it truly special. Its useability means you never dread getting in it and its connectedness with the road means every drive is an experience. Having said that, any trip that allows you to experience the aural joy of its 3.8L engine with the top down is particularly grin inducing.

What is your favorite Porsche or PCA related experience?





JC: I got the chance to visit the Porsche museum in Stuttgart a

number of years ago and I know I'll enjoy looking at the pictures from that trip for a very long time. I also did a track day through PCA at Harris Hill in my Boxster S that was an absolute blast.


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

JC: My favorites are definitely the driving tours. It's the perfect combination of driving and getting to chat with other car people, something I think all car people agree we don't get to do enough of. Seeing 40 or so Porsches all driving in a line also never fails to bring me joy. I'd also like to say that being a PCA member for the last 4+ years has been absolutely wonderful. I didn't know anybody when I moved to Austin and I ended up making some great friends through the organization. Everybody has been so welcoming and I always look forward to reading about new events in the weekly email. I may not always be a PCA member, but I'll always be grateful for the experiences I've had because of it.









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HCR President Carl Rossi speaking at the HCR Annual Meeting

HCR ANNUAL MEETING

STORY & PHOTOS BY
JONATHAN HAGGAR



The Hill Country Region Annual Meeting took place on February 4 at Rudy's Bar-B-Q on North Lamar Boulevard. Members joined for dinner while region leaders provided an update on 2022 and a look into the year ahead.

HCR President Carl Rossi kicked the meeting off by thanking our region leadership, volunteers and members - and reminding everyone of a few significant accomplishments over the past few years. Hill Country Region won the prestigious Ferry Porsche Trophy in 2022 for PCA Region of the Year after finishing as runner-up in 2021. Over the same two years, our Horizons publication scored first and second place in the National Newsletter Contest for Class V regions.

The HCR financial report was given by outgoing Treasurer Bruce Harris who was filling in for George Hansen. Harris shared a breakdown of income and expenses for 2022 which resulted in a net income of \$11,302 with \$5,124 in charitable donations and a year-end balance of \$145,381. Analysis of the Schnell Fest events showed a revenue neutral result for the year with parade lap donations raising \$1,747 for charity.

New PCA Zone 5 Representative Tuffy von Briesen shared some insight about his new role that he takes over from outgoing rep Chuck Bush. PCA consists of 14 zones across the United States and Canada. Zone 5 consists of 12 regions in Arkansas, Louisiana, Oklahoma and Texas with a total membership of over 11,000. In his new role, von Briesen is a national volunteer who will act as a liaison between regions and the national PCA office on policy, procedure and flow of information. He will act as an advisor to all of the regions in Zone 5 and help ensure that regions operate to standards set by PCA National. This includes overseeing the website, calendar and social media for Zone 5 while reviewing regions bylaws and possibly mentoring region officers.

Secretary Gordie Robbins provided an update on HCR strategic planning which consists of three main objectives: Construct an event calendar that reflects member interests, determine



the best method to communicate with members, and capture interest in volunteering for events and activities. A survey was conducted in 2022 with some key findings. The north, south and ladies versions of our Lunch Bunch are the most popular social events. Day tours, tech sessions and High Performance Driver Education (HPDE) remain desired driving events while autocross continues to grow in popularity. Car control clinics and Teen Street Survival are also valued by members while an interest in off-road and overnight tours led to the creation of the Pick-Yer-Tour event that debuted in mid-March. This event allowed participants to choose from four different tours that include on-road technical, on-road leisure, unpaved and off-road.

Most survey participants prefer to receive region event information via the current Hill Country Region Report that's sent to members via email each week - and 56 survey participants expressed an interest in volunteering. The nominating committee will follow up with those members and we encourage others with an interest in volunteering to contact us at: volunteer@hcrpca.org.

The membership update was provided by Vice President Crystal Zarpas, filling in for Membership Chair Bruce Mason. Hill Country Region saw growth of over 11% in 2022 for a total of 1978 members at year end. Zarpas also provided a preview of some new events for 2023. The previously mentioned Pick-Yer-Tour weekend is centered in Fredericksburg and held in conjunction with the Maverick region.

Two new informal meet-ups will take place in the Dripping Springs area. Doin' Donuts is a cars-and-coffee type event on the first Sunday morning of each month, while Sippin' in Drippin' will be a happy hour type event on every first Tuesday. We have four HPDE events scheduled for 2023 along with two Tire Rack Street Survival sessions and two cars-and-coffee events with Mozart's Coffee Roasters. We held our first wine tasting event in January and are planning to continue the popular Porsche - Ferrari concours event. We look forward to another exciting and eventful year for our members in 2023.

HCR REGION NEWS



Bruce Harris, President's Award



Tuffy von Briesen, President's Award



New HCR Vice President, Crystal Zarpas

ANNUAL AWARD WINNERS

At our Holiday Party in December, the annual HCR Award recipients for 2022 were announced. These volunteers are recognized for their special contributions and unwavering service to the Hill Country Region and its members. When you run across these individuals, please congratulate and thank them for their outstanding service to you and your region.

Edie and John Musgrove Volunteer of the Year Award
Webmaster, Bill Plein

Scott M. Smith Enthusiast of the Year Award
Membership Chair, Bruce Mason
Brewery Night Coordinator, Greg Lee

Rika Preuss Award
Driver Education Registrar and Web Editor, George Hansen

President's Award
Club Registration Manager, Chris Alvarado
Treasurer, Bruce Harris
Past President, Tuffy von Briesen

We also wish to thank all of our region volunteers as the operation and success of the Hill Country Region is dependent on them. We invite you to consider joining the HCR volunteer team to support our many activities for you, your family and friends. Participation level can vary depending on the time you have available. Tell us what you like to do, and we'll help find a position for you. Please contact us at volunteer@hcrpca.org or speak with any of our leaders or volunteers for more information.

EXECUTIVE COUNCIL CHANGE & BoD CHANGES

Tuffy von Briesen has accepted the role of PCA Zone 5 Representative and vacates the role of HCR vice president. Crystal Zarpas assumes the role of HCR vice president and vacates the role of social chair which is filled by Andrew Garcia.



Chris Alvarado, President's Award



Bill Plein, Volunteer of the Year



New PCA Zone 5
Representative,
Tuffy von Briesen

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STORY BY
JONATHAN HAGGAR

Technology in modern automobiles includes features like lane-keeping assist, lane departure warning, pedestrian collision avoidance, rain-sensing wipers, automatic high-beam assist and heads-up displays. Portions of these advanced driver assistance systems are built into the windshield which increases the cost of replacement. In addition, many car makers require OEM replacements since aftermarket options may not meet quality and compatibility requirements. With stone chips being a common occurrence, owners may want to protect their windshields much like many have chosen to protect the paint on their vehicles.

ProRefle tion owner Cosmin Chira spoke with us about a product that offers windshield protection to avoid the burden of expensive windshield replacement. The product is a nanoceramic windshield protection film from ExoShield which is similar to the films used for security glass. He was quick to point out that it's not a paint protection film (PPF), but one that is specifically designed to protect from stone chips while not interfering with any of the driver assistance sensors and is undetectable to the driver.

ExoShield windshield film is a multi-layer film with a 5 mil (0.005 inch) total thickness. An ultra-clear adhesive layer bonds the film to your windshield but leaves no residue when removed. A flexible shock absorbing layer offers 6 times more protection from stone chips than unprotected glass. The top layer features a proprietary scratch-resistant nanoceramic hardcoat while another benefit is UV protection - and with the film on the outside of the windshield, the glass heats up less than UV film which is applied to the inside.

It's always helpful to see how a product works first-hand so Cosmin shared a compelling demonstration and let us try for ourselves. When a spring-loaded center punch is used on unprotected glass, a large defect occurs nearly every time, often with cracks propagating from the defect. Yet when

used on the same piece of glass protected with ExoShield film, only a small dimple occurs to the protection film, and the glass remained intact

The properties of ExoShield mean that it doesn't stretch like PPF - it requires high heat and special attention during installation to allow it to conform to the curvature of the windshield. This critical part of the process is one reason that installation is carried out by a trained installer, and done before the backing film is removed. Cosmin was certified during a three-day manufacturer's training session in Las Vegas and he now offers this product for your vehicle. ProRefle tion is no stranger to Porsches as they've offered multiple stages of detailing, PPF, and ceramic coatings for many years from their shop in north Austin.

ProRefle tion receives the ExoShield material in bulk rolls, rather than being pre-cut, and can therefore install it on nearly any vehicle. While it's suitable for any make, Cosmin says it's well suited to those with high-end luxury and sports cars and should appeal to Porsche owners. He pointed out that care requires a bit more attention to your wiper blades, to keep them free of dirt and debris - and you should wash by hand or use a touchless car wash. ExoShield comes with a 2-year / 30,000 mile warranty when applied by a certified installer like ProRefle tion. Also available at extra cost, is a plan that will pay toward windshield replacement - and the installation of ExoShield on the new windshield - in the event that your protected windshield incurs damage. Please contact Cosmin Chira at ProRefle tion to learn more about features, pricing and to schedule an appointment.

Visit ProRefle tion at ProRefle_tion.com,
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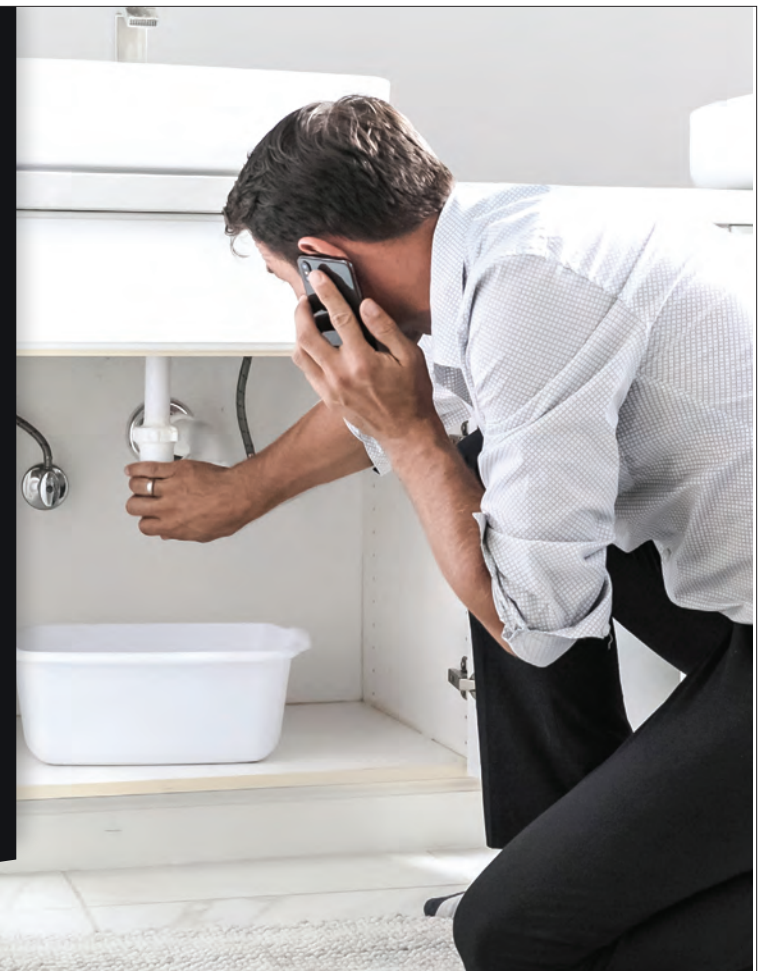
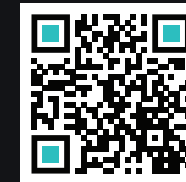
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IN HINDSIGHT



BY HANS FALK

*In Hindsight is a recurring column by HORIZONS Staff
Writer and HCR Historian, Hans Falk*

Here's one for you trivia buffs – what does Porsche have in common with the Apollo moon landings? To find the answer, please continue reading. Or if you absolutely must know, you can skip to the answer at the end.

It has now become obvious to all but the most ardent purists that the electric vehicle (EV) will soon dominate the automotive world. Irrespective of the pros and cons of the technology, and there are still many to be debated, recent mandates by the California Air Resources Board banning the sale of traditional combustion vehicles by 2035 along with announcements from several car manufacturers that they will stop producing gasoline-powered cars, has pretty much put the last nails in the coffin of Karl Benz's incredible invention. What many people don't realize is that in the embryonic days of the horseless carriage, electric power with its quiet, smooth, and simple operation, was actually the preferred propulsion system over the noisy, wheezing and coughing single cylinder engines of the day. At the turn-of-the-(last) century, no less than 38% of automobiles on the roads of America were electric (40% were steam and only 22% were gas-powered). But in those days, even more so than today, the technologies were very much in competition with one another to see which could provide the most practical power source. A succession of rapid improvements in internal combustion soon eliminated the drawbacks of the petroleum powerplant and it quickly came to dominate the industry. Today it appears that the reverse may very well happen as we witness rapid developments in EV technology, threatening the extinction of combustion engines.

A hundred and twenty-five years ago, when electrics looked promising, a fledgling Ferdinand Porsche became intimately embroiled in this competition between propulsion systems, making many significant contributions in the development of both technologies. His original expertise was in electrical, and at an early age he developed motors of unique shape and construction, designed to fit inside the wheel hub of vehicles. It was a revolutionary idea, constructing the electric motor specifically to suit the task at hand. Instead of spinning an armature inside a fixed stator (permanent magnet), the way a conventional motor is constructed, young Ferdinand attached the armature to the inside of the wheel with the stator as a stationary hub firmly affixed to the vehicle's chassis, effectively making the tire/wheel assembly the spinning part of the motor. This direct-drive system eliminated the need for the power-robbing gears, chains, and shafts of other electrics on the road, resulting in an astounding 83% efficiency rating, the highest in the world of any vehicle at the time.

His first vehicle designed by Porsche was built in collaboration with the Lohner Carriage company outside Vienna and was also the world's first front wheel drive vehicle, with two hub motors in the front and a 44-cell battery pack tucked under the back seat. Battery charging and driving range were a problem however (just like today) so the clever Herr Porsche improved on the idea by mounting a single-cylinder gas-powered engine between the front and rear seats to drive an electrical generator, thereby creating

the world's first hybrid automobile. He also experimented with four hub-motors for all-wheel drive. The various vehicle models saw extensive production numbers despite their high cost which put them out of reach for all but the wealthiest classes (how history repeats itself). Another notable development from the young Porsche was that, in realizing his primary clientele was too sophisticated to operate a crank to start the gasoline generator, he introduced an electric starter for the job – twelve years before Charles Kettering of Ohio patented his self-starter in the USA.

It is always fascinating to me to learn about Dr. Porsche's many ingenious and amazing inventions, particularly as I see the developments in those very first vehicles mirroring the evolutionary growth of the various cars which have carried his name since then - in elements of design, engineering and above all, efficient perfection.

So, I began to ponder, how would Porsche's very first EVs, produced around 1895, compare to Porsche's modern EVs, which resumed with the introduction of the Cayenne S Hybrid in 2010? How do the two vehicles compare – not only from a technical aspect but also layout and design? Is it possible to even make such a comparison, given the social and cultural differences from a century ago? I thought it would be interesting to take a look and attempt that comparison.

The original Lohner-Porsche (non-hybrid) was a two-wheel drive model incorporating a direct-current (DC) hub-motor inside each front wheel. The motors each put out around 5 hp on average. By contrast, the electric motor (singular with alternating-current) in the 2010 Cayenne put out 57 horsepower. Obviously, motor performance evolved significantly over the past century, but battery technology has advanced even more dramatically. The Lohner-Porsche relied on heavy lead-acid batteries, 44 cells putting out 80 volts at 270 amp-hours. The Cayenne meanwhile carried a 60-cell, Nickel-metal Hydride (NiMH) cylindrical battery that put out just 6.5 amp-hours but at 288 volts. The Lohner-Porsche models were manufactured over the course of 17 years and in that time were constructed in many different configurations, often custom-made to the intended use of the owner. There were rear-engine models, all-wheel drive models, those made for luxury touring and those made for racing, as well as the aforementioned hybrid model. Most of today's model hybrids, including the 2010 Cayenne, utilize the electric motor to boost the power of the primary, internal combustion powerplant. The Lohner-Porsche on the other hand used the gasoline-powered engine(s) – some had one powerplant, other models had two – solely in an electricity-generating utility, what is today called a series-hybrid, meaning the internal combustion engine is used strictly for generating electricity and is not connected in any way to the vehicle's drivetrain. Today's BMW i3, Fisker Karma, and Chevrolet Volt are examples of series-hybrid vehicles.

The Cayenne is now in its thirteenth year of production and has likewise undergone multiple model developments and improvements. The original 2010 model had a top speed of 150



mph – the Lohner-Porsche, about 25 mph, although taken in the context of their times – both were considered in the top-tier of performance characteristics. The Cayenne featured all-wheel drive with an 8-speed Tiptronic transmission. The Lohner-Porsche, two-wheel (front) drive with no transmission – power was controlled by current flow and reverse was achieved by simply reversing the current. The wheelbase of the Cayenne measured just under 114 inches whereas the Lohner-Porsche was nearly half that at 63 inches. Overall weight was in proportion to available power with the Cayenne coming in at a massive 6415 lbs. and the Lohner-Porsche at a relatively light 2977 lbs. – but each one at the extreme spectrum of mass compared to their non-electric brethren.

Given the performance comparison of the two vehicles, whose construction spanned over a hundred years apart, the conclusion I came to is that not much advancement had been made, despite an endless number of technological, safety, and comfort improvements, (not to mention construction materials and techniques). Overall cost of the vehicles remained relatively the same with the Lohner-Porsche's average selling price around the equivalent of \$80,000 in today's dollars. Compare this to the Cayenne's price tag of around \$72,200. Of course, the most important feature of any EV is driving range and the addition of an internal combustion engine to either boost performance or recharge the batteries is the primary reason for the development of the hybrid. In this aspect, the technological evolution of the gas engine becomes a game-changer. The Cayenne incorporates a potent 300 hp V6 turbo while the Lohner-Porsche had to contend with single-cylinder engines (in later models a pair of them) at 5 hp total. Yet despite that shortcoming, the driving range of the Lohner-Porsche (hybrid model) was about 40 miles over the course of 3 to 5 hours. Considering the limited number of suitable roads in Europe a century ago, the range was well within a practical and usable distance. The Cayenne, meanwhile, in pure electric mode (without engine assist) only had a range of

about 22 miles which correlates to about half an hour at normal driving speed.

The Cayenne was the first Porsche production hybrid of modern times using EV technology, which has of course evolved greatly in the ten years since. Batteries have changed to lithium-ion (instead of NiMH) with some putting out over 800 lethal volts (as measured in the latest Taycan model) and together with other improvements, have boosted range to above 200 miles. Electric motor performance has likewise entered the stratosphere with vehicles made for street use already topping 1000 horsepower. Given the performance comparison however of the earliest reintroduced EVs of this century, it seems the limitations demonstrated by EVs at their inception (over a hundred years ago) have not dramatically changed. Which begs the observation - are we then entering a brave new technologically advanced era of transportation, or are we simply stepping back in time to the same limitations of the previous century? The debate over this undoubtedly will continue to rage for many years to come.

Oh, and what about that Porsche connection to the Apollo program? It is a documented fact that General Motors (who once copied Porsche's Beetle design to create the Corvair) intently studied the technological make-up of the Lohner-Porsche in creating the Lunar Roving Vehicle in the late 1960s, incorporating a Porsche-style four-wheel hub drive electric motor system built by Delco. Dr. Ing. Ferdinand Porsche would undoubtedly be proud.

PHOTO CREDITS:

- Lohner Porsche from cartype.com (<https://cartype.com/pages/5483/lohner-porsche-semper-vivus-1900>)
- 2010 Cayenne Hybrid from austoevolution.com (https://s1.cdn.austoevolution.com/images/news/2010-porsche-cayenne-s-hybrid-on-track-4360_1.jpg)
- Lunar Rover from wikipedia.org (https://en.wikipedia.org/wiki/Lunar_Roving_Vehicle)

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HISTORY OF THE HILL COUNTRY REGION: PART 2

BY HANS FALK

This is the second in a series of articles documenting the full and complete history of the Porsche Club of America, Hill Country Region. In the last issue we looked at the development of the PCA from its inception in 1955 and how the Central Texas area played its part in the growth of the fledgling organization across the nation. In this issue, we explore the condition of the PCA and the nation in the 1970's and how the two came together to create the circumstances that birthed the Hill Country Region.

The letter dated March 17, 1977 was both innocuous and monumental at the same time. A simple request, perhaps a plea but phrased with confidence and resolution, as though it were merely a formality, which indeed it was, because the subject matter had already been discussed and agreed upon. It was written by Lacy Seybold, a member of the Longhorn Region of the PCA, and was closed with the signatures of twenty-five other Longhorn Region members, mostly residents of Austin and surrounding areas, asking the National PCA organization to charter a new region specifically for them.

"The undersigned Porsche owners or co-owners herewith petition for a charter...of the Porsche Club of America. The name of the Region will be...Hill Country..."

So begins the request which culminated after months of discussion among the members of the Longhorn Region in response to "...the alarming number of members...not renewing...because of the distances one has to drive...", referring to the Longhorn Region's attempt since its inception to serve enthusiasts both in San Antonio and Austin. The decision to request a new region did not come easy. Having the wherewithal to successfully organize, host, and conduct an official region of the PCA requires an extraordinary commitment and hard work from its members. Within Longhorn, that logistical challenge of trying to equitably serve two metro areas, each with its own group of Porsche 'pushers', existed for almost as long as the club itself. The hundred-mile gap between the two groups resulted in continual shifts in the club's focus, often mirroring the place of residence of each year's elected Board members – sometimes

Austin, sometimes San Antonio. It was a constant problem and talk of breaking into two separate regions was bandied about for many years prior to the split.

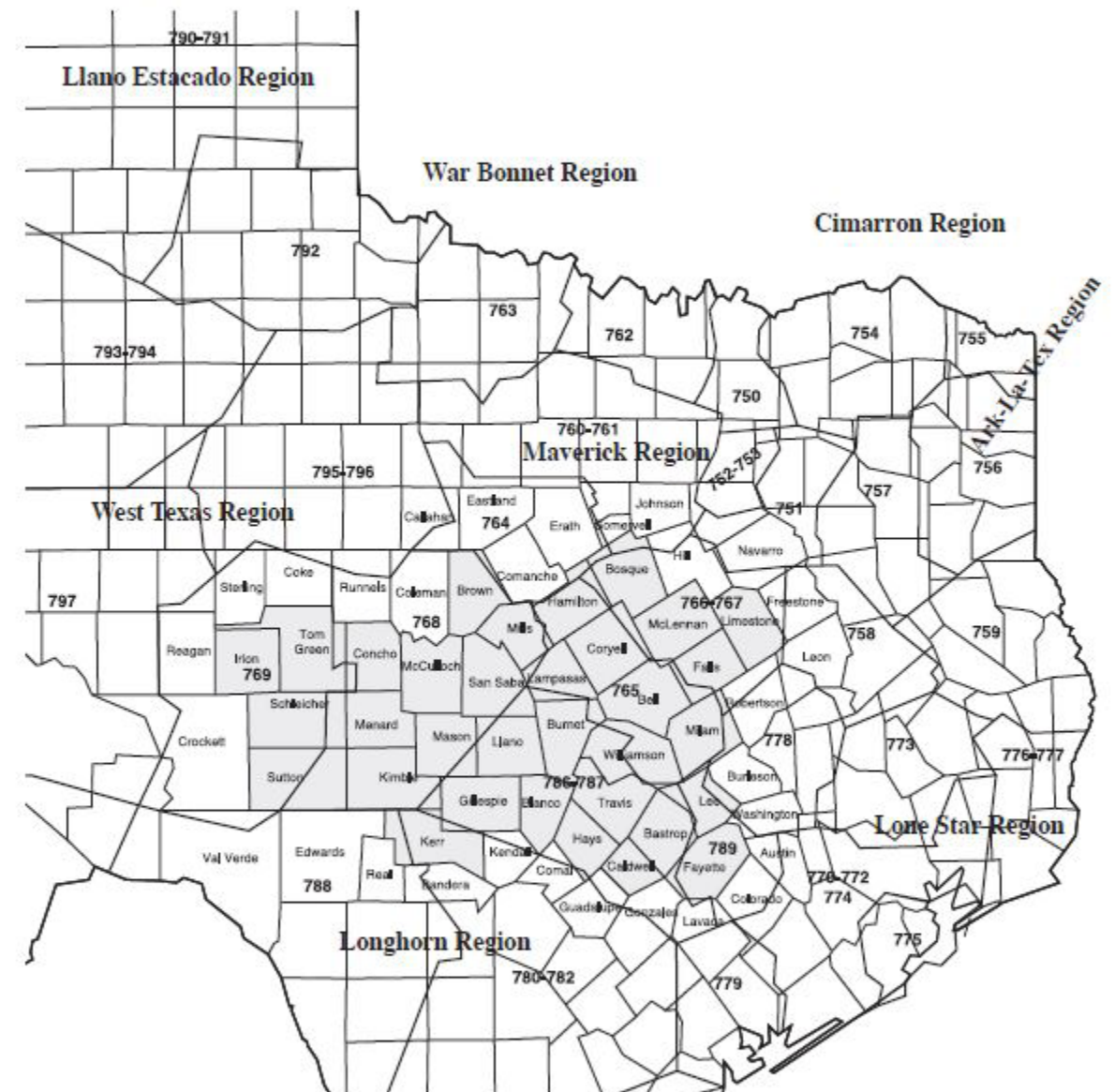
Finally, those members residing in Austin felt that sufficient interest existed in Central Texas to support the formation of a separate region. The leadership of Longhorn was in full support of the decision and made great efforts to see that their 'offspring' had the best possible chance of success. Following Lacy's initial request in March, the leadership exchanged many more letters and engaged in numerous discussions to establish, among other things, the official boundaries of the new region, formulation of the by-laws, solicitation of the membership both for the proposed region and those existing regions surrounding it, and so on and so forth – to the point that a reply was received on July 18, 1977 formally recognizing the Hill Country Region as an official region of the Porsche Club of America. The appointed officers were Lacy Seybold as President; Henry Henze as Vice President; Leo Muller III as Secretary; and Don Prater as Treasurer.

The original founders of the Porsche Club of America structured the organization by dividing the nation into Zones. The Zones in turn, were divided by Regions, and ultimately, the Regions delineated their boundaries by counties. As late as 1968, there were many remote and underpopulated counties which had not been assigned to any Regions, so the PCA began what was called the Region Boundary Project, whereby every single county of the nation was assigned to an existing PCA Region. To form a new Region thereafter, counties had to be 'relinquished' by existing clubs in order to allow enough territory to sustain a new Region.

BOUNDARY OF RECORD PORSCHE CLUB OF AMERICA Revision: 1

HILL COUNTRY REGION (Zone 5)

State of Texas



State of Texas, counties of:

Bastrop	Bell	Blanco	Bosque	Brown	Burnet
Caldwell	Concho	Coryell	Falls	Fayette	Gillespie
Hamilton	Hays	Hill	Irion	Keit	Kimble
Lampasas	Lee	Limestone	Llano	Mason	McCulloch
McLennan	Menard	Milam	Mills	San Saba	Schleicher
Tom Green	Travis	Williamson			Sutton

Thus, one of the tasks that Lacy Seybold and her group in Austin had to do was negotiate with not only Longhorn Region, but also Maverick and Lone Star in order to acquire sufficien counties to constitute a viable Region. Ultimately, thirty-four counties were designated by July of 1977 and assigned to the new Hill Country Region.

By that year, many changes had occurred both in Texas and the nation. The small metropolis that was Austin had suddenly become a boomtown, a mecca for business and entertainment alike with thousands of new residents arriving each month from all over the country. The nation at that time was languishing in a protracted recession and many transplants came from northern states to find employment. Other newcomers were attracted by the dynamic music scene that emerged from the chrysalis formed when Willie Nelson returned to Austin in 1972, drawing the eyes of the Nashville elite in our direction. Still others were artisans of all types, from New Mexico and other parts of Texas, eager to explore the uninhibited cultural and social vibe that permanently infused Austin with its trademark appeal.

The automotive industry had likewise experienced some signifi ant changes during this decade. The oil embargo suddenly made ‘miles-per-gallon’ a household topic across America and those smaller-displacement vehicles (most of them foreign) which had been ignored for so long, suddenly became popular. The economic depression was felt by everyone, including Porsche (who was then a part of the larger Volkswagen group). Having already recognized that a less expensive successor to the iconic 911 was needed, they ambitiously opened the decade with introduction of the 914, throwing Porsche purists into a frenzy at the sight of (in their opinions) this ugly bastard-son of the Volkswagen marriage. No sooner had their loyalty been assuaged by subsequent performance improvements and racing successes by this entry-level sports car, that they were further outraged seven years later when they witnessed the blasphemous roll-out of forward engines and the water-cooled 924. Despite the lamentations of the old guard, the rest of the world was impressed and admired the nimble handling and performance of these ‘new’ Porsches. Both models succeeded in their intended purpose of boosting sales and introducing the marque to a fresh generation of buyers, saving the company from financial ruin. Over time, even the purists returned to the fold and accepted these radically diffe ent creations into the noble Porsche lineage.

Such was the world fi e decades ago, a world of radical changes socially, culturally, economically and politically. A war ended, a president resigned, the number ‘55’ came to be loathed by drivers nationwide, and the Hill Country Region was born. The opportunities for the decades ahead seemed endless.

As stated previously, conducting the affai s of a PCA region are daunting and the fi st members of the Hill Country Region found their endeavor to be no exception. It is one thing for twenty-plus enthusiasts to meet at a member’s house for dinner and drinks, it is quite another to organize and finan e an autocross, concours, and a myriad of other events to keep a club’s members entertained each month, let alone to attract new ones. Finances

were the biggest problem despite the gracious gift of time and resources from committed members, but such largesse could not continue indefini ely. Ultimately the club had to be self-sufficien and the scramble for funds resulted in a troubling episode in the history of PCA.

At the end of that fi st year of Hill Country’s existence, a new slate of officers was elected and Leo Mueller III, formerly the Secretary, was chosen to take over the Presidency. The Secretary spot was subsequently filled by Dewey Dykstra, one of the original twenty-fi e signatories, and an attorney by trade. Precise details of what transpired next are sketchy, but I have it on good authority that, given the precarious financial situation within Hill Country in those early years, somehow a conclusion was drawn that the negotiated ‘split’ from the Longhorn region the previous year, also implied a division of assets. No one today can give evidence to what was discussed during those many months of negotiations in 1977 nor what promises were made or implied but, needless to say, the Executive Board of the Longhorn Region had entirely diffe ent interpretations. The dollar amount demanded by Hill Country is not recorded but it could not have been much, as most clubs at that time operated on shoestring budgets. After their initial shock, the Longhorn Region politely refused the request. Dewey Dykstra then mobilized the full force of his profession and took the unprecedented step of fili g a lawsuit.

Whether the full Board of Hill Country Region was serious about the action or if it was merely another example of over-exuberant litigation (the increasing number of frivolous suits during this period forced the Texas legislature to actively debate some sort of Tort reform for the State), such legal action and level of dispute between two regions had never occurred in the history of PCA. Following the previous year’s amicable discussions between not only Longhorn but also Maverick and Lone Star regions, the sacrifici es of territory and members that these three regions made, and the overall support and encouragement offe ed to Hill Country by all those involved, the viability of this new region had instantly been reduced to nothing more than legal claims filed within a court of law. It was embarrassing to PCA National and nothing in the by-laws ever envisioned such a situation. Their attempts to resolve the impasse between the two regions came to nothing.

It is not known how the individual members of the Hill Country Region felt about this lawsuit as many of them still had good friends within Longhorn, but it illustrates the level of desperation the Board must have felt in order to pursue such an extreme action. Written records are lacking for this period but the source of this story, a former PCA National Historian and member of Longhorn Region who was knowledgeable about the events, states that no one within PCA National today talks about this episode. They wanted it resolved, buried, and forgotten in hopes that anything remotely similar would never ever come up again within the organization.

To ultimately resolve the issue and make this entire episode just ‘go away’, PCA National decided to create a unique solution for a very unique problem, something that could be done within the

bounds of their own written by-laws and not set a precedent for other regions. Their solution was to take the extraordinary step of offe ing a loan to Longhorn Region, equal to the amount being demanded by Hill Country. Longhorn would then be able to pay the demand without burdening their own finan es and settle the lawsuit. After this was performed, PCA National then turned around and promptly forgave the loan they had given to Lonestar and closed the books on it. The affair was over. An embarrassing incident within PCA National was swept under the rug, the lawsuit against Longhorn was dropped, and the Board members of Hill Country were assumedly happy that they could continue funding their now somewhat ‘infamous’ region.

It was a sad chapter in our history, but it also illustrates the desperate means our early leaders had to resort to in order to keep their commitment to the membership. The Hill Country Region survived, and in those economically difficult times, sometimes extraordinary measures had to be attempted in hopes of better times in the future. Fortunately, those better times were on the horizon, as the members of Longhorn and Hill Country renewed their cooperation and camaraderie, the economic situation improved, membership grew, and Hill Country once again rose to an esteemed region within the PCA.

In our next installment we explore the fresh and unique people and events that led the club throughout the 1980’s as membership steadily grew and the automotive scene in the nation continued to evolve. Until next time...

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PIT STOP: WHAT IS PERFORMANCE?

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When we talk about performance in the automotive world, most people gravitate towards horsepower but that's only one component of a whole system. When you look at the definition of performance, it considers all aspects of the vehicle such as, brakes, suspension and aerodynamics, and the list goes on. A good argument could be made on how Porsche views performance with their Intelligent Performance philosophy which looks at the vehicle holistically. Case in point, the new GT3RS which retains similar horsepower to the previous model but with emphasized chassis and aero balance is able to lap the Nurburgring - known as The Green Hell - in a blistering 6:49 time. Most super cars and some hyper cars can only dream of recording such a lap. Since this topic casts such a wide net, we'll cover simple bolt-on engine parts, tuning and chassis upgrades that we see come through our shop.



992 Targa 4 GTS with high flow CATs installed

Exhaust systems are the most common upgrade for car enthusiasts not only for their performance but how they connect on a visceral level. It's no fun listening to your favorite song on terrible speakers and listening to your engine sing through the stock exhaust can feel similar. From 200-cell catalytic converters to X-pipes, a properly tuned exhaust will give you the most gains on a naturally aspirated motor, especially when it comes to a complete system with headers. Keep in mind that if your vehicle is still under warranty, installing aftermarket headers might void it. Some dealers, however, will look the other way when it comes to bolt-on upgrades like exhaust and intakes, which leads us to another popular upgrade, cold air intakes.

Combustion engines require a certain ratio of air and fuel to

operate efficiently, known as a stoichiometric mixture. This 14.7 parts air to 1 part fuel ratio is a fundamental consideration in high performance engines. Anything below stoichiometric will be considered lean and has serious repercussions on engine longevity and efficiency - and anything above the 14.7 ratio will be considered rich which can cause a fuel smell and have detrimental effects on the catalytic converter. By increasing air volume, more fuel can be added which will increase power. Simple, right? However, the process of compressing this air to become denser causes the air to become hotter as it's condensed. This is where cold air intakes and intercoolers for turbocharged cars come into play. The main thing to consider with any kind of intake or induction modification is making sure the engine management can recognize the increased airflow and adapt accordingly. This is where software tuning in conjunction with intake modifications makes the most sense, as our main goal is making sure the combustion event is as efficient as possible.

992 C2S with larger intercoolers and cold air intake



Software tuning has been around for decades and can provide significant improvements to a vehicle's performance but it's important to ensure that the changes are safe and do not cause harm to the engine. This can be done in a few different ways. One popular method is a software flash, where a computer downloads a tuned fuel map file into the engine's ECU. This is by far the simplest way to tune an engine, however, by writing directly into the ECU, a dealer can sometimes detect aftermarket software which may void your engine warranty. Another way to extract extra horsepower from your vehicle is a piggy back system where a control unit is "plugged" in via connection to various sensors

to trick the ECU into seeing predetermined values. One benefit of this system is that it's completely reversible. On the other end of the spectrum are standalone ECUs running proprietary software like in GT3 cup cars.

Suspension plays a crucial role in a car's performance by providing stability, handling and comfort. A well-tuned suspension system helps to maintain contact with the road surface allowing for maximum grip, precise steering and reduced body roll. Upgrading to performance suspension components such as shocks, springs, and sway bars can improve a car's handling and response, allowing for quicker acceleration, braking and cornering. A good suspension setup also helps distribute weight evenly, improving traction and stability. While the right suspension setup can greatly enhance a car's overall performance, acceleration and handling are nothing without the ability to stop the vehicle effectively.



997.2 with TechArt lowering springs

Upgraded brakes can greatly enhance a vehicle's performance in several ways. Bigger and more powerful brake components, such as rotors, calipers, and pads, provide better stopping ability and shorter braking distances. Upgraded brakes often provide a more responsive pedal feel for better control - and they're often made of more durable materials to withstand the rigors of high-performance driving. High-performance brakes are often designed to handle higher temperatures which reduce fade during hard driving or track use. Brakes are unsprung weight and reducing this weight improves the suspension's ability to keep the tires against the road. All in all, upgraded brakes can improve a vehicle's overall handling and safety, making it better suited for performance driving.



991.2 with AP Racing big brake kit



Front and rear rotors are the same diameter

In summary, performance can mean a lot of different things to different people but the main way we approach tuning and performance is making sure the sum of the parts are greater than the whole. The sky's the limit when it comes to modifying and tuning Porsches but modifications and components are not all created equal and it's important to do research and ask a trusted automotive professional before pulling the trigger on any modifications. Here at GT International we are happy to help the community and answer any questions or concerns regarding modifying your automobiles.

Stay tuned for our next tech article where we will be discussing the growing movement on lifting and overlanding our fine Porsche vehicles.

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

VOLUNTEER VIBES

STORY AND PHOTOS BY AMBER ASHY



Like most of us reading this article, Jeff Moore has always been a car enthusiast, tracing his passion back to childhood. In his teenage years, he owned a Ford Pinto Wagon, in college a Renault Le Car, and later an Audi 5000 and two Acura Integras. After a stint of sedans, minivans, and SUVs while raising 3 boys and getting them off to college, he and his wife Lisa bought their first convertible in 2009; a gently used 2007 BMW Z4 3.0 roadster. And for those who are self-proclaimed convertible folks, you know what that means - the couple quickly became enamored with brisk top-down drives around the Hill Country. While Jeff appreciated the straight-6 BMW engine combined with the 6-speed manual, after a few years of fun he naturally began to ask himself, "What comes next?" and the obvious answer was the Boxster.

The pair decided to build a 2014 Boxster in Dark Blue Metallic with a manual transmission. After being spoiled by the first-

engine, legendary chassis balance, and handling, they eventually sold their BMW 5 series and the Boxster was promoted to Jeff's daily driver. "Why not?" he said, "it even has two trunks". Fast forward to 2019 and Lisa joined the Porsche party. They ordered a 2020 Macan to replace her BMW X3. See the pattern? In September 2019, they attended delivery at the factory in Leipzig and embarked on an 11-day tour in their new Macan. Their route traversed parts of Germany, Switzerland, and the Alsace region of France and is one of their favorite adventures to date. To read more about their experience, see the Fall 2019 issue of Horizons.

Later, in 2021, they were planning ahead for Jeff's impending retirement in April 2023 from Ryan LLC (where he's been a partner for the last 10 years) and decided that the only way to celebrate was to go all in. After being on the waitlist for a Boxster GTS 4.0 since summer, Jeff was ecstatic when he



received an allocation just two days before Christmas. If you've ever built a Porsche you'll understand why Jeff said he endlessly fiddled with the configuration and unsurprisingly, the build ended remarkably close to where it started. There were a few bumps in the road due to multiple supply chain production delays, but they took delivery of their Gentian Blue (see the pattern?) GTS from Porsche Austin in early September 2022 exclaiming, "it looks great in the garage next to Lisa's Chalk Macan". When asked the quintessential question of what his favorite feature was, he replied, "Its uncanny ability to put a smile on my face. I love the forceful acceleration combined with the sports exhaust and the amazing handling. The combination of everything is such an experience." When asked about her Macan, Lisa asserted, "My Macan is my favorite vehicle of any that I've ever owned. I love the Chalk color. It's the perfect size for me, can handle any cargo I have, and the back-up and top view cameras make any parking situation a breeze." However, she was quick to say the real driving treat is driving the Boxster. She notes the steering wheel grip, its agility through corners, and loves the wind in her hair even though it's really tangled when she gets to where she's going, a sentiment a lot of us ladies share. Also, the deep rumble of the exhaust note serves as the perfect, welcoming alert that Jeff has arrived back home.

Now that we know about the cars, I wanted to know what got them into PCA, but that question actually brought Jeff back to their old Z4. They joined the BMW Car Club in 2009 and during his extensive research before purchasing his first Boxster, he learned about PCA. He said it was "apparent that PCA was an even more vibrant club than BMW CCA, and the Hill Country Region really stood out with so many events and enthusiastic leaders and volunteers". They even joined PCA before their first Boxster was off the assembly line. However, when not busy with HCR events, they do take their 2001 M5 to car shows, on the occasional drive, and attend BMW Car Club social events, but I think it's clear they have a favorite.

As for volunteering, Jeff posited, "What better way to get to know people in the club than to volunteer?" Almost immediately after joining HCR, he contacted the then Horizons editor and volunteered to write a few articles. He worked on Horizons for about 7 years, ending in early 2022. Also in 2021 and 2022,



Jeff served on the executive council as a member-at-large and also as a member of the strategic planning committee. As one HCR role often leads to another, Jeff currently serves as our dealer liaison and has been doing so for approximately the past 4 years. He enjoys helping to build and maintain this important relationship for our club. Jeff is regularly collaborating with the dealership to plan unique events for our members, help address member questions and issues, and arrange sponsored items for our silent auction and raffish. While getting to know the management and personnel at both dealerships, he notes he's "constantly impressed with their interest and commitment to PCA and HCR" and reminded me that we should all be thankful and proud of the strong relationship and open communication our region has," - which not all PCA regions do, and is easily overlooked.

When asked what they like most about the club, right off the bat, Lisa said, "I love being part of the Hill Country Region. I especially like the drives and meeting up with other members for lunches and other gatherings. Going to the national events is a great way to drive our cars around the country, see some amazing scenery, and get to do things that we wouldn't normally do, like drive our Porsche over the Royal Gorge Bridge at Treffen at the Broadmoor." And, shout out to Michelle Freudenberger for her Ladies Lunch as it's one of Lisa's favorite recurring events. Jeff added that, "[he and Lisa] have made many new friends and acquaintances, and have had some very fun adventures". Both make a point of attending club activities and events together whenever possible, and love that it's something fun they can share together.

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

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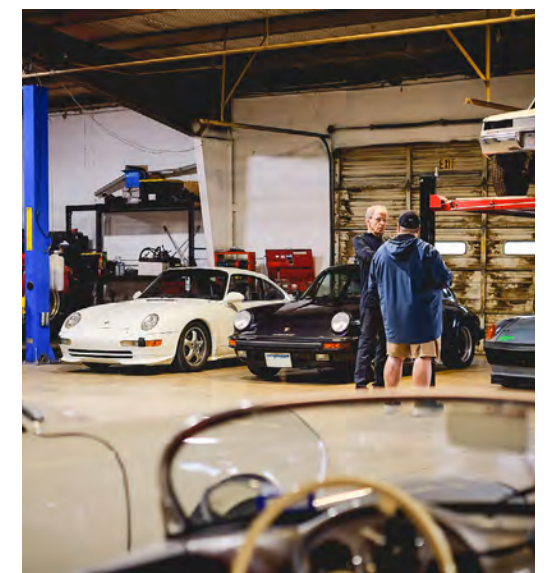
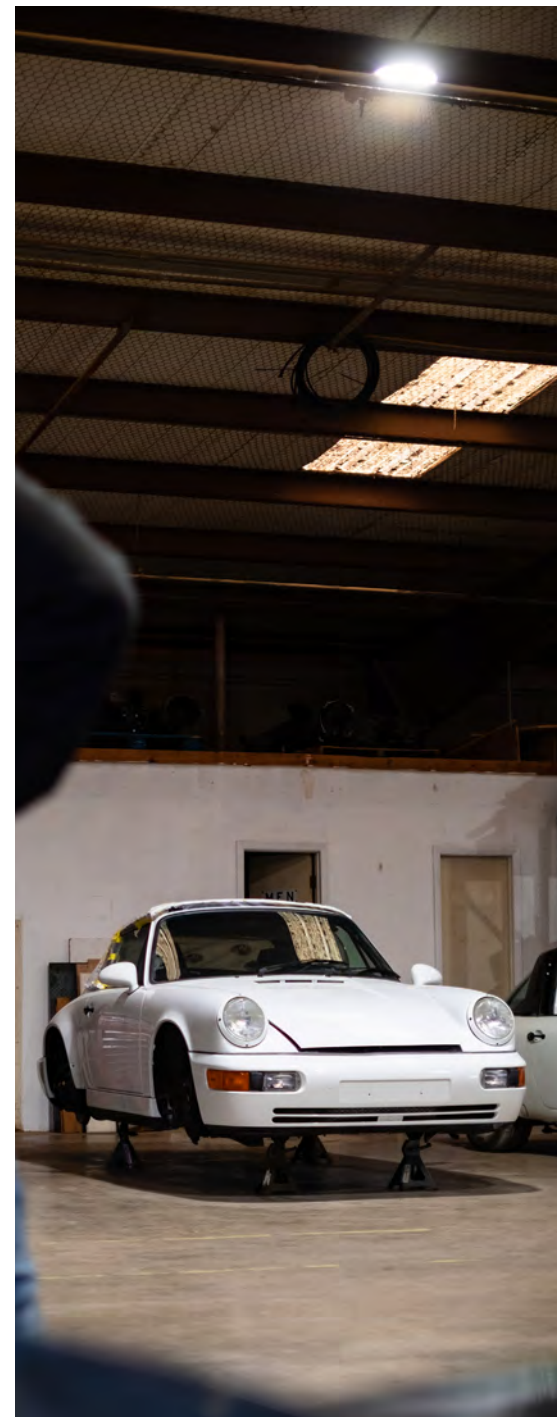
PORSCHE & COFFEE AT WERKS 11

PHOTOS BY JOAH RAYOS

Porsche specialist Werks 11 recently moved from Temple to a larger facility on FM1237 in Troy. Conveniently located just off I-35, they're just a few minutes north of Temple and about an hours drive from the Austin area.

Julian Avent and his staff host their Porsches & Coffee event on the fi st Saturday of each month from 9am to noon. The fi st one of 2023 was held on January 7 and featured a typical assortment of participant cars lined up around the Werks 11 facility along with customer cars inside the shop being repaired or restored. There's always something interesting or unique to see including metal work, mechanical rebuilds, upholstery, stock restoration, outlaw builds, body work and paint.

This get-together gives enthusiasts the opportunity to chat with car owners and the Werks 11 staff with an opportunity to explore some of the capabilities and services offe ed. We hope to see you at this monthly event in the near future.





THE JOHN WESTER COLLECTION

STORY BY HANS **FALK**
PHOTOS BY JONATHAN **HAGGAR**

The reasons for collecting things are as varied as the items that can be collected. Whether it be saltshakers or fine art, some people accumulate items as an investment, for future profit. The collector has no interest in the object itself other than its rising value in the market. Others collect out of obsession, a manic pursuit intended to assuage some therapeutic need. The reason John Wester started his collection was more out of nostalgia. His criteria for acquiring something is neither market-driven nor neurotic – he collects things simply because he likes looking at them. Over the course of fifty years, John has accumulated a vast assortment of things he likes, and not all of them are cars. The personal tour he provided to the membership in late January was ostensibly for his Porsche collection but his interest and collections range far beyond that, from art works to antiques, all with a special story behind it that John is all too willing to share with anyone that will listen.

Originally planned for early January, the private tour was first postponed and then due to the high demand, extended over the course of two Saturdays. The first session was attended by about sixty of John's fellow HCR members, organized by our Zone 5 representative, Tuffy von Briesen, and sponsored by HCR booster Konzept Garage who provided an excellent breakfast to kick off the event. John's warehouse is a perfect locale that is not only functional but also comfortable and inviting. It is the garage that all of us would love to have, complete with built-in diner, service station, office, and man cave – not to mention about forty of the finest automobiles one could ever assemble.

An active racer, John founded and operates the SAGA Racing Team which fields up to six cars (five of them Porsches) at events all over the nation including Club Races. The acronym SAGA comes from 'Stables of Gasoline Alley' and is very much an extension of his collecting interests. Due to space limitations, the racing team operates out of a separate warehouse in Dripping Springs and engages in racing simply because John likes it. They're not pursuing a competitive program but instead focus on providing like-minded enthusiasts with an opportunity to track cars and join his extended family of racing buddies. Together with his nephew Felix Elizardi who manages John's extensive collection as well as driver/mechanics Alvin Jackson and Ryan Ritchie, the group is kept quite busy throughout the year.

John, who is seventy years of age now, reminisced to the group about how he began his journey into the automotive world, over fifty years ago when he restored his first car, an MG while living in San Antonio with his mother who owned a very popular and famous restaurant at the time. The MG was followed by a succession of other cars throughout John's extensive career as an attorney and entrepreneur, finally reaching a point in his life where circumstances allowed him to acquire a new car without the need to sell the previous one. Thus his collection began and now includes



everything from a 1954 Ford F-100 to an Allard J-30. His mother's restaurant by the way, closed during the Covid pandemic but John managed to salvage the neon sign from the storefront, which now affectionately adorns the front of his 1950s-style diner located inside his warehouse.

While acquiring a new addition for his collection, John is careful to search for vehicles with a unique history or exclusivity – from limited editions to first (or last) production models, to rare accessory combinations, John is very discerning in his choices. He tells the story (and John is full of fascinating stories) of his desire to corner the market after being told on good authority that there were only three surviving Pantera S models still in existence. No sooner had he finished locating and purchasing the three (all from separate owners), when he found out there were actually more than just these three out there. So, he bought those also. His collection now boasts eight Panteras, each with its own unique history and provenance.

His first performance sports car was purchased in high school, a 1958 Corvette which he still owns, and while his interest in Porsche was slow in coming, he admits that the love for the German cars has grown on him. His collection includes everything from an early Speedster to a 930 Turbo (with rare 5-speed), several GT cars which are used for his racing program, to a 2018 Speedster Heritage edition which, unknown to John at the time of purchase, turned out to be the last car offered with that option. Porsche now makes up most of John's collection although he always considered himself a Chevy man. He relates a humorous story about the time he tried to acquire the new Ford GT. Ford Motor Company, wanting the exclusive supercar to go to enthusiasts and not just asset traders, mandated that evidence be sent to them in the form of a letter and other proof that the buyer was, among other things, a previous GT



Owner and Host, John Wester



owner. Realizing he did not have a strong enough pedigree, John promptly went out and bought an earlier model in order to round out his bona fides. As he was putting together the letter, he realized that the Panteras qualified as Ford products, not to mention the F-100 along with other sundry vehicles. In the end this Chevy man was surprised to find that he actually owned more Ford products than he realized. The enumerated list turned out to be sufficient and John was awarded one of the new GT models (2022) which sits in his warehouse now.

Going back to Porsche, he has a white 1982 Carrera which he bought as part of an eBay challenge in which fabricators were tasked with creating a vehicle strictly from items purchased on eBay Motors. With an expense cap of \$50,000 (for both vehicle and parts), the white Carrera was a finalist in that competition. John relates (he always has a story) how after the competition, some participants complained that certain parts used were never listed on eBay to which the fabricators responded that to the contrary, they personally contacted the manufacturer of the needed part, explained to them their predicament, and asked if the manufacturer could list it on eBay, just so they could buy it!

There are hundreds more such stories, equally intriguing and fascinating which come about by years of experience and passion. John is well recognized nationally and as part of his legacy, is considering establishing a museum and charity endowment for future generations. He graciously opened his warehouse to the HCR membership in hopes of inspiring other enthusiasts to preserve and acquire their own collections of the rare and unique, and his story is a reminder to all of us that the start of a great collection could very well be that project car, sitting on jackstands and taking up space in our own garage.



L to R: SAGA Members, Alvin Jackson, Felix Elizardi, and Ryan Ritchie



Photo Credit: Brandon Bastin



1982 Carrera, Finalist in eBay Challenge Competition

Do you have feedback, comments or suggestions?
This is your opportunity to provide input about the previous issue of Horizons.
We welcome members' feedback and look forward to hearing 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. We thank you for your support.

My first new car was a Cutlass Calais (long, long ago in the 80's). I experienced the foam-in-vents situation. I can't believe I finally learned what that was by reading Horizons. Thanks to GT International for such an interesting article which applies to car owners (even though I wish my Cutlass had been a Porsche) - Michelle F

Incredible content contribution! Love the detail, the photos, the maps and the in-depth history. Thank you for all that you do. Congratulations on providing continuous quality improvement to Horizons. - Michelle F

Kudos on a great Horizons, Fall 2022. Some comments: A Texas sized hats-off to Charlie Sparks. Like geese, we summer way up north in the Adirondack mountains, leaving our Type 997 Carrera S Cabriolet in our garage. I was having great difficulty finding someone to exercise it while being gone for almost four months.

I called Charlie just to ask about other HCR members living close by. He immediately volunteered to drive it himself every other week for the whole stint! As if he didn't already have enough to do as club President (see his article "The Drivers Seat" about all the hats he wore)! So a big tip of the hat to Charlie for his time as our club President.

I was a member of the original Porsche Potomac regional Porsche club ("History of the Hill Country Region") 1976-1980 when I had a 1973 911T Targa while stationed as a Navy Lieutenant at the Pentagon. I gave a lot of "test drives" to Navy shipmates who'd heard about Porsches but hadn't seen one let alone driven one. They were always amazed with the car and how quickly they inadvertently busted speed limits.

Of note, it was standard Potomac Club procedure back then to flash our headlights to greet another Porsche coming head on. We were a special group, we knew it, and we showed it. The number of HCR events is just astounding! Thank you, everyone. - Scott S

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