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FALL **2023** | VOLUME **24** | NUMBER **04**



HORIZONS PRODUCTION TEAM

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BRANDON **BASTIN**
HANS **FALK**
STEPHEN **MOSTAD**
JOAH **RAYOS**

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COVER IMAGE

CHRISTIAN KNAAK'S **911** CUSTOM BUILD IN RUBY RED METALLIC

PHOTO CREDIT

JOAH RAYOS

A high-angle, wide shot of a white SUV driving on a winding asphalt road that curves through a dense forest of tall, green trees. The car is positioned in the lower right quadrant of the frame, moving towards the left. The road has white painted lines. In the background, a small town or village is visible through the trees. The overall atmosphere is serene and scenic.

THE DRIVER'S SEAT

The busiest October in recent Hill Country Region history has ended which included two wine tastings, the Porsche vs. Ferrari concours, new member party and a grand remembrance of our friend, Tuffy von Briesen.

The Celebration of Life for Tuffy was held on October 28th at Petrol Lounge, a setting Tuffy loved. Over 100 HCR members were in attendance along with the von Briesen family, representatives from Potomac and War Bonnet regions as well as a colleague from the Drug Enforcement Agency where Tuffy worked. The event was a proper send-off which Tuffy would have appreciated, a gathering where everyone had opportunities to share their stories and experiences with Tuffy von Briesen.

Two tours have recently operated using the new Guidelines for Driving Tours. The first was an on/off road tour to Castell. The second tour went to Giddings and a visit to the Dime Box Distillery. Lots of SUV's and other four door vehicles! The new touring format including pre-drives, advance directions to participants and exceptional communication were praised by all members and have taken our driving tour program to the next level.

Speaking of next level, Hill Country Region is fortunate to have two highly rated Premier Porsche dealerships available to us.

Porsche recognizes the top 25 highest performing dealers based on their performance in 18 different categories, including The Porsche image, the condition of the facility, J.D. Power survey results and a host of other data points. Good news, both Porsche Austin and Porsche South Austin consistently exceed national Porsche dealer performance standards and are designated Premier Dealerships.

Our two local Porsche stores continue to exceed customer expectations according to J.D. Power surveys. And, they are the only dealer in the United States sponsoring a Carrera Cup race car driver, none other than Riley Dickinson!

Porsche Cars North America recently released third quarter sales results for North America as well as globally.

During the three months ending September 30th, overall North American sales are up 21%. By segment, sports car deliveries were up 46% from a year ago and SUV deliveries up 11% with Taycan sales rebounding 55%. Year to date, in North America, sports cars are up 24%, SUV's up 17%, Panamera deliveries increased by 7% and Taycan sales down 10% in spite of an exceptional Q3.

Globally, sales have increased 10% versus 2022, including the Taycan which have improved 11% across the globe.

It appears that the pandemic-related supply chain issues are finally behind Porsche cars and availability of the models is constantly improving.

As 2023 closes out, our membership can expect more unique experiences like the Pick-Yer-Tour weekend, wine tastings and other events that will be available during the new year.

A special thank you to all volunteers and active participants in Hill Country Region events, with you everything is possible!

Drive safe and drink lots of coffee!

Carl Rossi
President

	JUL 2023	AUG 2023	SEP 2023
PRIMARY	1382	1395	1417
AFFILIATE	635	637	647
TOTAL	2017	2032	2064



NEW MEMBERS

Paulo Almas	Ari Herbert	Moorefield
Autumn Ashley	Gary Hill	Deep Patel
Tom Ashley	William Howard	Jonathan Patschke
Paula Bales	Devin Hughes	Terri Ray
Martin Bell	Farhan Irshad	Ace Reneau
Sara Bell	Kyle Johnson	Julie Reneau
Jennifer Bennett	Charlie Jones	Leslie Scott
Richard Bennett	Cynde Jones	Mark Scott
Seth Brown	Phillip Jones	Michael Sculley
Hogan Bryan	Jeff Julia	Sheryl Sculley
David Campbell	Eric Jung	Furqan Shah
Kyle Campbell	Michael Keever	Gram Short
Nicole Campbell	Penni Keever	Sondra Sondregger
Benedict Casey	Alan Knox	Nathaniel Tarver
Craig Chavez	John Krafcik	Anthony Tilford
Paul Claessen	Curtis Kupferschmid	Debbie Tilford
Gregory Clark	Thomas Kupferschmid	Nick Van Sistine
Will Cleveland	Michael Laosa	Carlos Vega
Jeff Cohen	Megan Lo	Jarrood Weaver
Joshua Coleman	Jean-Pierre Louis	Kim Wheeler
William Connor	Sean Lowery	Troy Wheeler
John Courtney	Kris Luck	Christofer Whidby
David Debalko	Bryan Marshall	Sean Whitehead
Deborah Debalko	Damian Mastylo	Eva Wilbert-Yeager
Jacqueline Dove	Don Miller	Charlie Wilson
Goncalo Fernandes	Arif Mondal	Matthew Wolf
Seth Gillespie	Sanjay Muthu Manickam	Pete Yeager
Aaron Greenwood	Dean Nafziger	Yuan Yu Derek Yan
Rica Greenwood	Kristin Nafziger	
Will Heinzl	Jennifer Newland	



ANNIVERSARIES

1 YEAR

Alice Clemons
Amanda Beale
Anne DiCarlo
Antonio Breedlove
Barron Clemons
Beth Mandell
Brian Hyde
Brian Petranick
Buzz White
Charles Eckstrom
Charles Kim
Chris Ankeny
Cindy Geary
Claudia Green
Craig Barnes
Daniel Cuevas
Daniel Freeman
Daniel Logan
Daniela Krotzer
Daood Alvi
Darryl Towell

Delia Midamba
Devan Plantamura
Diana Martinez
Drew Bradshaw
Dustin Simmons
Earl Fore
Elias Torres
Emiley Odom
Gary Gray
Gayle Hamilton
Gina Silvestri
Giovanni Di Virgilio
Gregory Rosamond
Hector Eichelmann
Holly Sexton
Iain Nafe
Jacqueline Fonti
Jacqueline Frank
Jamal Hasnat
James Purpura
Jennifer White

Jill Cheever
John Anderson
Josh Record
Julie Dirkes
Justin Patrick
Karla Walter
Kathy Sandoval
Katie Cuevas
Katie Kim
Kenneth Trethewey
Kimberly Tran
Ladon Madden
Laura Rubio
Lindsey Record
Luis Botello
Lyssette Follmer
Mark Curreri
Micah Horwitz
Michael Jones
Michele Arceo
Mike Mcconnell

Neal Corbett
Patrick Durbin
Patrick Sexton
Paul Domino
Reggie Arceo
Richard Heath
Ron Madden
Russell Anastasi
Ryan Smith
Sarah King
Scott Hamilton
Scott Reid
Sean Whitehead
Selena Sierra
Simran Sekhon
Steve Fisk
Steven Klindwroth
Tana Busch
Terry Follmer
Tricia Reid
William De Dufour

5 YEAR

Anne Stephenson
Anthony Vance
Anthony Hadorn
Bruce Kingsley
Christopher Casias
Danny Nixon
Edwin Mangalindan
Geoffrey Connor
Holly Noel
Hunter Ely
James Lickwar
Jeff Comstock
John Hadorn
Joseph Knize
Laura Comstock
Laura Mangalindan
Mark Breyman
mark smyth
michael zamkow
Richard Mangini
Robert Shelley
Ryan Confer
Shaune Maycock
Shawn Veach
Tiffany Shelley
Walt Stephenson

10 YEAR

Anthony Baldwin
Charles Baldwin
Fred Kaimer
Gary Schiff
Holly Sanders
Jamie McShan
Martha Saville
Mike Searle
Morgan Sanders
Penelope Crownover
Wayne Fleenor

15 YEAR

Christian Knaak
Corey Garnett
Denis Lebreton
Geoffrey Price
Jean Woloszko
Lilia Amaro
Robert Price
Thomas Woloszko
Todd Ditmire

20 YEAR

Byron Ellis
George Altenbaugh
Gregory Fishman
Kathy Altebaugh
Matt Blankenship
Michael Evans
Mimi Blankenship
Ockhee Bego
Phoebe Fishman

25 YEAR

Abigail Hendrix
Chris Hendrix
John Fabry
Richard Schley
Tom McClendon

30 YEAR

Bret Olszewski
Mary Marshall
Stephen Marshall

REGION TRANSFER NEW MEMBERS

GOLDEN GATE	Christopher Covington Quinn Zhu
HEART O' DIXIE	Michael Fiyak
LONE STAR	Chris Alvarado Joan Bonningtom Douglas Schaller Ty Terrasso
NORTHEAST	Joshua Velez
PACIFIC NORTHWEST	Gloria Riley-Schaaf
RIVERSIDE	Jason Henshall
ROCKY MOUNTAIN	Geoff Lancaster



MEMBER PROFILE

CHRISTIAN KNAAK

INTERVIEW AND PHOTOS
BY JOAH RAYOS



There are many routes to Porsche enjoyment. For some, that means checking all the right boxes at the Porsche dealer and receiving the keys to Stuttgart's finest. For others, it means hours and hours perusing classified ads, dreaming of modifying that donor car, and then building up the perfect Porsche part by part. Christian is squarely the latter; his curiosity and determination have led to several project 911s, the latest of which is our fall feature. All air-cooled, all slightly different in personality, each an incremental improvement yet all are united in the outcome: maximum smiles when he's on maximum attack.

This issue's car is not your typical modified air-cooled 911. Dubbed "Ruby" from its Ruby Red Metallic paint, this Safari build is for when the pavement ends, but you don't want to stop driving. So get comfortable, let that tail slide, and read more about it.

JR: When did you become a PCA member?

CK: I first joined the PCA in 2004. We had been living in the Bay Area for a handful of years. When I first moved out there, I owned a gray market 1983 930 in Platinum Metallic and joined the Golden Gate Chapter of the PCA. The Turbo was my fun car, and I had a more modern BMW E39 530i that was my daily driver. Due to the limited parking in the city, I ultimately decided to sell the 930 (I think I got about \$25k for it back then - ouch). Eventually, I missed the performance, sold the 530i, and acquired my other dream car, a BMW E39 M5 in Anthracite Metallic.

JR: How long have you lived in Austin, and what brought you here?

CK: My wife and I moved to Austin in 2010 while she was seven months pregnant with our first child. Both my wife and I had either lived in the area or visited frequently, and we decided Austin was where we wanted to be long-term to raise our family. In 2015, I found a 1976 911 with a steel widebody conversion and a 3.2 swap. It had been about eight years since I had been in a 911, and I was getting caught up in the Outlaw/RGruppe style of cars and decided I needed to make the jump back to Porsche. I purchased that car to do a backdate in Slate Grey.

JR: How did you become interested in the Porsche brand, and what aspect of owning a Porsche do you enjoy the most?

CK: Like many kids in the 80s, I had the classic car posters with Porsches, Ferraris, and Lamborghinis on my bedroom walls. I was always drawn to the Porsche's body lines and curves. I specifically loved the Turbos with their wide rear hips and tires. I grew up in a small town outside of Nashville, TN, and at that time, cars like these were just pictures on the wall or in magazines and rarely seen in person. They were exotic to me, and I was fascinated by their engineering and design and how they were so different from the Chevys, Fords, and Nissans I was used to seeing. I was determined to buy a Porsche - any Porsche - and the summer after I turned 16, I worked my butt off to save up enough to buy a water damaged 1986 Guards Red 944. In hindsight, it was a mess, and I'm not sure my parents knew what I was biting off, but I loved that car, and it started my obsession with the brand and, more importantly, the other enthusiasts you meet through the enjoyment of the hobby.

JR: The fall feature car isn't your first or only air-cooled. I've seen you ripping around Lime Creek in Panda, a white, widebody G-series. What made Panda special, and while a safari is undoubtedly different, did any 911 characteristics carry over?

CK: The Panda was a great car and fun to drive. As you mentioned, it was a white 1977 with a steel widebody conversion. I installed modified yellowbird-style bumpers and painted them black to match the Fifteen52 Outlaw wheels. During COVID, I decided to overhaul the interior and did a pretty outlandish red, white, and black houndstooth theme to offset the subtle look of the exterior. The 3.6 engine swap was an incredible engine to compliment the looks. The Safari is outlandish in its own way. It still maintains the feel of driving a 911 and the ability to cross streams or comfortably drive at 60 mph down a bumpy gravel road. It really is the best of both worlds for everyday driving.

JR: This brings us to Ruby, a car you brought from South Carolina. How did you find this particular car, and what attracted you to it?

CK: I had been kicking around the idea of building a Safari. I thought they were fascinating. At about that same time, an acquaintance I followed on Instagram was considering selling his Safari. It wasn't exactly what I was thinking (i.e., the Panda Safari), but it checked many boxes, was a fair price, and I could enjoy it immediately. I had no plans to do anything to it. Really, it was just to see what these Safaris were all about, and if it were a gimmick, I would just sell it after having some fun.

What can you tell us about Ruby? Was it already close to the safari spec you envisioned, or did you have to tinker and put more work into it to get it where it is today?

CK: Well, it wasn't a gimmick; it was fun as hell, and I was hooked. I then

basically changed everything about it, ha! I started with having new bumper guards and skid plates fabricated here in Austin. That massively altered the look, so I continued with LED Light bars instead of the typical round rally lights on these builds. Then, I changed up the wheels to a set of 16" BRAID Rally wheels. I had everything powder coated in bronze to play off the Ruby Metallic paint, and I've been pleased with the overall balance of the look. After about the first year of ownership, I upgraded from the torsion bar suspension to coilovers and had the chassis reinforced. We also installed a drift brake during this upgrade, which is incredibly fun in the dirt and gravel.

JR: A lifted 911 gets a fair amount of attention anywhere you take it. What is it about driving Ruby that you don't get from a "street" 911?

CK: She's definitely an attention-getter and a conversation starter. Some people think I'm an idiot for "ruining" a 911, and others believe it's the coolest thing they've ever seen. I'd say both opinions have some merit. I can tell you there is nothing like the experience of taking a car built for the Autobahn and very capably driving it down the gravel backroads and river crossings of the Texas Hill Country and making it back to the safety of the pavement caked in mud and dirt as if it was a lifted 4x4 truck. Smiles for days.

JR: Would you consider Ruby's transformation completed, or do you still have anything planned? Any advice to members who may be considering a similar project?

CK: For me and its purpose, she is done. These 911s could always use more power for the street as she still has a pretty stock 3.2, but it's just fine for non-pavement use. I'd instead save the money for the wear and tear, which is guaranteed. As for advice, just like with any project, plan a budget and try to find the best donor car you can. Also, regarding Safaris, if you can find one already built at a reasonable price, I would buy it. Converting these involves a lot of time, labor, and money, so if you can get one and drive it immediately, it's worth it.

JR: The decals on Ruby paint a picture of a well-driven car. Do you have a favorite Porsche or PCA-related experience or event?

CK: Yes, this car is a driver, first and foremost. Between my ownership and the previous owner, she's attended several of the more notable Porsche Rallies in the Central and Eastern US. Without hesitation, my favorite event of the year is the Hill Country Rally down in Kerrville. It's a great community of people, fantastic driving, and excellent cars.

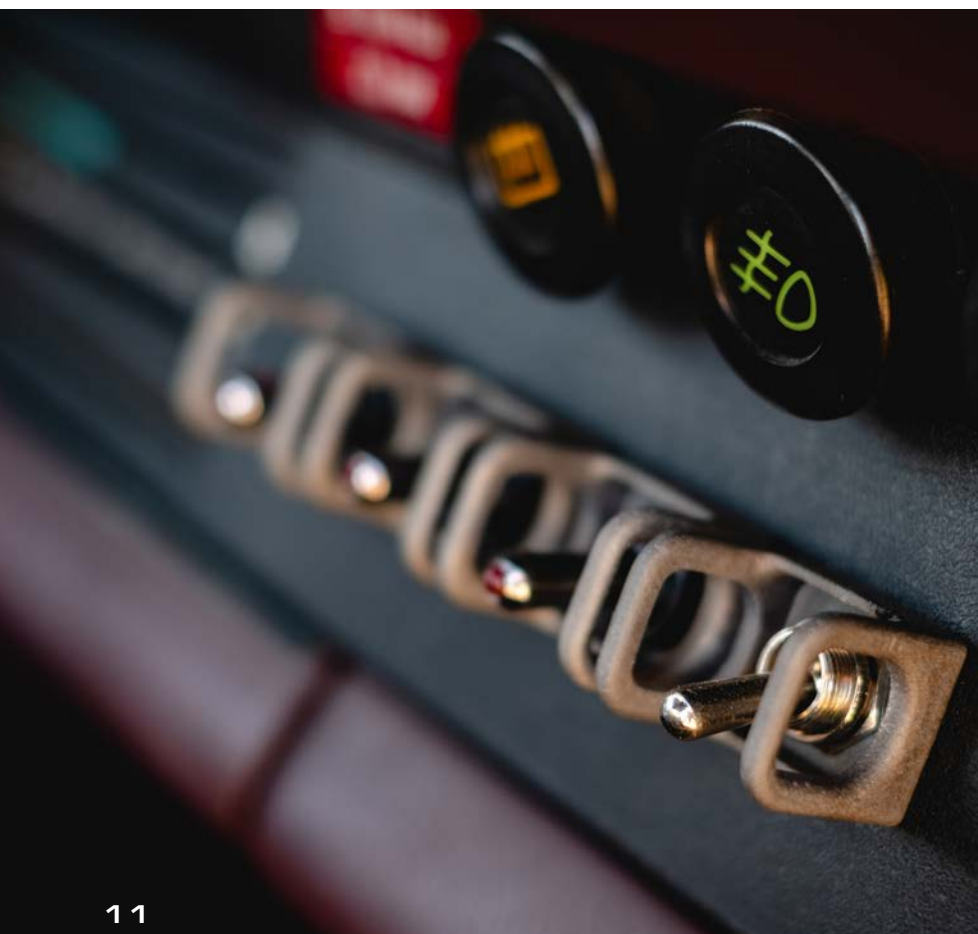
JR: You've got another air-cooled project in the works. What is your approach to building up a project car? And without giving away too much, can you tease us with a few details?

CK: My approach is simple: I get an idea about what I want to experience in a car and how it will be different or better than something I've already had. Every Porsche 911 project car I've done has been vastly different and, in my opinion, rather unique. This current build is no exception. I've partnered with Julian Avent and the Werks11 team to build my dream car, which should be completed when this article is published. At a high level, it's an entirely custom build based on a 1970 911T chassis. Highlights are an all-steel widebody with various subtle modifications, 356-inspired paint colors, a fresh leather interior, center lock Fuchs, and a 600+HP TurboKraft motor. It will be a great day when I can finally take her for a spin.

JR: Lastly, is there a Porsche with a water pump you'd make room for in your garage, or are you strictly Team Aircooled?

CK: Of course! There is always room for a modern Porsche. It's funny; I've had my fair share of 911s, but nothing newer than a 964. I've always wanted a modern 911 but never pulled the trigger. I believe in the next few years, I'll finally make that move. I love the styling of the 992s and would be incredibly fortunate if I could get my hands on a GTS. A Turbo S would be the dream car.







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ADVERTISER SPOTLIGHT:

AMBER ASHY, REALTOR
STORY BY HANS FALK

In today's busy, hectic environment, it is easy to overlook certain professions and take them for granted—attorneys, for example. We never give them a second thought until the time comes when we actually need one. Then we expect nothing less from our attorney than to be some sort of miracle worker, moving heaven and earth to represent our best interests and win our case. Realtors are remarkably similar to this – we hardly think about them or what they do. We see the sign on the property and haven't the slightest idea of all the toil a realtor went through to bring the property to that point, where a sign or listing could actually be presented. Or if we are a potential buyer: We call a realtor and expect them to have precisely what we need, ready to show to us, never realizing the number of hours a realtor has already invested up to that point to bring us a selection of properties that meets our needs. The truth is, Realty is so much more than just publishing onto or scouring the pages of a multi-list service.

Meet Amber Ashy, a realtor who understands that representing a buyer or seller of property entails so much more than the property itself. She understands that her clients are about to take a considerable risk, perhaps the most influential decision in their lives. It helps to have someone who looks at the transaction beyond just the real estate in question but takes the time to also study and learn about the client, to understand their motivation and their desired outcome, and to help guide them through the maze of choices and decisions that a property sale or purchase brings with it.

Many of you know Amber from her days as a Sales Consultant at Porsche Austin, the joyful, smiling, and welcoming face of Porsche that greeted everyone who walked into the showroom. Over the years, her caring

personality endeared her to many clients, ultimately developing into long-term relationships that went well beyond the immediate need at the dealership. Many of these individuals have maintained that relationship and now call on Amber for their realty needs, remembering her overriding commitment to the client and trusting her to guide them through the labyrinth of the realty world. As a licensed and certified realtor, Amber is not just a listing or sales agent but someone with the training and experience to understand the nuances of a property transaction. She offers her services to personal and commercial properties, working with a diverse group of clients, property owners, realty offices, and state agencies to find the right buyer or seller to complete the transaction.

Amber is also an accomplished photographer and adventurer, having traveled the globe extensively and displayed her artistic work at several galleries worldwide. Her eye for the subtleties of design complements her skills as a realtor by allowing her to visualize the potential of a property and focus on that potential so the buyer/seller can see beyond the existing bare walls or ground before them. In reality, so much goes into property marketing in ways that we simply cannot comprehend. We envision the buying and selling of property to be consumed by data – market trends, cost per square foot, zoning requirements – numbers that can easily overwhelm even the most experienced realtor. Yet, Amber understands there is more to this game than just numbers. It's important not to lose sight of the heart and soul of a property – what makes it unique, what makes it special, what makes it desirable. She absorbs all these elements and then adds her special touch to enhance what already exists to make the property as marketable as possible. In short, she's a wizard when it comes to Realty, or using the previous analogy of the attorney – a miracle worker.

As a part of the Hill Country Region, both as an advertiser and as a volunteer (currently the Special Events Coordinator for HCR), Amber brings her talent and wisdom to Realty and blends it with her enthusiasm for all things automotive. "A Realtor who knows, sometimes the garage is the best room in the house" is not just a tagline for Amber. She understands the needs of an enthusiast and can discuss in detail, among other things, whether a slab can hold the weight of a personal four-post lift. She's owned and driven her Porsche since before she started working for Porsche Austin, and she considers it her pride and joy, something she would never sell. Surprisingly, her 911 is also her work vehicle, shuttling

files, signs, and even decorative items around town from property to property. Her passion for Porsche is equaled only by her passion for her clients. Both deserve perfection, and Amber provides that over and over again, which explains why her clientele is almost entirely made up of referrals and repeat customers. She is extraordinarily talented in many areas and is unafraid to get her hands dirty pursuing the dream she loves. Her advertisement can be found here in Horizons, or you may see her at any upcoming HCR events. Look for that joyful, welcoming smile, and you'll not be disappointed. If you have a real estate need, you can be assured she will give it her utmost attention.

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HISTORY OF THE HILL COUNTRY REGION

STORY BY HANS FALK

IMAGE CREDITS: HILL COUNTRY HORIZONS NEWSLETTERS, 1985-1989



This is the fourth in a series of articles documenting the complete history of the Porsche Club of America, Hill Country Region. Past installments have detailed how the club struggled through its infancy, only to grow through capable leadership and tireless volunteers to mature into a respected Porsche Club of America region. That brought us to 1985, and the prospects for the club and the nation were brighter than in a decade. We will continue to tell the club's story as it navigated the final decades of the millennium and set its sights on a new digital age.

Hill Country's activity calendar became quite busy in the late 1980s, with significant events scheduled monthly. The year's highlights remained the Little LeMans in the spring and the Porschedillo in the autumn, but several new events crowded out the rest of the months. Dean Jessen faithfully served as president throughout 1985, handing over the reins to Ron Beard in 1986. If you recall, Ron was instrumental in elevating the Horizons newsletter to a more professional look, with much-improved photographs throughout. Gone were the photocopied, typed pages of the early years. Ginny's Printing took over the printing of the newsletter and became a sponsor and advertiser of Horizons as well.

As was common in those days, whenever a motorsports

event took place in Austin, regardless of who hosted it, it drew sports car enthusiasts from all over the area. We find the pages of Horizons in 1986, filled with numerous cross-over events with other PCA regions and car clubs – the Alfa club, Mercedes, BMWCCA, the Corvette club, Ferrari, and so on. Each group supported the other to keep automotive enthusiasm alive in Central Texas. This camaraderie spurred the organization of the first German Autofest in May of 1986, featuring all German marques. The event was held at the Lincoln Village Shopping Center (where the Alamo Drafthouse is now, off Anderson Lane Road). All proceeds were donated to the March of Dimes Foundation.

Community and charitable involvement remained a strong point within the Hill Country Region, continually offering new and unique volunteer opportunities, such as operating the KLRU fundraising phone bank during prime-time television. Imagine – a huge Porsche banner splashed across the television screen behind a dozen HCR members, all on display for one evening to the viewers in Central Texas.

Besides the need for cross-over activities, another reality that made itself evident to all enthusiasts was the summer heat, which generally put the kibosh on open-air asphalt-surface events. This inconvenience was partially solved by introducing nighttime autocross events, thanks to the cooperation of the enthusiastic parking lot operators at the Berger Center, IBM, and other venues, who kept the lights shining until the last car ran its course.

Membership numbers consistently climbed to 128 by the end of 1986, while finances remained relatively small (to today's standards) but well within a comfortable range to meet the club's expenses. In 1987, Ernest Seitz took over the president's role for Hill Country. That was a memorable year for Zone 5 due to the annual Porsche Parade in Dallas that year. Much of the chatter in Horizons that year concerned the Parade and related events hosted by the Maverick Region.

When reading through the pages of Horizons of this decade, it becomes noticeably clear that the organization's growth in membership and activities was due primarily to the many volunteers who sacrificed their time to ensure that every activity exceeded the expectations of the attendants. The pages are filled with examples of specific people who gave their time, talent, and sometimes even money to put on a fun and exciting event worthy of the Porsche name. After all, the slogan has always been, "It's not about the cars; it's about the people." A list of just a tiny handful of the volunteers who

consistently provided such tremendous support during the 1980s includes Kathy Ryan, assistant to Ernest Seitz and organizer of the annual Christmas Party. This task anyone who has ever been involved in it knows is hardly a walk in the park. Rick Toms, editor of the Horizons newsletter for many years, Jeff Bloch, Al Dylla, Ron, and Treeta Beard, all of whom opened their homes to the entire membership on multiple occasions to host various parties, get-togethers, and social events. Besides the Beards, many members were involved in the club as married couples and families - Craig and Lacy Seybold, Jim Bob and Barbara Bryant, and Al and Denise Dylla. The Dyllas were rewarded for their commitment by being awarded the HCR Family of the Year Award, while Rick Toms was recognized for his many hats with the Enthusiast of the Year Award (both in 1988).

David Gensler worked tirelessly to organize the autocross events, find venues for the driving events, and design new and exciting course layouts that challenged everyone's ability. Rick Renkert, forever recognized as the Father of Little LeMans, remained active in planning this significant Zone 5 event along with newcomer Jim Cunningham. The excitement was infectious, and the club grew to have a strong reputation for community involvement, enthusiastic members, and a fun group to participate in.

John Merrill took over the presidency in 1988, followed by Jim Bob Bryant in 1989 and 1990. Jim Bob also initially doubled as the Horizons editor. A noticeable dependency became evident during these last years of the decade, with most HCR activities conducted in conjunction with Longhorn or Lone Star Regions at Central Texas' single major venue, the Texas World Speedway. Although well past its heyday as a national superspeedway, TWVS evolved into the club racer's dream circuit, with high-banked curves and an eager management staff that was, albeit struggling financially, anxious to book any paying organization to use the aging facility.

Despite the close availability of TWVS, its future was far from certain as the facility continued to deteriorate. Coupled with Porsche's quiet and disappointing withdrawal from the PPG Indy Car program in 1991, it seemed to portend an overall decline in motorsports enthusiasm. For Central Texas, autocross was still king, but the calendar began to fill with many less traditional events. One such activity that proved quite popular was a social gathering at Austin's Malibu Grand Prix, where participants raced against the clock in scale versions of Grand Prix racecars. It was a much-frequented venue for many enthusiasts as the cars were compelling, the course incredibly challenging, and the competition to see who had the fastest lap time was fierce. Many other social events dotted the calendar, including participation in a benefit softball game for the Easter Seals foundation, 'mini' races with RC cars, pool parties, chili cookoffs, and member dinners at some fine Austin venues.

Despite these new fun events, the times were changing as the economic downturn created fresh challenges for the auto industry and the country as a whole. Porsche AG announced a production cutback of 20% in 1988, as did many other manufacturers. Finances became strained as

membership regressed slightly. Even Horizons had to tighten its belt and revert to a more straightforward photocopied edition as in the past. Through careful management, however, the club remained solvent as responsibility for the club's activities fell to a select few veteran members.

The two primary events of Hill Country were still going strong and were well attended - Little LeMans, described as "the most popular Zone 5 event," was in its tenth year and more popular than ever. Meanwhile, that perennial yet elusive creature known as the Porschedillo, already in its teenage years, continued to come out of his hibernation to frolic in the streets of Austin. The perennial Shrimp Concourse joined these two events as the backbone of the club's activities. As you may recall, the Shrimp Concourse was first included in the activities of HCR as a carryover from the Longhorn region a decade earlier and eventually evolved into a signature HCR event held on the banks of Lake Austin each summer.

Despite the prevailing economic gloom, the new decade brought news that PCA National would organize, for the first time, 'club' races independent of any other racing body. Planned to begin in 1992, it was a welcome development for many Porsche owners and the clubs struggling to maintain interest in their membership.

Rick Toms took over the presidency in 1991, followed 1992 by Sue and Rick Yuhas, the first (and only) 'co-presidency' in HCR history. Sue had stepped up seemingly out of nowhere the previous year to offer her time to organize the club's Christmas party. This demonstrates that one does not have to have a long 'pedigree' with HCR to rise to a position of responsibility - all it takes is to raise your hand.

1992 brought new changes with Lacy Seybold (the original Lacy Seybold) taking on publication of the Horizons newsletter and restoring the pseudo-magazine look pioneered by Ron and Trac Beard back before all the 'economic' troubles. Membership likewise rebounded to 150. The calendar was filled with the usual list of events, with the additional driving tour thrown in here and there, usually in conjunction with the Alfa club, who seem to have become our good friends over the years. The significant change for the year was the opening of the annual Little Lemans to participation by Japanese-made cars, having previously been restricted exclusively to European marques. The times were indeed changing.



*EV*olution of the Spe

Old Porsches, modern technology



ecies



When it comes to converting classic
Porsches to electric, the British have
plenty of options, but real work is being
done right here in the
Texas Hill Country.



For a tiny island in the North Atlantic, Britain certainly punches above its weight when it comes to the cottage automobile industry. Some of the finest bespoke coachbuilders with some of the longest histories of production are found there. Travel the countryside and you'll find a number of small-volume supercar and sports car manufacturers working among England's verdant rolling pastures. Heck, the vast majority of F1 teams have their facilities there thanks to an incredible legacy of engineering and innovation, among other important assets.

It should come as no surprise then, that at least three major classic Porsche electric vehicle conversion companies are found in England: Electrogenic, Everrati and Felten. Each has either turn-key or plug-and-play installation kits that take an old-school, internal combustion-engined Porsche 911 and modernize it with the latest motors, batteries and charging systems. When all is said and done, the result is a 911 with gobs of torque goodness and instant-on performance with none of the traditional challenges that come from owning a car with a legacy power source.

Still, for any true gearhead there is a twinge of pain that comes from the very mention of the demise of the internal combustion engine. Regardless of their layout, or cylinders, or valves, or compression, internal combustion represents an impressive feat of engineering, metallurgy, and technology — one that has been iterative and inventive for well over a century. And yes, at its core a traditional engine is nothing more than suck-squeeze-bang-fart in repetitive sequence but for those whose very identities are tied to their car's noise and the visceral feelings it invokes, the internal combustion-to-electric swap is like a heart transplant; sure, your car will move just as it did before, only something isn't quite the same.

To start, converting to electric means measuring power not in horses, but in kilowatts. A regular parts counter battery with 550 cranking amps isn't going to cut it; you need big batteries measured in kilowatt-hours (kWh). And the throttle cable that transmits vibration into your foot and whose movement is directly affecting butterflies in carbs or throttle bodies gives way to a potentiometer and wire, converting your foot movements into a signal shooting into a computer controller, where it's converted to binary 1s and 0s.

Going electric takes the analog driving experience and makes it digital, kind of how the warm crackle of vinyl gave way to the



sanitized sound of Compact Discs, or the imperfect glow of a tube amp was sterilized with the precision of transistors. No one can stop progress, but some believe we whittle away just a little more of our humanity with each 'improvement.'

Ultimately, the problem is that patience (some might even say, sympathy) for the nostalgic in today's Chat GPT and AI-enhanced world grows thinner. The dinosaurs died off and gave us oil. And now, in an ironic twist, the dinosaur-powered cars must go extinct to make way for a newer technology. It's possible that our current 'dino juice' will still be with us for another 10 or 15 years, but given the rapid transformation we are currently living through in the collective West, that doesn't appear to be a lot of time.

Admittedly, we are in the early days of electric transformation, but Moore's Law is alive and at work, not just in computing but also in the classic car conversion business. Ian Newstead, managing director at ElectroGenic in Kidlington, England, is under no illusions as to what must happen. He says candidly, "the end goal is to create something where the past meets the future."

A competitor to ElectroGenic is Evertati, based in Bicester, England. Founded by serial entrepreneur Justin Lunny, he credits his ability to envision the unequivocal arrival of electric vehicles and the "Tesla effect" as the catalyst for starting the company. He told the Car Chat podcast back in August 2021, "We want people like you... to think about EVs in a different way; they can be cool, they can be fun, they can be engaging."

On the West coast of England, the seaside town of Bristol is where Feliten has its headquarters. The company is more globalized as the result of a merger between Zero EV UK and Jaunt Motors, Australia, offering drop'n'go 911 conversions, among other options. In fact, its webpage boasts that their 911 kit goes "from crate to car in under 100 hours" all while providing the same weight distribution and storage capacity only with more performance, guaranteed reliability and 200 miles of emissions-free driving.

The catch, of course, is that you're not bolting this into place under the big mesquite tree in your front yard; that's way too nostalgic! Feliten – the Welsh word for lightning – provides kits to approved installers who do the work for you. Chris Hazell, the company's Chief Executive Officer, said "We want to bring about the rapid uptake of classic electric cars and enable other companies to do these conversions in a quick, safe manner." Considering the kinds of voltages we're dealing with and the consequences of getting things wrong, making the conversion safe means calling in the pros. As luck would have it, Feliten does have an installer right here in Austin, Texas.

Moment Motors, just off South Congress Avenue, is where the company undertakes the modernization of a variety of classics – from Alfas and Porsches to Jaguars and Austin Healeys. Moment was founded in 2017 through a confluence of passions for founder and CEO, Marc Davis. His

computer science engineering degree and deep love of cars came together when "in my mid-40s, I realized I needed to make a change." He brought those passions together and has been working on classic conversions ever since.

"Converting cars is something people have done for decades... but if you go back 10 or 15 years, everybody was doing it [in their] garage, it was DIY," says Davis, "using things like lead-acid batteries and forklift motors to power an old Geo Metro." Drivetrain swaps in old econoboxes is not the most cost-efficient way to get to electric transportation, he says.

"What I was trying to capture when I started Moment Motors was the fact that doing...something unique... that people can be excited and passionate about. [That's] where this industry is headed." Davis says the business is best summed up by driving a first generation 911 every day, "and not having to think about anything other than getting in, turning the key and going." Fouled plugs, misfires, that gush of oil from valve covers, it all "goes away and you get the true joy and experience of driving a classic in a much more predictable way."

About 40 minutes north of Moment Motors, in tiny Coupland, Texas, is Flash Drive, another homegrown conversion shop. Born out of COVID ennui, owner James Fleischman (along with his brother) electrified a 1980 Subaru Brat for kicks. This served as the catalyst for a classic conversion business. Fleischman comes at it with a degree in computer science; "after 20 years of banging on keyboards... it was time to combine my talents for software and automotive [skill] into a business that needed both," he said. He acknowledges that his brother, a civil engineer, had a knack for the paint and body side of the business, which naturally produced a seamless operation.

Fleischman's take on the future of classic cars is in lock step with Davis. "There are a lot of classic cars that have been sitting idle for years... just longing for a reliable drivetrain." Add to this the massive process of inheritance between aging parents and a younger generation and "the skills necessary to maintain these classic cars is not as common as before. EV conversions become a great way for a new generation to keep these classics on the road."

The 43-year-old Fleischman sees electric vehicle conversions picking up major momentum. "When we started, there were maybe a dozen shops that we could find and many were not really in business anymore," he said. After the Specialty Equipment Market Association's 'Electrified' exhibit last year in Las Vegas, Fleischman recognized that electric conversions on classic cars have become much more accepted. "It is no longer a novelty to bring an EV-swapped car to a car show. What was met with shock a few years ago, is now considered more mainstream."

Both shops have a slightly different approach to their customer installations. Flash Drive offers restoration services, though Fleischman reiterates, "the better the car

is when you start, the lower the overall cost will be.”

He suggests finding an already restored car that may have mechanical problems as a good starting point. “We can focus on the conversion and get your car in and out. We do offer a full line of services, but the wait time and cost for full restoration is more than many people want to spend.”

Moment Motors’ Davis agrees. While he doesn’t offer restoration services, he can outsource paint or interior work if necessary. “We have about a year’s waiting list in the shop, so I encourage people to have it done before the car gets to us... our expertise is in the drivetrain.” Moment will “de-ICE” a car – that is, remove all the components related to its old petrol-powered heart, but a post-restoration car without the drivetrain is also fine.

Davis and Fleischman use separate examples of work they’ve done as points of reference for anyone considering the move to electric.

“We have an ‘87 G50 that was sourced specifically for [conversion],” Davis says. “The owner found the car they liked, in the color combo they liked and in a condition they felt was decent; it came to us, we pulled the engine and fuel system out getting ready for the conversion and in that process, we discovered rot in the front. The car was sent out to have the body work done and then it’ll return to our shop for completion.”

Fleischman was tasked with restoring a clapped out Karmann Ghia, which “needed every rust repair panel made. It also had severe structural issues. This was an extreme case, but in the end, the owner got a show quality electric Karmann Ghia that he could be proud of. In fact, that car is regularly, if not daily, driven to and from work.” While many of Flash Drive’s conversions are air-cooled Volkswagens, Fleischman is especially proud of a recently completed 1969 912, which he concedes is “in the top three cars that we have converted. The mid-range with the motor and the 5-speed transmission was just killer. The balance with the batteries split between front and rear also made for a great handling experience.”

Both Davis and Fleischman have engineered their own off-the-shelf components for use in conversions, including being able to mate their electric drive system to a manual transmission. Opting for the Felten kit however, for which Davis’s shop is an installer, means receiving a fully engineered, plug-and-play Tesla drive system, which eliminates the original gearbox so critical to Porsche ownership. The engineered-in-Texas solutions from both Moment and Flash Drive, means customers retain their gearbox and with it, “... the classic driving experience,” comments Davis.

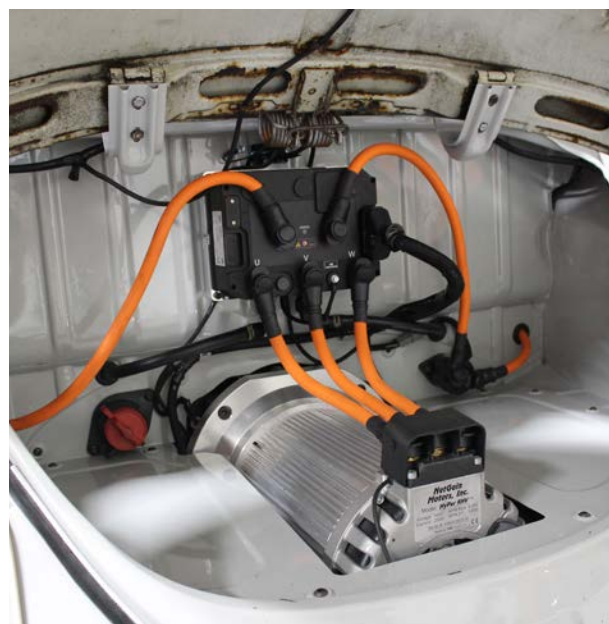
“We have basically developed our own ‘kits’ over time,” Fleischman said. “We make our own Porsche/VW adapters, battery boxes, junction boxes, gauge drivers, and display modules... some in house, and some we have outsourced to produce in quantity.”

It’s a strange paradox that the British have tried to step into a lead role on electric drivetrain solutions. Their long-established precedent with the Prince of Darkness, aka Lucas electrics, is not what you would call pristine. Which is why they may ultimately be grateful to the Lone Star State. We have a much more successful history of creating innovative solutions from innovative minds, right in our backyard, installed by people who love what they do and who are zealous about classic cars and electric conversions.

Davis believes electrification brings more benefit to the collector and classic car community than it takes away. “The notion of how much of a car’s soul or experience is tied to the engine is a red herring. Ultimately what we love is sitting in these cars looking out over the hood, the gauges, the fenders... that experience is where the joy lies.”

Fleischman concurs.

“We have been car guys our entire life that recognize this as the next iteration of hot-rodding. And, just as the holdouts were yelling at the punk kids putting small-block Chevy engines into ‘32 Fords, I see the same groups forming on both sides of the line [today]. To us, there should be no line that we fight over. We got into EV for one reason. It works.”



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HORIZONS

Staff Profiles

Stephen Mostad is new to the Hill Country Region PCA, and a proud new Texan, having moved to the Rio Grande Valley this past year. Decades ago, he parlayed an MA in communication into both automotive journalism and his own



automotive communications firm, winning a Canadian Business Press award for a technical dive into brake pad formulations, among numerous other published articles. He had the good fortune to do marketing for a number of high-performance marques – including Porsche and BMW – and headed up PR and marketing for RM Auctions before they globalized. Later, he branched out into a career

in international development, followed by wine – first as a wine merchant in Manhattan, then as head sommelier of a Michelin-starred restaurant outside London, and later as a vineyard owner/manager. His first Porsche experience was in the passenger seat of a brand new 1989 Porsche 930, after which his life was essentially ruined. Weekends growing up were spent at the racetrack crewing or driving and he became obsessed with speed. His current garage houses a 1974 Alfa Romeo Spider (which he bought and fully restored 30 years ago), and a more recently acquired “pandemic Porsche”, an honest one-family owned 1987 924S which he purchased in September of 2020. He compulsively returns to saved email inquiries from 15 years ago about 964 RS Americas when they were just \$50,000.

Hans joined the team of Horizons as a side-gig to his previous (and still current) role as Hill Country Region's Historian. Recently elevated to Associate Editor, Hans shares a love for both books and cars and weekends will find him tinkering with one or the other most of time. A native of Ohio, Hans has lived and worked in Austin since 1981, engaging in local autocross and oval-track racing before marrying and settling down. He now has three children, four grandchildren, and enjoys spending time in his library and attending car events all over Central Texas. He is an active Race Marshal at COTA and his daily driver is a – a 2001 Boxster (base) in Guards Red.



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SHORT SHIFTS

EXCERPTS FROM THE WIDE WILD
WORLD OF PORSCHE



A COSMOPOLITAN MAN-CAVE? - among its other attractions, Portland, Oregon just became home to the very first Porsche Studio in the United States. Billed as "...a warm, inviting...place to engage with Porsche", the Studio provides a mix of art, espresso, and sophistication to elevate the car-ordering and delivery process a step farther. Located in the heart of the city, the contemporary 12,920 square-foot space covers two levels and features a bar, lounge, as well as private space to browse the option selections of your next Porsche. Beer anyone?

NO NEED FOR PREMIUM - as you enjoy reading the article in this issue about classic EV conversions, you might be wondering if there's an EV in your future. Wonder no more as Porsche just unveiled their Vision 357 Speedster, an open-air EV roadster to pair up with the previously introduced Vision 357 Coupe. Commemorating the 75th anniversary of Porsche, both cars are design throwbacks to the very roots of the Doctor's dream, encompassing many of the design elements that made the 356 such an iconic automobile. Can't wait to plug one into my home charging station.

SPEAKING OF NEW TECHNOLOGY - don't forget to be the first on your block to download the new Digital Membership card directly to your Apple or Android device. Go to the PCA (National) website or just click on this link <https://www.pca.org/members/digital-membership> and download the card to your e-Wallet today.

YOU WIN SOME... - With a bit of luck this past month, Porsche Penske broke through the ranks to attain its first GTP win of the season at Road America. The No. 7 Porsche 963 took a commanding lead after the points-leading teams of Cadillac and BMW both suffered setbacks in qualifying. It was a welcome win for drivers Felipe Nasr and Matt Campbell, who afterwards mused "...luck has never been on our side. Today we executed perfectly..."

AND YOU LOSE SOME... - During the six-hour Fuji endurance race, the No. 6 Porsche Penske led the field for the first four hours of the race. The luck ran out however for the Vanthoor/Estre/Lotterer team in the final hours as pit strategy and mechanical trouble threw its proverbial wrench into the works, resulting in a heart-breaking third-place finish for the young team.

AND THEN YOU WIN SOME MORE - This time at Indianapolis, when both the No. 6 and No. 7 Porsche Penske's finished one-two to close the gap for the IMSA GTP

season title. Only five points separate the top three teams in the Championship battle, going into the season-ending Motul Petit Le Mans at Road Atlanta. Hey wait, didn't Hill Country Region once have a Little Le Mans?

BUT IS IT STILL A PORSCHE? - If you happen to be in Southern California November 12 weekend, be sure to stop in at the increasingly popular ÜnStock event, catering specifically to modified Porsches. From the mild to the wild, you'll be sure to see every possible customization one can imagine. Now in its second year, this unique PCA event promises to continue the decades-old debate about how much Porsche do you need, to be considered a Porsche. Would love to be a bug on a windshield to overhear that one!

BY THEIR DEEDS THEY DENY HIM - Porsche AG got into a bit of hot water earlier this year when they unveiled a new advertisement for the 60th anniversary of the 911, featuring the famous Portuguese landmark of the Sanctuary of Christ the King, overlooking the Tagus River in Lisbon. Seems someone however decided to erase from the image the 92-foot tall statue of Jesus standing prominently in the background. The edit was immediately spotted by viewers and the resulting uproar resulted in an apology from Porsche, and re-release of the advertisement with Jesus firmly in place. I think I hear the rooster starting to crow...

EXHAUST NOTES

The farewell article was beautiful, heartfelt and well deserved. Those of us who were lucky enough to know Jonathan feel his absence. We wish him well on his relocation.

- MICHELE F.

Arrived today- unexpected, so well done! - CHARLIE S.

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JOHN WESTER

FAMILY DAY

STORY BY HANS FALK
PHOTOS BY MAX BASTIN

John Wester is facing a challenge. A challenge that all of us will face at some point. You spend your entire life working, creating, collecting, accumulating; and then at some point you begin to wonder who will inherit this wealth of knowledge, experience, and love that you've immersed yourself in for decades. The best that most of could hope for is that we know someone, that has as much passion for our hobby to appreciate all the hard work that has gone into it. Others, like John Wester, go a step farther. He has realized that the best way to share his love of automobiles is to open it to as many people as he can, while he can. After all, he says, it would be a shame to let these memories just fade away. At least he can gain some additional moments of joy in seeing others revel and experience the satisfaction of being around such a vast collection of fine automobiles.

Hill Country Region's John Wester Family Day, now in its second year, is an event that brings smiles and joy to everyone who attends. In

conjunction with the PCA Juniors program, John Wester opened his private garage to allow children and their parents to walk among the automotive world's finest, from racing cars to antique cars, John has assembled a collection that rivals some museums. For him, collecting was never about investment or prestige, he bought items over the course of decades simply because "he liked them".

Rarely does a child, let alone an adult, have access to such beauties. And not just from behind a rope either – John allows the kids to sit in the cars, stick their heads in the cars, even crawl under the cars if they feel so inclined. That is the charm of John Wester's Family Day – it allows children to be children. No heavy-handed rules are necessary, he trusts the parents and chaperones of the kids to keep them from doing any unintentional harm. And John's reward for all this hospitality? The smiles on the kids' faces – who could think of any greater satisfaction!





PORSCHE vs FERRARI

STORY AND PHOTOS BY HANS FALK

Competitive events between different marques, outside the realm of racing, have always been a mainstay of the Hill Country Region. Going back to its very conception, one can read about challenges extended to the local Corvette club, or the Alfa club, BMW CCA, and so on. That tradition lives on today in the annual Porsche versus Ferrari Challenge, hosted by MooreSpeed and held on the grounds of their shop and business in South Austin. The event features not only a stunning display of exotics of all makes, but also involves a concourse competition, judged by no other than members of the Porsche Juniors program.

It was exciting to see the smiles on the faces of the kids as they were assisted by 'grown-up' companions (namely their parents) as they were asked questions of what they liked about a particular car, or whether they liked this area

better than another area of a car. Their judging may not pass muster at Pebble Beach, but no one can say they did not have fun.

And the adults appeared to have fun also, judging from the photos taken at the event. Walking around in the open air on a beautiful Saturday morning, one could see exceptional examples of automotive 'art', from the mild to the wild, the classic to the custom. It was better than a Cars-and-Coffee and better than a single-marque concours. It was just the perfect combination of each.

Many thanks to the Ferrari Club of Austin for their participation and to Moorspeed for organizing the event and providing refreshments fun for all the participants.



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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.



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LOCATION PHOTOS AT PETROL LOUNGE
ADDITIONAL PHOTOS PROVIDED BY SHAN FANNIN





If you've gone to an HCRPCA event at the Petrol Lounge, no doubt you made a beeline from the front door to the cavernous garage behind. This is, after all, where the automotive goodness is parked and on display in real life. But next time slow down, take in your surroundings and appreciate the impressive art on the wall: A vivid blue Rolls Royce Phantom III greets visitors above the reception desk, over the large sofa is an equally large painting of an Alfa Romeo TZ2 and by the window and softly lit by the late evening light is a Royal Enfield motorbike. In other corners of the lounge you will also find additional works in a variety of sizes. And while individual pieces may occasionally rotate in and out, a visual signature they have in common is that they are all rendered in punchy, high-contrast style with tremendous detail in both the highlights and shadows. They are all works from artist Shan Fannin.

Creating acrylic paintings from her Cedar Park, Texas studio, Shan adeptly distills on canvas what enthusiasts love most about a car show. Exotic marques, flowing, curvaceous sheet metal, highly polished brightwork and even the patina and rust of an honest well-kept car are all there. One senses her own excitement at being at a show and finding a unique car or unique detail to paint. Surfaces such as fenders and chrome are full of playful reflections of the sky, clouds, of other people or even the artist herself. These details are in fact a very personal touch – she chooses to work with her hands for these parts of the painting.

Shan's relationship with beautiful machines is one shared with most automotive enthusiasts. Most of us can trace our automotive passion to a parent or relative who took us to car shows or on spirited Sunday drives in the family's



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"nice" 2-door sports car. In Shan's case, her husband's 1961 Ford Thunderbird was the catalyst. Exposed to the atmosphere and stories of other enthusiasts, Shan combined those emotions with the expressionistic style of painting that she had been practicing for some time. From that first painting of a GMC truck over eight years ago her internationally recognized portfolio has captured automotive royalty in ever-increasing canvas sizes. For inspiration, Shan and her husband turn to the many automotive events on the calendar both here and abroad. You may spot her at a local show – or out in the wild during a holiday - studying cars in detail, taking many photos for reference and listening intently to stories from the owner to tease out the personality of both the driver and the car.

Back at the studio and armed with inspiration, Shan begins the process of locking in what she has observed into a painting. She will

typically have several works in various stages of completion, transitioning between each as the inspiration strikes. Other than cars, her subjects are much like a toy chest with trains and aircraft in the mix. Beyond her studio and the Petrol Lounge, her works have found homes in the hands of private collectors and fine art galleries. It is easy to see why: the way she captures her subjects takes the viewer back to the last car show he or she attended. Just add the smell of petrol and oil and the bark of an exhaust and the experience is complete.

More information about Shan's portfolio or current and future exhibitions is available on her website:

<https://www.shanfannin.com/>





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To me, vehicles are more than appliances to get us from Point A to B, they are mobile sculptures that reflect our personality. - Shan Fannin



PIT STOP

THE EVOLUTION OF ADVENTURE-READY SPORTS CARS: PORSCHE SAFARI 911

In the world of Porsche enthusiasts, there's an exciting trend that's taking off – the transformation of Porsche 911s into rugged “Safari” 911s. These modifications have captured the hearts of adventure seekers and off-road enthusiasts. To see how this all started, let's look back at the Porsche 953.

The Porsche 953, a legendary all-wheel-drive rally car, holds a special place in automotive history. Introduced in the early 1980s, this vehicle was Porsche's response to the grueling Paris-Dakar Rally, a challenging off-road endurance event. Porsche's decision to create the Dakar 911 was not only a testament to their engineering prowess but also a bold statement of their commitment to innovation, endurance racing, and the relentless pursuit of new challenges in the world of motorsport. Today, the Porsche 953 remains an icon of off-road motorsport and spawned a new niche in the automotive world.

Recently, Porsche introduced the 992 911 Dakar to pay homage to the 953 and bring this icon into the 21st century. This purpose-built limited edition 911 checks all the boxes and will surely be, as with all special edition 911s, a sought-after model. Porsche is not alone as many other manufacturers are building ruggedized versions of their vehicles such as Lamborghini and Audi.

The Porsche 911 Safari modification trend has not only captured the imagination of enthusiasts but has also spurred the aftermarket community into action. This vibrant community of builders and suppliers has embraced the Safari 911 formula, adding their unique touches and innovations to further elevate these off-road-ready sports cars. Here's a glimpse into what the aftermarket community is doing with this exciting formula:

Suspension and Chassis Upgrades:

Aftermarket companies have developed specialized suspension components, including heavy-duty shocks, lift kits, and reinforced chassis parts. These upgrades improve ground clearance, enhance off-road handling, and ensure the 911 can handle rough terrain.

Off-Road Tires and Wheels:

The right set of off-road tires and wheels can make a significant difference in a Safari 911's performance. Aftermarket manufacturers offer a range of tire options, including all-terrain and mud-terrain tires, along with rugged wheels designed to withstand the demands of off-road driving.

Lighting Solutions:

Auxiliary lighting plays a crucial role in off-road adventures, and the aftermarket community provides a variety of lighting solutions. Roof-mounted light bars, bumper-mounted fog lights, and undercarriage rock lights are just a few examples of what's available.

Protective Additions:

To safeguard Safari 911s from the challenges of off-road driving, aftermarket companies offer protective accessories like skid plates, roll cages, and rock sliders. These enhancements help shield the vehicle and its occupants from potential hazards.

Community Support:

Beyond products and modifications, the aftermarket community fosters a sense of camaraderie among Safari 911 enthusiasts. They organize rallies, events, and online forums where like-minded individuals can connect, share their experiences, and exchange ideas about further enhancing their vehicles.

In summary, the aftermarket community has wholeheartedly embraced the Safari 911 formula, providing a wide range of modifications and upgrades to cater to the diverse needs and preferences of Porsche enthusiasts. This dynamic ecosystem of builders, suppliers, and enthusiasts continues to push the boundaries of what's possible with the Safari 911, creating a vibrant subculture within the world of Porsche modification and off-road exploration.

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911 DAKAR





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