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# HORIZONS

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COVER IMAGE

JOSH LEGGETT'S 2023 911 GT3 IN TOURING ARCTIC GREY

PHOTO CREDIT

JOAH RAYOS

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# THE DRIVER'S SEAT





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Welcome to the summer issue of Horizons!

Every year Porsche Club of America requests applications from all regions highlighting excellence in a number of areas including - Region of the Year, Porsche Family of the year, best Newsletter, most effective Public Service and best Website. Hill Country submitted applications for all except Family of the Year and I am pleased to recognize our Web Team for winning Website of the Year for Class V regions.

Our web team consisting of Max Silvestri and Edward Magadalian worked throughout the second half of 2022 benchmarking the best websites across PCA and adding new features and capabilities along with upgraded graphics. The result is a website that looks and feels up to date, is easy to use and provides our members with features such as easy access to our calendar, enhanced links to PCA and a brand new Classified section.

Recognition is also deserved to the members who submitted the other applications - Charlie Sparks, Region of the Year, Kent Ketterman for Public Service and Jonathan Haggard and Horizons for Best Newsletter.

While recognition from our peers is gratifying, winning awards is not the main focus of our Region; it's all about providing the best experience for all our members.

Safety is Job #1 is a phrase we often hear, but how many organizations or companies truly take those words seriously?

Earlier this year, Porsche Club of America published a new set of Minimum Driving Tour Standard. This set of standards, or rules for Tours, was well thought out with the goal of improving and implementing a consistent set of rules for Tour operation across all of PCA.

Highlights of the standard include that all run group leads have a navigator or co-pilot, all sweeps either have two people in the car or the sweep driver must pre-drive the course. PCA requires that the tour organizer pre-drive the course and conduct a comprehensive safety briefing.

PCA goes into detail concerning use of waivers, insurance certificates and group size. While these rules are all non-negotiable, there are a number of recommendations or best practices that deserve consideration.

The HCR Executive Council has launched an initiative headed by Charlie Sparks, to address implementation of the PCA rules as well as investigating the adoption of some of the best practices suggested by PCA.

These suggestions include use of turn-by-turn directions, including leg and cumulative mileage, all planned rest stops, use of regroup locations when necessary and a standard outline for safety briefs. Other ideas include distribution of driving instructions 48 - 72 hours prior to the tour, pre-assigning run groups for each participant and requiring all leads and sweeps to pre-drive the route. Charlie will quickly seek input from our tour coordinators, Driving Chair and Board members for starters. Our goal is to also solicit regular and ongoing feedback from our members who participate in our tours.

You have told the region repeatedly that tours are the most popular activity of our region and the goal of HCR Leadership is to conduct the best, safest tours across all of PCA!

Worldwide Porsche results for the first six months of 2023 have been released. Worldwide Porsche deliveries are up 15% when compared to 2022. In our country, deliveries are up 12% overall. As expected, SUVs

increased 21%, Sports cars +15%, the Panamera increased 6%. The big surprise was the Taycan; deliveries have fallen 29% versus 2022. Porsche Cars states that supply chain issues are still impacting Taycan deliveries and an improvement will happen during the second half of this year.

Hill Country Region has many events planned between now and the end of 2023, please refer to our calendar on the Award Winning HCR Website at "hcrpca.org". It feels good to say that.

The Hill Country Leadership Team thanks you for your participation and support.

- Carl

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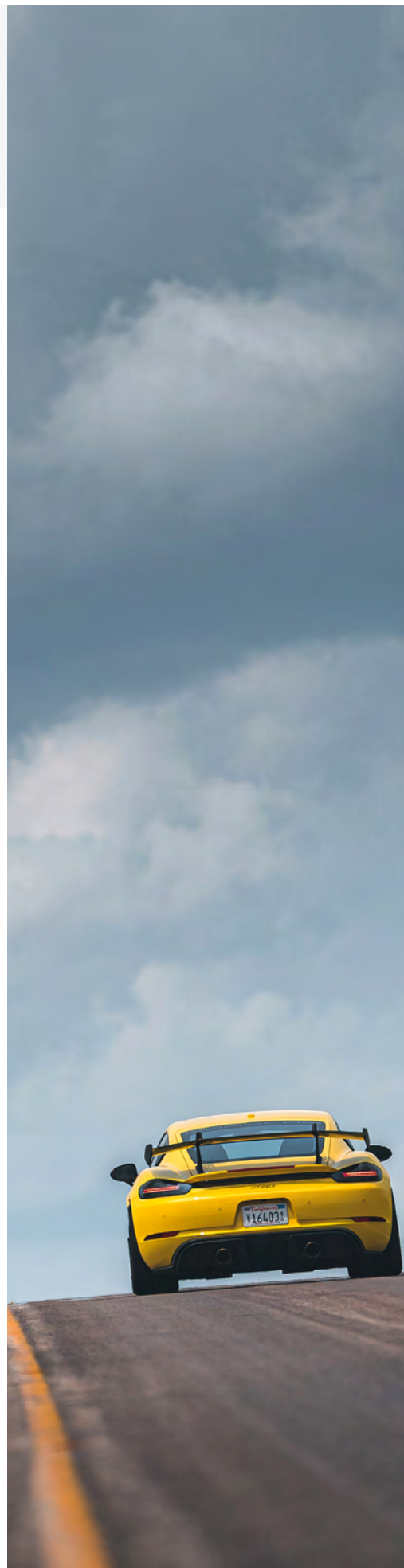
	APR 2023	MAY 2023	JUN 2023
PRIMARY	1377	1389	1378
AFFILIATE	640	645	640
<b>TOTAL</b>	<b>2019</b>	<b>2036</b>	<b>2020</b>

## NEW MEMBERS

Our new members will be listed  
in the next edition of HORIZONS.

## REGION TRANSFER NEW MEMBERS

DIABLO	Jun Lee
GOLDEN STATE	Christopher Hoover Anthony Schifano
HURRICANE	Gaston Sandoval Kathy Sandoval
LONE STAR	Debbie Andries Brian Evans Jacki Evans Matt Morgan
LONGHORN	Marc Bodley Tracy Bombarger Jerry Courson Amie Serrano Matt Serrano
MUSIK STADT	Richard Boucher
NORTHEAST	Piotr Migdal Xiaoci Tao
PEACH STATE	William Cunningham
RIO GRANDE VALLEY	Stephen Mostad
SCHATTENBAUM	Thomas Jamieson
SUNCOAST FLORIDA	Steven Druth





## ANNIVERSARIES

### 1 YEAR

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Christian Ames  
Allison Ashmore  
Jay Baer  
Norma Barreto  
Vazquez  
Michael Bartling  
Dustin Baxter  
Tamara Baxter  
Brent Beesley  
Jessie James Benford  
Teonka Benford  
Erik Bernard  
Teresa Boenig  
Richard Bouchner  
Fred Brocher  
Alex Broeker  
Tiffa y Burleson  
Raymond Cabreira  
Michael Cain  
Richard Cardillo  
Joel Caruso  
William Childress  
Hillary Creeggan  
Breanna Dannenberg  
Robert Dannenberg  
Ernesto Del Valle  
Nicole Douglas  
Paul Douglas  
Gloria Dula  
Michael Dula  
Jay Espaillat  
Serge Esteve  
Angel Estrada  
Jodi Fabry  
Maralee Foster  
Thaddeus Foster  
Karthik Gali  
Michael Gartner  
Stephen Getson  
Linda Golm  
Louis Golm  
Wayman Gore  
Tom Graybill  
Michael Hall  
Jerry Hart  
Clint Harvey  
Francine Hazlett  
Tempa Herman  
James Hirschauer  
John Hockinson  
Ty Jenkins  
David Jones  
Monica Jones  
James Kim  
Zach Kirkman  
Widasari Landry

Ronald Landry  
Marilynne Landweer  
Philip Landweer  
Mike Lange  
David Lapotin  
Carlos Lopez  
Bill Mrazek  
Danelle O'Neill  
Matthew Papas  
Etienne Paris  
James Patterson  
Julie Patterson  
Michael Phillipson  
Carolyn Ragsdale  
Marcus Rose  
Tonga Rose  
Gregory Schamberger  
Sanjay Sharma  
Austin Shurley  
Tommy Shurley  
Bridget Solomon  
Richard Stillman  
Tom Supakorndej  
Lee Valentine  
Becky Villasenor  
Amanda Vogt  
Jim Williams  
Chase Womack  
Eric Woods  
Ryan Wuerch  
Max Zeitler  
Jonathan Zoller

### 5 YEAR

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Joseph Espaillat  
Matthew Hazlett  
James Herman  
Remon Hicks  
Alan Hughes  
Gloria Hughes  
Tilton Hughes  
Edmond Lee  
David Lowe  
Aaron McGarry  
Cody Miesse  
Barry Minor  
Craig Nauert  
Elmer Rosenberger  
Sam Rumi

### 10 YEAR

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Gil Johnson  
Chris Splendoria  
Shayla Splendoria  
Clay Womack

### 15 YEAR

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Joyce LeBombard  
Eric Moorehead  
Benny Souder  
Charlie Sparks  
Jane Sparks

### 20 YEAR

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Jo-Ann Bianconi  
Robert Bianconi  
Byron Ellis  
Leslie Ellis  
Christopher Uglietta  
Sal Uglietta

### 25 YEAR

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Christina DeWinne  
Greg DeWinne  
Cathleen King  
Charles King  
James Kirkland  
Pam Kirkland

# MEMBER PROFILE

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



**JOSH LEGGETT**



*If you're a regular at the Hill Country Region Porsche events or any car event around Austin for that matter - chances are you've run into Josh. A Porsche man through-and-through, once he's wrapped up his morning cappuccino the next item on his agenda is almost always racking up quality miles in his Porsche, currently a 2023 911 GT3 Touring in Arctic Grey.*



### **When did you become a PCA member?**

**JL:** I became a PCA member in October of 2022 shortly after taking delivery of my Touring from Porsche South Austin. I've crashed a few PCA events here and there before I became a member, but I'm glad I finally joined and have been participating in more events whenever I can.

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

**JL:** I've lived in Austin for 9 years now. I was living in Michigan prior - born and raised there - and at the time I had just dropped out of college and wanted to instill positive change in my life. I visited Austin with my mother when she was looking for work and I fell completely in love with the city. I moved a month later. This was a total leap of faith - I was making coffee at Starbucks at the time. Thankfully the move to Austin helped to change my mindset in the way I hoped it would and I found a path to a happy future.

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

**JL:** After moving to Austin and being surrounded by beautiful roads and four-wheeled machinery, my interest in cars grew. With that came endless hours of watching car videos on YouTube and many nights spent reading car magazines. Out of all the car-related content I consumed, one video stood out to me the most: one of car journalist Chris Harris taking his 997 4.0 RS out for a final drive before winter hibernation. I was left enamored by the car and Chris' considerable enthusiasm for it. At the time, having never driven a sports car my obsession was purely with numbers on paper. However the RS, like so many other Porsches, began to mean more to me than just a set of numbers. It was a car with layers of engineering that my mind yearned to peel back like an onion. I found a deeper yearning not just for cars, but for the engineering and passion that creates machines like the RS. And granted the RS or any other GT Department product are an exaggeration of these principles, I believe all Porsches exude the same engineering and passion. Just endless layers upon layers of which I love to learn more about. On top of it all, Porsches are simply the best driving partner for every occasion. Nothing in my life makes me smile more than taking my GT3 down my favorite roads with friends in tow.

### **Tell us about the GT3 Touring model. What drew you to this model and how does it differ from a standard GT3?**

**JL:** Simply put, the GT3 Touring is a GT3 sans wing. Everything about the car is identical to the standard GT3 with the exception of some extra leather added to the cabin. I was drawn to the Touring variant because I believe in driving these cars and the svelte shape

of the Touring variant makes for a slightly incognito experience. I spent 50,000 miles behind the wheel of my last GT3 - yes, that one had a wing - and plan to put even more miles on this car. Aside from the subtle looks, I love the heritage behind the silhouette of a traditional 911 body. I've grown fond of cars like the 964 Carrera RS and to me the GT3 Touring is a sort of modern interpretation of 911s such as that.

### **What do you enjoy most about your GT3 Touring and what makes it unique or special?**

**JL:** My goal when selecting options for my GT3 Touring was to maintain the ethos of vehicles like the 964 Carrera RS. I wanted the car to be subtle on the exterior and as hardcore as possible underneath. This meant choosing a neutral color, silver wheels, and black calipers. On the inside, I chose options that enhance the driving experience such as the carbon bucket seats, a fire extinguisher, manual gearbox and an extended range fuel tank. The most controversial choice was choosing not to add extended leather to every surface of the interior. To me the Touring variant is all about driving, not so much luxury. I love the pared back appearance of an interior with leather present only where it matters most. But to contradict my comment about the stealth nature of my Touring, it does come with quite a bark. Immediately after delivery I installed headers and an exhaust system from Dundon Motorsports. A motor as special as the 4.0 fl t-six is worth celebrating with a beautifully engineered exhaust system.

### **We understand you received a special gift with your car. Can you tell us about that?**

**JL:** My experience with Porsche South Austin was nothing short of special. While waiting for my car to be built, my days were primarily spent watching the Track Your Dream app as if it were the stock market. During that waiting period, my wonderful salesperson Brandy Diaz informed me that I had been selected by their team to be given an allocation for a Porsche Design GT3 watch to match my incoming Touring. With respect to timing the watch was delayed more than the Touring but now that it's arrived it's become my daily driver watch and I love it.

### **Can you tell us a little about the other Porsches you've owned?**

**JL:** The list is short. My first Porsche was a white 991.1 GT3 which I first purchased in 2019. I adored the car and it deepened my love for driving. I cared for it like the prized possession it was to me. I had added a Soul Performance exhaust, reupholstered the seats in Pepita fabric, paint-matched the 18-way seatbacks, installed a paint-matched roll cage, and installed a beautiful set of Weiss Gold BBS RE-MTSP wheels. Not only was this car special

due to it being my first Porsche, but it was also the one in which I had my first track experience at Circuit of The Americas. The second Porsche I owned is this Touring. Most recently, I took delivery of a Macan GTS to accompany the Touring and add some more comfort and utility to my garage.

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

*JL:* I'd love to add an air-cooled Porsche to my garage. I have a burning desire to own a 964 C2. A close friend recently restored a 964 C2 Targa and I'm hoping I can convince him to let me buy it some day. Truthfully, the GT3 Touring is the car for me. I've dreamt of owning one ever since the first generation was released. I will likely lust after the upcoming 911 ST but I'd struggle to ever let go of my Touring for the sentimental connection I have with it.

**Can you tell us about a notable drive or road trip that you've taken?**

*JL:* My most notable driving experiences take place on weekend mornings with friends in tow. Our typical route involves taking Hamilton Pool Road out to Marble Falls with a stop for coffee somewhere in the middle. We then take 1431 on the way back, one of my favorite roads west of Austin. I find the scenery in the Hill Country around Austin to be beautiful – sprawling hills with winding roads and plenty of trees to echo the beautiful howl of a f1 t-six. The chats over coffee amidst it all are the cherry on top of the experience.

**You seem to really enjoy the driving aspect of your Porsche. What can you tell us about that?**

*JL:* The ownership of a Porsche is to me a partnership between you and the vehicle. That partnership is best explored on the road where you can communicate with the car and the road surface underneath you. The sensory experiences I'm able to explore on drives with my GT3 are those that I don't get anywhere else in my life – they simply make me smile. Suddenly a trip to the grocery becomes a positive influence on my day. A commute to the office for a stressful workday is broken by a smile generated by the roads explored on the way. Driving has become an accent to all things in my life and generates positivity for me every week. The GT3 is the perfect tool and partner to make the most out of these fleeting moments in time.

**We've seen that you have a home espresso setup. Can you tell us a little about your interest in coffee ?**

*JL:* Although I worked as a barista in coffee shops when I was younger, my passion for coffee was born out of my love for Porsches and driving. Every drive needs a meaningful destination; somewhere to chat and relax. For me there was no better place to do so than a specialty coffee shop where the conversation with friends seems to brew just as well as the coffee. At specialty cafés, the coffee is made efficiently, but not at the expense of quality. Having worked in coffee shops myself, I struggled not to keep a watchful eye on the baristas as they made my favorite cup (a cappuccino, always with whole milk). In doing so I became captivated by the precision and care each barista took. I became aware of just how many variables must be controlled and the sheer number of steps involved. The coffee shops I worked in required us to maintain speed and keep wait times as low as possible. But this specialist level of care and attention to detail was new to me. As

with my love for Porsche, I became obsessed with learning more about the multifaceted process of brewing coffee that I so often overlooked. I found another onion to peel. I quickly embraced the idea of honing my craft at home so I could brew the perfect cup of coffee before going out for an early morning drive. With the help of a few friends who are notorious for being a bad influence on my bank account I fell in love with the LaMarzocco Linea Micra espresso machine and the Niche Zero grinder. I'm now 7 months into my coffee journey and every moment has been sublime.

**What are your favorite Porsche or PCA related activities?**

*JL:* I adore the Cars, Coffee and Croissants event held at Mozart's. This is a neighborhood meet for me and combines beautiful scenery with beautiful cars – it's hard not to love. I'd also love to get more involved in the PCA track days at COTA. I've done a few events through different organizers in my old 991 GT3, but I haven't taken my Touring out to COTA just yet. That's about to change – I'll be taking the Touring out to COTA for the first time on June 19th and cannot wait to feel the progression Porsche has made on track. And as always you can also find me driving down Austin's best roads every weekend.









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# A MEMBER AND HIS WATCH

JOSH **LEGGETT'S**

PORSCHE DESIGN | CHRONOGRAPH 911 GT3

STORY AND PHOTOS BY JOAH **RAYOS**



## PORSCHE DESIGN CHRONOGRAPH 911 GT3 (992) | TECHNICAL SPECIFICATIONS

Movement:	Porsche Werk 01.200, flyback chronograph.
Dial Functions:	Timing seconds hand, 30-minute subdial at 12, 12-hour subdial at 6, running seconds at 9, date window at 4.
Frequency:	28,800 vph, 4Hz.
Power Reserve:	48 hours.
Case:	Glass bead-blasted titanium, black titanium carbide coating available. Water resistant to 5 bar.
Case Size:	42mm x 15.33mm



As is par for most branded automotive merchandise, the products on offer are largely an exercise in rebranding - items such as apparel, personal accessories, bags and watches are plucked from a somewhat generic catalog, get a mild redesign and are stamped with the manufacturer's logo. That would certainly be the quick way to get your gear out to your fans, but as Porsche enthusiasts, we know that fast and easy is far from the Porsche way.

Enter Porsche Design (PD), a true in-house industrial design studio established by Ferdinand Alexander "Butzi" Porsche in 1972. In addition to penning the requisite luxury accessories for Porsche, PD has branched out into non-automotive areas such as appliances and industrial projects in pursuit of the craft. Clean, function-first design realized with innovative materials and engineering - that clearly sounds like the Porsche ideals of performance, heritage, innovation and design.

One product line that has always been central to PD is timepieces, and more specifically chronographs. For as long as cars were able to propel drivers ever faster and further, so too did the need to measure that progress accurately down to fractions of a second. No surprise then that the first PD product was a chrono, named simply as the Chronograph 1. Released in 1972 it embodied the speedometer on your wrist concept. Nothing superfluous or unnecessary reminiscent of the 911 five-dial dashboard of the aircooled era, it was a block-shaped affair with superb legibility. This was created by setting its stark white hands and registers against a black dial and an (then pioneering) all-black PVD surface treatment on the case and watch band. Today the Chronograph 1 still carries on in PD's current lineup of timepieces but the line has now been expanded to an array of models to include type-specific watches to match your GT2, GT3 RS and other special edition cars.

*Film & watch fans take note: The original PD Chronograph 1 from the seventies is the watch on Tom Cruise's wrist in both the 1986 and 2022 Top Gun film.*

With respect to technical specifications, PD always worked with the best of the Swiss watch industry from its inception, bringing in familiar names such as Orfina and the International Watch Company among others. Staying with mechanical movements throughout its history, the current pieces come from Porsche's internal watch manufacturer in Solothurn, Switzerland. The core engine for the GT chronographs is the in-house and highly developed Werk 01.200 movement. Based on the workhorse ETA 7750, it is customized to Porsche specifications, is COSC-chronometer certified and the flyback function makes timing your lap times a breeze during those track days. Plus it just looks beautiful exhibited through the case's display back.

The watch featured here is an example of a current type-specific watch, a Chronograph 911 (992) GT3 belonging to HCR member Josh Leggett. The watch itself was a surprising byroad on his 911 ownership journey through Porsche of South Austin. With his GT3 Touring on order, he was eligible to purchase the GT3 chrono but it wasn't on his radar at the time. That is until he got a call from his sales associate Brandy Diaz, who broke the excellent news that the dealership team had selected him to receive a matching GT3

watch to complement his car. Despite being highly customizable, Josh took the passenger seat this time and let Brandy and the PSA team spec the watch. And they put together a brilliant package, the key options being a natural matt titanium case with minute bezel markers, white hands, a shark blue dial ring that pays homage to the 992 GT3 launch color, and the winding rotor in black. Josh now found himself tracking two inbound GT3s. His Touring landed in late 2022, with the chrono following a few months later in February 2023.

In-person, the watch has a commanding presence with beautiful contrast between the matt gray case, black dial and strap, and the pop of shark blue. Mechanically it is just as precise as you would expect from a Porsche engine and gearbox. At rest, all the hands are perfectly aligned to the dial indicators. If you have keen eyes you can also pick out a few dial details such as the running seconds indicator with the GT3 logo and checkered flag plus minute markers in yellow. Interestingly the only yellow you'll find in Josh's Touring are the yellow gear numbers on the manual shift knob, a stealthy little detail that ties both machines together. And just like the Touring, the watch now performs daily driver duties on his wrist. More than a desk driver, I'm fairly sure the chrono gets run through its gears for precise timing of coffee brew time, meetings and conference calls or that impromptu spirited run on the way home. Knowing that Josh has more plans for track days at COTA means it will surely be in its element through the turns, straightaways and g-forces. It really is the perfect companion to his Porsche lifestyle.



# BASTROP

## TWIN PARKS TOUR

STORY BY HANS **FALK**

PHOTOS BY BRANDON **BASTIN**



Those of you who are new to Texas may not know that we appear to have quite a few famous trees in our area – there are the Lost Maples near Kerrville, the Treaty Oak downtown, even a clump of apparently lost Sycamores along the banks of Lake Austin. Now if we could only manage to ‘lose’ some of those pesky Cedar trees, but alas, wandering clumps of trees, completely out of their natural element, seem to mysteriously take root in Central Texas. One such grove of errant arbors is the Lost Pines of Bastrop County. Separated by the broad Brazos River valley from their distant cousins in East Texas, the Lost Pines suddenly rise up from the flat farmland to the east and majestically grace the banks of the Colorado River as it flows serpent-like out of the rocky crags of the Texas Hill Country.

It's difficult to imagine, driving through this expanse of loblolly pine and pin oak as it exists today, with seedlings barely taller than a human, that this area was once a lush growth of rare beauty. Sadly, a tragic fire in 2011 burned over 32,000 acres of this pristine forest, taking down nearly two million tall and noble trees. Those who were familiar with the area and lived through the devastating fire were heartbroken. I lived in the heart of the pine forest from 1986 to 1990 and seeing the thick black wall



of smoke rising east of Austin that September morning, brought tears to my eyes. It still does, when I think back to those days of relaxing under the majestic pines, feeling the soft bed of needles against my back, listening to the cool breeze gently swaying the evergreen boughs above my head, as though they were gently waving a flag of peace and tranquility over the land. It was an idyllic place that almost demanded not one, but two State Parks within close proximity to one another, to help protect the natural surroundings for countless visitors over the years.

Those two parks, Bastrop and Buescher are connected by Park Road 1, a narrow paved road which meanders for thirty-three miles through the most stunning landscape in the State of Texas. Just wide enough for two cars to pass, it has no roadway markings, no divider lines, no shoulder lines, very few road signs, just you and the dense forest around you. Today the parks are still there, the road is still there, and the forest has regrown enough to where you can still catch a glimpse of the stunning beauty that once was.

quick stop at the nearby Bucky's (who can resist Bucky's?) to wet our whistle and regroup. Then it was off again. Bastrop State Park was established in 1933 by the Civilian Conservation Corps and evidence of that work is still present. The entrance passes through a low stone wall and welcome tower, made of native red sandstone as it invites visitors with its subdued ambiance, respectful of the natural oasis one is about to enter. After a few minutes of check-in at the Ranger station, we were off.

One downside to driving tours in Central Texas is the quality of the pavement, with cattle guards and unpredictable maintenance plaguing your full enjoyment of the ride. Not here however, – the pavement was smooth and uniform, and the Porsches were humming along as though they were a natural part of the element. It reminded me of the roads through the Black Forest, south of Stuttgart, as we meandered through the semi-scarred landscape, still recuperating after ten years since the fire. It parallels Highway 71 which cuts through the same pine forest just a few miles to



It was here, on this Park Road, that the HCR Twin Parks Tour was conducted, along with extensions to and from the area through equally awesome neighboring farmland. Plotted by Chris McChesney, one of our perennial Tourmasters, it was exactly the type of drive one could hope for in a car club. We began in East Austin, at the Water Treatment plant on FM 969, also known as Webberville Road, and headed east. The almost sixty participants were divided into two groups with a 15-minute interval between. Webberville Road, east of Austin, was once the only road to Bastrop, snaking through Colorado River bottomland that has been used for centuries as cropland and grazing. The road follows long-forgotten property lines with long straights interspersed with tight sweepers – first this way, then that way, as it mirrors the snake-like twists and turns of the nearby Colorado. The road is two-lane, well paved, and surprisingly heavily travelled. But that did not deter our little group as we kept a tight formation and limbered up those driving skills that had been suppressed for so long by Austin traffic. The weather was pleasant and many cars had their tops either open or retracted, depending on the model Porsche.

As we approached the entrance to the Park Road, we made a

the south, and between the two State Parks, the road is actually a public thoroughfare, maintained by the Park Service. Private property comes out to the very edge of the road with numerous dirt driveways extending from the roadway. The residents here are low-key however, and rarely venture out so there is very little opposing traffic. The road is also popular with bicyclists so there is some caution that must be exercised. We kept our speed at a conservative 40 MPH on average.

After thirty miles of breathtaking beauty, crossing the intersections of Antioch and Cottle Roads, both arteries that connect the Park Road with Highway 71 to the south, we entered Buescher State Park. Sister park to Bastrop, Buescher was established a few years later from land donated by long-time residents Emil Buescher and the City of Smithville. The University of Texas operated their Cancer Research Center near here for many decades, until its closure in 2020. Still situated within the confines of the Lost Pines, this extreme southern end of the natural area, just a few miles from Smithville, suffered less damage from the forest fire and still retains a great deal of the majestic beauty that once abounded throughout the area.

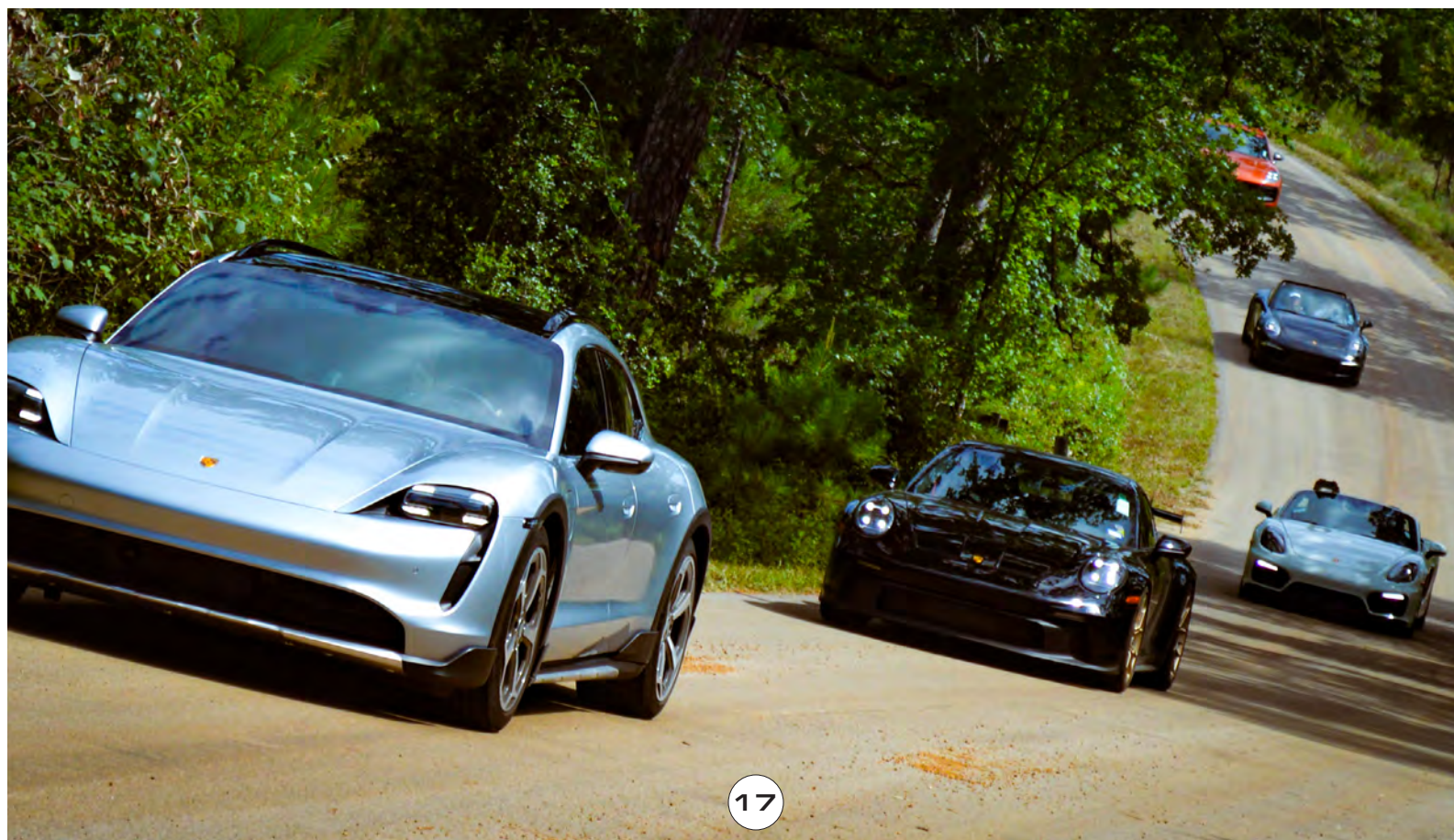




We exited the park, and left the Park Road with some sadness and headed north to our luncheon stop in Winchester, in nearby Lee County. Having left the peculiar landscape of the Lost Pines, we again returned to flat farm and cropland as we made a quick trip of the remaining mileage. I don't know whether the group was getting hungry or whether the relatively straight open road inspired our Lead to 'stretch his legs', but we found ourselves topping 90 MPH almost the entire way. I know we have a rule to obey all traffic rules while on driving tours, but someone forgot to tell the Lead! No one seemed to mind however, and those of us with manual transmissions finally got to feel what it was like to reach all the way over to the right to find fifth or sixth gear (again, depending on the model Porsche).

Lunch at Murphy's Steakhouse in Winchester was divine. The burgers, the steaks, even the service was impressive as they not only managed to handle our entire group (actually two groups) at a reserved space (thank you Chris for thinking ahead), but also continued to cater to just as many if not more, local patrons. It was quite a popular place and after sampling their menu, I can understand why. Prices were reasonable, the food was as good as anything available in Austin, and if you fancy a pleasant drive through the Lost Pines, it is well worth the journey.

Newcomers to Austin often gravitate to the west of Austin for their recreation, with the allure of the Highland Lakes and somewhat rugged terrain that may remind them of mountainous areas in their former residences. But the environs east of Austin can be just as stunning if you know where to look, and often less crowded. Bastrop County with its pine forest and quaint country towns is one such well-kept secret that is well worth exploring.





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# CHANGES AT HORIZONS

## WE SAY FAREWELL ...

STORY BY HANS FALK



As you may or may not have already heard, we've had a bit of 'changing of the guard' at this publication. Our longtime Associate Editor, Jonathan Haggar has decided to relocate back East to be closer to his family and will therefore no longer be able to fill this important role for Horizons. Jonathan has served on the newsletter team for over seven years now, first as a photographer and then as Associate Editor. In conjunction with Editor-in-Chief Vipul Darji, the two of them have elevated Horizons to an award-winning publication that everyone can be proud to display in their home or business.

PCA National still refers to the local distribution of news and events, obligatory to all chartered Regions, as a 'newsletter', and the Horizons publication once resembled that description – a photocopied, typewritten, and stapled sheaf of pages mailed out to all the members. Oh, how far we have come in the past few decades! Horizons now rivals the most prestigious magazines found in executive boardrooms – filled cover-to-cover with stunning photos and professionally written articles to both impress and entertain the reader. When I joined the PCA it was receipt of Horizons in fact, that gave me my first exposure to the Hill Country Region. Within a few weeks of my new membership, I received the first issue in the mail and was simply amazed at the quality and presentation of the magazine. It gave me reassurance that my time was not wasted, and I had indeed joined the right kind of club. Jonathan Haggar was very much responsible for that. His photographic skills are beyond compare, and as I've commented to him multiple times in the past, they are deserving of display in a gallery. How I would love to have some of those photographs framed and hanging on my wall at home!

In recognition of his many years of service at Horizons and as a parting gift, the Executive Board and Horizons staff honored Jonathan recently with a farewell dinner, where he was presented with the coveted Rika Preuss Award. Rika was a long-time member of Hill Country before passing away tragically in 2018. The award, named in her honor, represents the pinnacle of

recognition for a member's commitment and dedication to the club. Rika's energy and exuberance carries through each year with the presentation of this award and Jonathan, through his gifts of art and organization to the Horizons publication, is greatly deserving of that. We wish him well in his new home and hope that he can continue his passion for photography wherever he might be.

Before leaving, Jonathan asked that I, Hans Falk, take over his role of Associate Editor. It is a grave responsibility, as he has set the bar so high over the past years, that it would be almost impossible to improve on what Horizons has become. Nonetheless, with our current staff and Vipul Darji at the helm, we can certainly try. We've already come up with some ideas beginning with the Summer issue including new features and content that we hope you will enjoy. Our plan is not to change from the existing format – after all, how can you improve on perfection? But rather expand the excellent selection of topics and articles going forward. We have at least three individuals on staff who are highly skilled in photography, and you've already seen some of their work in previous issues. We are also actively recruiting for new and fresh content – if you have an interest in the magazine and wish to contribute some material, whether photos or written articles, you are welcome to. One area I personally would like to expand on is motorsports coverage, to the point of designating a Motorsports Editor to Horizons – someone who follows the racing circuits both nationally and globally, and reports on various activities that Porsche is involved in. If you have that interest and passion, we would love to speak with you.

There are also other ideas under consideration, and we hope that you, the readers, provide us with your continued support and feedback to propel Horizons beyond the pinnacle it has already achieved. The work that Jonathan and countless other volunteers before him have put into Horizons, has made it a prized and lasting legacy for the club. It is our desire to keep that legacy going well into the future.





## IN MEMORIAM

THIS ISSUE IS DEDICATED TO OUR FRIEND

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# TECH SESSION

## BOXSTER 101

STORY AND PHOTOS BY HANS FALK

It seems like these days it is such an instinctive reaction to immediately take your car to the shop whenever it has trouble. Over the decades the complexity of cars has risen to the point where even if you did understand what needed to be done, the tools to do it were of such specificity that it made no sense to own them yourself. This is especially true of Porsches whose technological evolution is so advanced that even independent shops require specialized factory training to understand how to diagnose and repair the various systems.

In the old days, if one had even a decent amount of mechanical ability, it was possible to disassemble a component, find the trouble, and make the repair yourself. Mechanics were for the most part self-taught, and over the years of working on cars, developed an intuitive knowledge and expertise to diagnose and repair most issues. The Germans call this intuitive ability *fi gerspitzgefühl*, the uncanny ability to wield something with technical finesse and precision. This is a rare quality to find in someone but those who have honed this skill are able to perform common maintenance tasks even with today's increasingly complex systems. Regardless of the make of car, such repairs are still very much mechanical in nature, and only require the aptitude and experience to be able to accomplish successfully.

Imagine then, the individual who has accumulated such knowledge and skill over the years, and is willing to share the tricks, shortcuts, and pitfalls of many common repair items with like-minded enthusiasts. Such a person is fellow HCR member Chris McChesney, who introduced his Boxster Tech Sessions to us a few years ago specifically to share his knowledge and expertise. Chris



is not a trained mechanic, but he possesses great mechanical ability that allows him, with just a little effort, to not only make repairs on his own cars, but also do it with a budget-conscious focus.

Chris gained his initial experience from racing motorcycles, then graduated up to a Toyota MR2 which he raced for many years with Texas Spokes. He set his sights on a Boxster about seven years ago and after looking far and wide, finally found a 2010 model listed in Lubbock. Even though the Aqua Metallic Blue was not his color of choice, it was advertised as having a 6-speed which was desirable, so he flew up to Lubbock with the intention of driving the car home. To his consternation he pointed out to the listing dealer that it had a PDK transmission, not a 6-speed manual. The seller apologized and offered to pay for Chris' flight home but on the way to the airport, he thought it over, went back to the seller, negotiated a lower price, and eventually drove his new Boxster home. He wasted no time in modifying it for the performance he preferred – installing lowered springs, stiffer shocks, and a sport shift package which, when engaged, allows the PDK to run up to almost redline before shifting. Chris also made a number of other minor changes and improvements, as well as performing regular maintenance procedures, all of which added to his already well-grounded mechanical knowledge which he unselfishly shares with other HCR members.

For most of the rainy, Saturday morning of the Tech Session, Chris proceeded to explain and demonstrate to the select number of attendees a laundry list of procedures and techniques specifically for Boxster owners, using his own car as the 'mule'. All of us were





crowded into his tiny yet well-equipped garage as Chris graciously allowed us to physically perform many of the tasks ourselves, providing us with valuable firsthand experience of the procedure. In just one example, he demonstrated the entire procedure for removing the Porsche headlight assembly, something many of us have read about but rarely performed. Chris showed the group exactly what to expect, where to insert the special tool, how much torque to apply, and what senses and sounds one could expect to feel and hear during the procedure. The same was repeated for the cabin air filter, recharging the A/C, and other simple tasks found in the frunk.

have an audience while he performs the needed repairs! In any case, the demonstration was extremely informative and while the many professional repair shops that sponsor Hill Country are the best choice for maintenance and repair, Chris reminds us that many procedures can be successfully performed on our own, particularly if we're on a budget. If you are a Boxster owner, I encourage you to watch for Chris' next Tech Session (probably around the time his brake pads need replacing!) and join him for a thoroughly informative and entertaining event.

We then moved to the retractable top with Chris pointing out the detachment cables along with the two-dollar plastic connectors that can easily break and leave you stranded with the top open, as well as critical lubrication points. During the demonstrations, Chris kept us entertained with a running commentary of where to find the best parts, who has the most inventory, the lowest costs, the proper tools to use, and so on. In summary Chris presented an almost encyclopedic wealth of information that would have educated even the most knowledgeable attendees.

The group finished with a thorough examination of the engine bay, the air filter location and removal, spark plug location and access, drive belt and water pump pitfalls and how to inspect the various components to evaluate their condition before they leave you stranded on the side of the road. Many of the procedures demonstrated and performed were actual scheduled maintenance items for Chris' own car – kind of made me wonder whether Chris schedules these Tech Sessions just so he can

# TECH SESSION: XPEL AUSTIN

## CERAMIC PROTECTION FOR YOUR WHEELS

STORY AND PHOTOS  
BY JONATHAN HAGGAR



As I started writing this article, I recalled the very first event I covered for Hill Country Region. It was January 2017 and while not yet part of the Horizons team, Assistant Editor Jeff Moore reached out, looking for someone to cover a tech session at Moorespeed. Therefore it seems fitting that this article, my last as a member of the Horizons team, also covers a tech session.

Being an engineer makes me appreciate most any technical topic related to cars - and I'm always curious to know more. I've learned a lot since that tech session six and a half years ago - a lot about Porsche cars, local repair shops, detailers, restorers - and we've tried to share that with you, our members, in the pages of Horizons.

Our valued advertisers and sponsors often open their doors to our membership, by hosting tech sessions to share the products and services they offer. Members can see and hear demonstrations first-hand, ask questions, and sometimes try things for themselves. Hearing directly from those who install, build, repair, or provide services is always a valuable experience and we're fortunate to have these opportunities several times each year. Tech Session Coordinator Charles Crooks works with our advertisers and sponsors to plan and execute these great events.

We sometimes love our Porsche cars for different reasons. It might be the utility derived from a daily driver, an appreciation for race-bred handling, or an affection for beautiful design. Regardless of your reasons, some of us have a mild obsession with keeping our cars clean - as if there might be a pop-up concours event at any moment. We take pride in our cars and want them to look their best.

Anyone who does their own washing and detailing probably spends

a lot of that time cleaning their wheels. They seem like such a small portion of the car, but they require a seemingly disproportionate amount of time to clean. It's not just the wheel faces that we clean, but also the barrels, back side and calipers. We use special tools designed for the task, but it's still a tedious process to remove all of the brake dust and road grime that inevitably sticks to our beautiful wheel surfaces.

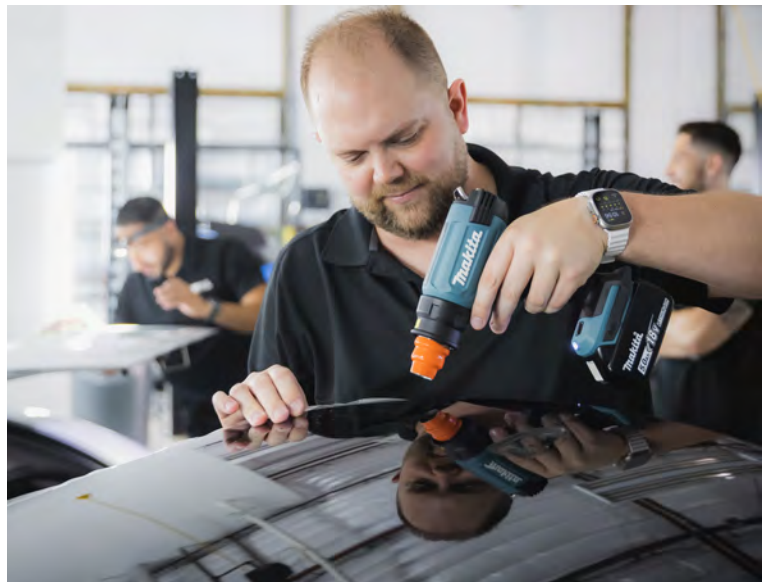
The kind folks at XPEL Austin spoke to us about their ceramic coating product for wheels. Fusion Plus Wheel & Caliper is designed to benefit your wheels in the same way ceramic coatings benefit your paint - by making it much harder for dust and dirt to adhere, and therefore making them easier to clean. XPEL ceramic coatings are hydrophobic, meaning they repel water - a key feature in helping your paint and wheels to stay cleaner longer. The coating also helps to maintain the protected surface's shine while providing heat and chemical resistance.

As we learned from our live demonstration, preparation is a key step in ceramic coating application to ensure proper performance and lifespan. Proper surface cleaning and decontamination are essential. You can choose from two levels of application for your wheels: wheel faces only, or a wheel and caliper package that also includes the barrels, back side and calipers. Fusion Plus Wheel & Caliper coating comes with a three year warranty from XPEL.

The XPEL Austin team are car enthusiasts who are XPEL trained and certified. They are available to help and you can contact them to learn more about their products and services or to obtain a free quote.

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# PIT STOP

STORY AND PHOTOS  
BY WEBSTER MERCADO  
OF GT INTERNATIONAL

## Is the Porsche PCCM Right for You?

### Exploring the Benefits of Upgrading Your Classic Porsche

If you're a proud owner of a classic Porsche, you may find yourself torn between preserving its timeless charm and enjoying modern connectivity. Thankfully, Porsche offers a solution with its Porsche Classic Communication Management (PCCM) system upgrades. But is the PCCM right for you? In this article, we delve into the benefits of upgrading your classic Porsche with the PCCM system, helping you make an informed decision that aligns with your driving preferences and desires.

One of the most enticing aspects of the Porsche PCCM system is its ability to bring modern connectivity features to your classic Porsche. If you long for real-time navigation, hands-free calling, or seamless audio streaming, the PCCM can fulfill these desires. With its high-resolution touchscreen, the PCCM provides a window into advanced navigation services, including live traffic updates, 3D maps, and intuitive route guidance. The inclusion of Bluetooth® connectivity allows for convenient hands-free calling and audio streaming, enabling you to enjoy your favorite music or podcasts while driving.

For those who rely heavily on their smartphones, the Porsche PCCM system offers seamless integration with Apple CarPlay® and Android Auto™. With Apple CarPlay®, iPhone users can access their apps, messages, and utilize voice commands directly from the PCCM system, allowing for a familiar and convenient experience. Likewise, Android users can enjoy similar convenience with Android Auto™ compatibility, ensuring that both major smartphone platforms are catered to.

One of the crucial factors to consider when contemplating a PCCM upgrade is whether it aligns with your desire to preserve the authenticity of your classic Porsche. Porsche understands this sentiment, and the PCCM system is thoughtfully designed to maintain the vintage aesthetics of your vehicle's interior. The classic appearance of the PCCM system ensures that the upgrade seamlessly blends into the car's original design, allowing you to enjoy modern features without compromising the essence and heritage of your classic Porsche.

Before deciding if the Porsche PCCM system is right for you, it's important to consider the installation process. Fortunately, the PCCM system can be installed with relative ease, without requiring extensive modifications or alterations to your vehicle's original wiring. Furthermore, Porsche ensures that the upgrade is reversible, meaning that you can return your classic Porsche to its original state if you ever choose to do so.

In summary, the Porsche PCCM system presents classic Porsche owners with an enticing opportunity to enhance their driving experience by incorporating modern connectivity into their beloved vehicles. With advanced features, seamless integration with mobile devices, and a commitment to preserving authenticity, the PCCM system offers a balanced solution for those seeking a blend of tradition and innovation. By carefully evaluating your preferences and considering factors such as connectivity needs and preservation of authenticity, you can determine whether the Porsche PCCM system is the right choice for you and your classic Porsche.

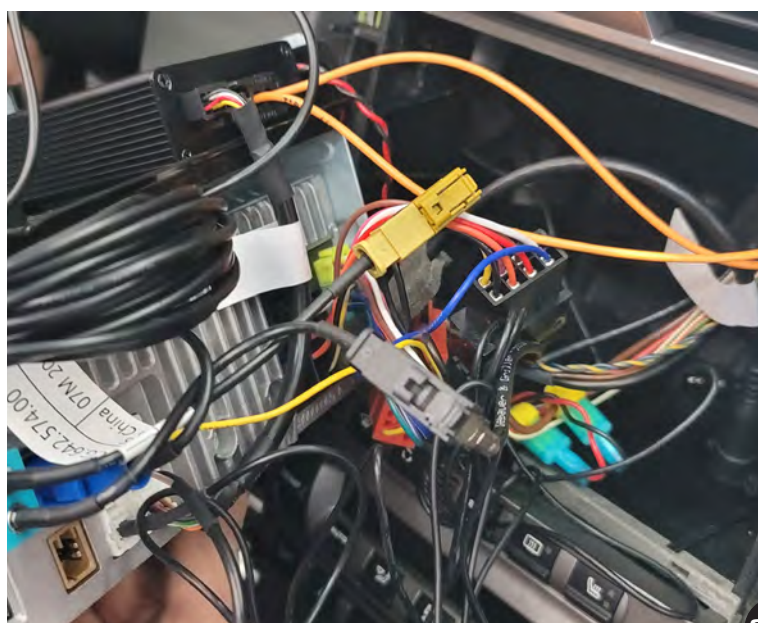






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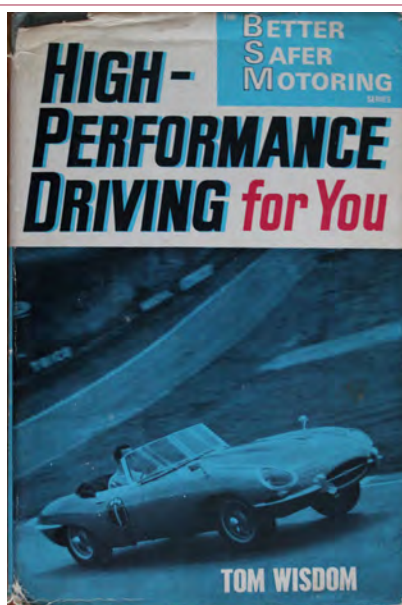
# IN HINDSIGHT

STORY BY HANS FALK

PHOTOS CREDITS: TOM WISDOM

AS ORIGINALLY PUBLISHED IN

*HIGH PERFORMANCE DRIVING FOR YOU*, 1966



How's this for a shocking revelation - I love to drive. It probably goes without saying that anyone who owns a Porsche loves to drive. Otherwise, what would be the point? If you prefer your car to cradle you in comfort, isolating you from those annoying road noises, gently caressing your ears with the sounds of Bach, or maybe Yanni, while enjoying the latest java concoction tucked away in one of your many cupholders - then buy something else. But if the feeling of exhilaration is more your style, the intense anticipation, the excitement, cascading your senses as you plant your foot to the floor, then you will enjoy driving a Porsche. Unlike the drivers we encounter on our roads on a daily basis, those who are more correctly categorized as merely 'operators' rather than drivers - someone devoid of any knowledge about their car, its functions, its capabilities - unlike those, the Porsche owner considers driving as almost an artform, an expression of their skill and talent, endlessly perfected over many years of driving. Many great drivers of the past, from Ascari to Ayrton, were considered masters of this art. It isn't just about having the fastest car, it's about embracing the performance of that car into an extension of you, your skill, your finesse, as you propel it with grace and fluidity against the obstacles of the roadway. A rapture of the senses, hand-crafted by an alchemy of man and machine.

I first began to recognize this almost magical concept of driving while still a youth, long before I even had a driver's license, through the reading of a book my older brother had



(Above) The heel-and-toe technique is useful for all fast driving and essential for competition motoring. You brake with the ball of your foot and use the heel to blip the throttle for a double-declutching downward change. This allows later braking and can help towards smoother driving. The same technique can be used for starting on a hill without the hand-brake. (Right) Another view of the heel-and-toe method.



brought home from college entitled *High Performance Driving for You*. I was already an avid auto enthusiast by that time so when I first found the book on a side table, I was intrigued by the XKE pictured on the cover, and over the course of the next several weeks, found myself not being able to put it down. As I navigated through the maze of very British English, acclimating myself to such foreign words as lorry, bonnet, and others even less understandable, I learned that driving could not only be fast and safe, but should also be conducted with a degree of precision. Up to that time I had only been exposed to the straight-line or circle track racers of the American Midwest, dominated as they were by Detroit iron and their never-ending cubic-inch rivalries. But after reading this book, I realized for the first time that there existed an entirely different world of motorsports, in the form of European sportscars.

The book itself is somewhat of a history of the driving course established and conducted by the British School of Motoring, founded in 1910. In the 1960's, at the time the book was published, B.S.M. was providing practical training for high performance driving on modern road courses, and the author recorded his observations and experiences as he went through the training. In it I found incredibly detailed descriptions of how to choose a proper cornering line, the effects of understeer and oversteer, shift techniques and other extremely useful skills. One technique in particular which caught my attention was heel-and-toe. I was not familiar with this procedure but learned from the book that it allows



the driver to downshift gears smoothly while simultaneously braking for an upcoming corner.

To greatly oversimplify the mechanics a bit – in the old days before the advent of synchronized gearboxes, it was necessary to ‘double-clutch’ when changing gears, both for upshifts and downshifts. Inside the transmission case are three primary components – a layshaft which is connected to the engine by way of the clutch, a main shaft which leads to the drive wheels, and the gears themselves. With the gearshift in neutral, depressing the clutch disconnects the layshaft from the engine allowing it to slow down and eventually stop turning. If the car is stationary, this action of the layshaft allows you to engage into first gear and begin moving. During a downshift, the layshaft must immediately turn faster than the main shaft to drop into a lower gear, so it is necessary to declutch, move into neutral, reengage the clutch and then ‘blip’ the throttle to increase the engine speed to match the speed of the main shaft, before engaging the chosen gear. While this sounds complicated enough, imagine trying to accomplish this maneuver while braking for a corner at the same time. That is where the heel-and-toe technique comes into play. In this procedure, you position your right foot at an extreme angle so that the ball of your foot is firmly on the brake pedal while the heel is on the accelerator in order to ‘blip’ the engine speed at the opportune time.

I was fascinated by the description of this technique and was determined to try it as soon as I obtained my driving license. The first awkward attempt at a heel-and-toe maneuver came while driving my dad’s old Volkswagen Type III. Unfortunately, the pedal spacing between the brake and accelerator was so wide that even with my size-twelve clodhoppers, I could barely position my foot correctly to perform the maneuver with any hint of grace or aplomb. Then my brother bought a BMW 2002 and the first time I sat in it I was amazed. All the controls were in such perfect positions, from the door handle to the turn signal, everything was exactly where the hand or foot would naturally expect to find them, including the pedals. Heel-and-toe seemed to come naturally in this car, and I watched in awe, and a tinge of jealousy, as my brother glided through the gears with ease. Unfortunately, my brother did not allow me to drive his car, so I had to wait and be patient. Some years later I acquired my own sports coupe – a German Ford with a 2.8-liter V-6 and 4-speed. This became my practice car and although the pedal spacing was not as perfect as in the BMW, I found I could manage the heel-and-toe procedure well enough.

Learning the technique was far from easy and it took me a long time before I could do it smoothly. The key is to perfectly rev-match the speed of the engine to the main transmission shaft while maintaining the necessary brake pressure to slow the car to the proper speed. I autocrossed with that Ford as often as I could but it took me a long time to master the heel-and-toe procedure. In fact, I ended up deviating a bit from the correct technique with my foot placement. As anyone who has autocrossed for the first time can tell you, the G-forces at work on your body while negotiating hair-pin turns are far greater than you ever encounter during normal

driving. Everything from your head (which is made heavier by the helmet) to your butt, pitches and slides around to a degree that is thoroughly unexpected by the first timer. Unless your car has a 5-point harness or a snug-fitting racing bucket, it is difficult to compensate for this movement and still maintain control of the car. With my left foot on the clutch and my right foot raised across the brake and accelerator pedal, it left my body no ‘anchor’ to brace myself against the sideways motion. So, I developed my own alternate method which I’m sure a proper race instructor would frown upon but has nonetheless served me well now for over three decades. I plant the heel of my right foot on the floor board to provide a reference anchor for my body, placing the ball of my foot to the extreme right side of the brake pedal, and then roll my ankle over to blip the accelerator with the extreme right edge of my foot at the desired time. If your foot is wide enough, as is mine, or you invest in some Rennline pedal extenders, this alternate method works very efficiently and is how I drive my Boxster today.

So why you might ask, would anyone bother with double clutching when Porsche has offered synchromesh transmissions since 1953 and most cars today are fitted with either clutchless paddle shifters or electronic sports transmissions anyway? The truth is, there is no reason. Perhaps it’s our desire to somehow reconnect with the golden age of racing. Or maybe it’s just our own ego, wanting to trumpet that noticeable exhaust blip to the drivers around us to show them we really know how to drive a sports car. Some cars today (such as the Audi R8) even have that distinctive sound of the accelerator blip programmed into their engine control modules to automatically rev the engine while downshifting. So even though the need for it is about as useful as a 1930’s-era distributor advance lever on the steering wheel, the desire to replicate the action is still there. Despite the redundancy however, learning and practicing the technique of double-clutching and heel-and-toe can be quite gratifying. It requires a great deal of skill and precision to do it properly, but when it’s successful, there is no greater satisfaction than feeling that gear lever slide into first or second like a hot knife through butter. It also saves wear and tear on your synchros, not to mention the exhilaration of knowing you’re driving your car the way it was meant to be driven, using all your skill and all your talent, to create your own masterpiece of driving art.

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<sup>1</sup> High Performance Driving for You, by Tom Wisdom, Odhams Books Ltd, 1966, London

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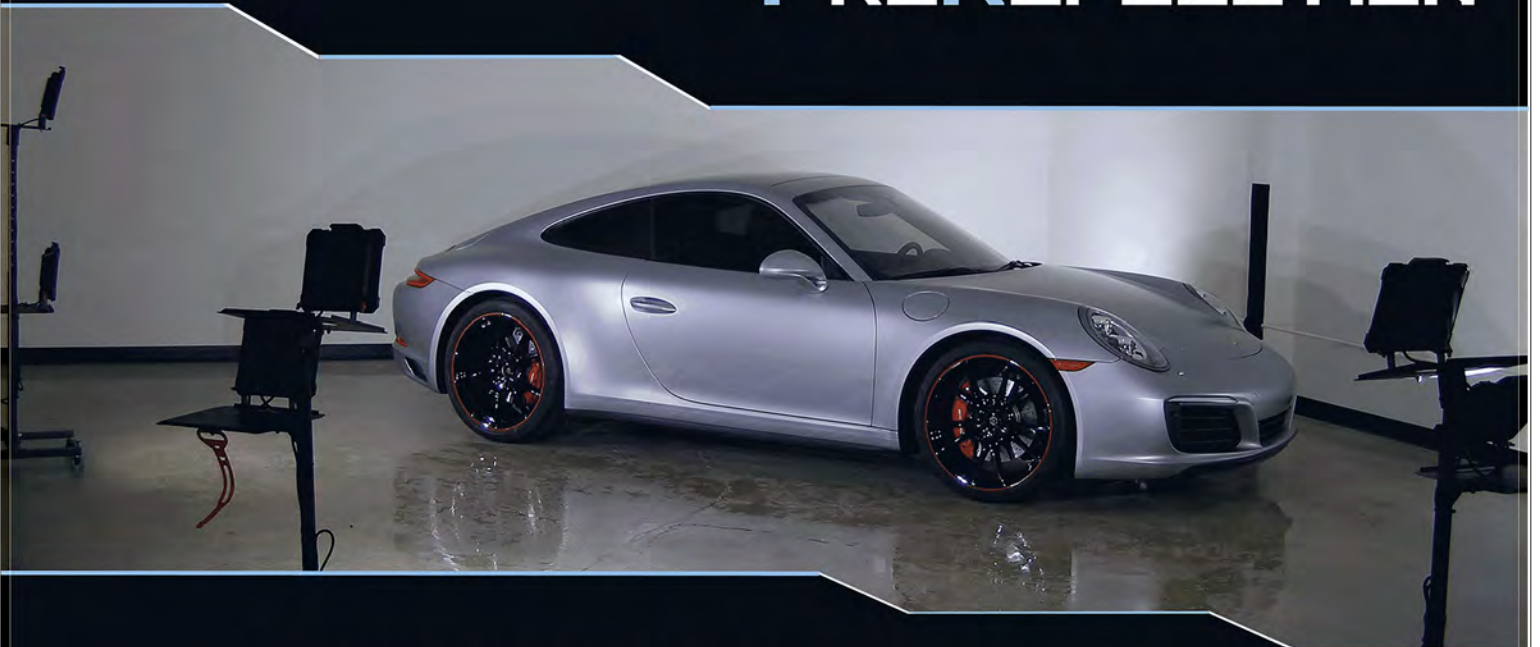
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# TEXAS BURN SURVIVOR SOCIETY

## CHECK PRESENTATION

STORY AND PHOTOS  
BY KENT **KETTERMAN**

One of the great benefits of being a member of the Hill Country Region is the opportunity to participate and be involved in so many charitable events that benefit the needy in Central Texas. It allows all our members to share their time and resources to help others around them. The Texas Burn Survivor Society (TBSS) has been providing critical need care and support to victims of burn tragedies, along with their families, since 1962 and Hill Country Region is proud to help support this noble organization that does so much to assist those who struggle the most in adjusting to a new and challenging reality.

On June 28, members of Hill Country Region including our club President Carl Rossi, visited with Laura Jayne Stawars, President of the TBSS to present her with a check in support of their mission to help the lives of young burn survivors. Laura is the youngest child of the founders of TBSS and each year they hold a camp for the kids to provide them with a needed break from their daily struggles. This year, that camp was held at the Texas Lions Camp near Kerrville. A group from the Hill Country Region drove their Porsches to the camp to participate in the festivities and make the check presentation. The day was a chance for the kids to ask questions about the cars, explore the cars, and push as many buttons as they could find! Local firemen also attended with their pumper trucks to playfully hose down the campers on the hot day. After a delicious lunch with the kids, we left to allow them to finish out their fun week of camp.

Thanks to all our members for allowing us to participate and share our good fortune with groups such as the Texas Burn Survivor Society. It is your interest and dedication to the Hill Country Region that makes precious moments like this possible.



# SHORT SHIFTS

EXCERPTS FROM  
THE WILD WORLD OF PORSCHE



CONGRATULATIONS... to our own HCR members Lew Bouchier and Kathryn Mead for their participation in this year's 101st running of the Pike's Peak Challenge, which took place this past June. Kathryn placed 28th overall in her number 50, GT4 Cayman while Lew came in at 38th overall, driving his number 208 modified 911 in the Exhibition Division. Thanks to both for representing the Region!

ALERT! – watch for an upcoming local Swap Meet to be held in November in conjunction with one of our loyal sponsors. You finally have a chance to try and sell those Mahle pistons that have been cluttering your garage for the past three years! More details coming soon.

STILL AVAILABLE – while the purchase of the 911 Classic Club Coupe by Jerry Seinfeld for \$1.3 million is still making headlines, Broad Arrow's recent 75th Anniversary auction at the Atlanta Porsche Experience Center still had many models that did not sell, such as the 1967 Porsche 910 valued between \$2.8 mil and \$3.4 mil. This car won 1st place in the 1969 Spa 1000 km as well as other races during a short but active two-year history. I guess the price tag was a bit too rich for Jerry's pocketbook.

COMING SOON TO AN XBOX NEAR YOU... Porsche's VP of Global Marketing, Robert Ader recently commented, "Many people... had their first encounter with Porsche through gaming". While that statement may not hold true for everyone, he feels that it's important to "stay relevant...among new generations", which is why they partnered with Xbox to showcase six famous racing liveries of past and present with color schemes and design consoles for the Xbox X Series gaming console. To be rolled out sequentially throughout the summer of 2023, they pay tribute to the marque in a unique segment of the Porsche market.

GT2 ANYONE? Porsche is trying to entice more participants into their GT2 series platform by introducing an EVO kit for the perennial 3.8 liter six-cylinder powerplant found in the 911 GT2 RS Clubsport. According to Matthias Scholz, Porsche's director of GT, "We have 170 GT2 cars in the market. If we convince just

ten to race in the GT2 series, it's a success..."

TWO-WHEELIN'... Porsche recently announced upgraded performance and color schemes for its popular e-bike model line, enhancing the Cross Performance and Cross Performance EXC models with higher output motors and bright colors. These e-bikes resurrect the tradition of Porsche's earliest creation – in 1893, when the young doctor created an electric bicycle to transport himself back and forth from class. Selling price for the new 2023 e-bike offerings? Around \$15k. Hmm...pretty sure I spent less than that on my Boxster!

TRIVIA QUESTION... How many different logo designs have there been in Porsche's history? If you answered seven, you are correct. Beginning in 1952, the familiar gold crest has undergone subtle changes six times previously and now again in 2023, which adopted, among other small changes, a more relaxed stallion profile and textured striping in the crest.

OH, THE KINGDOM FOR A HALF A MILLIMETER... What disappointment for the Penske Porsche No. 6 team at Watkins Glen when their decisive win was taken away by IMSA official over a ½ mm infraction. The skid blocks on the bottom of the car passed tech inspection at the beginning of the race but through the course of the day, had worn down to below the minimum thickness required at the end of the race. Was it caused by a lowered ride height, softer springs, or just plain driving on the edge to win – IMSA didn't care. They immediately stripped the team of their first-place win (and lead in the points standings) to relegate them to last place. Naturally there is an ongoing appeal and frustration all around.

CONGRATULATIONS (PART TWO)... to our own Hill Country Region website, crafted and managed by the team of Edward Doan and Max Silvestri, as they win a coveted Best in Class award for 2023 (how many times has our website won national award recognition – I've lost count!). Be sure to visit our recognized site at [www.hcrpca.com](http://www.hcrpca.com) and be sure to give your high-fives to Ed and Max for their continued, award-winning efforts.

# EXHAUST NOTES

This regular column was once called Rückwärtsgang, but we found very few people could spell that, let alone pronounce it, so thanks to Joah Reyes for his creative suggestion, we changed the name to Exhaust Notes. The purpose remains the same however - a space dedicated to comments and feedback that we receive from you, the reader. Send us your own 'exhaust notes', whether good, bad or ugly, and we will happily publish them (send to [horizons@hcrpca.org](mailto:horizons@hcrpca.org))

- Horizons staff

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*"This photo wins best cover ever!!! The color of the car is carried into the title and the issue identification. The contrast of the distressed lane lines against the sparkling, crisp new construction. The softness of the arch against the rigid pavement of the city street. The darker shadows in the foreground contrasted against a bright sky at the top of the photo. The trees show life amongst the skyscrapers. If you need any more details, I can keep going. Winner winner chicken dinner - You did it again. Keep it up. Go team Horizons."*

- Michelle F.

*"First of all, WOW - what a treat! I finally got a chance to sit down and read Horizons - my first ever as a new member. It's a super publication and confirmation that I made the right move joining your club. I love the fact that it's...a printed publication. I hope this will continue."*

- Stephen M.







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# PORSCHE 75<sup>TH</sup> CELEBRATION

DRIVEN BY DREAMS  
75 YEARS OF PORSCHE SPORTS CARS

STORY BY JEFF **MOORE**  
PHOTOS BY PORSCHE **AUSTIN**



Porsche recently celebrated a milestone birthday – specifically on June 8, which marked the 75th year since the founding of Porsche as a company. It was on this date in 1948 that Porsche received its first general operating permit for production of the 356 “No. 1” Roadster from the Austrian State of Carinthia. This was the first automobile to bear the Porsche name.

While 1948 is widely considered to be the official founding of Porsche – the company and the brand – Porsche’s earliest roots stretched back to 1931, when the company engaged in motor vehicle development and consulting, but did not produce vehicles. One of its most notable contracts was from the German government which culminated in the design of the Volkswagen Beetle.

The first 356 was an aluminum bodied mid-engine design with a 4 cylinder flat four generating 35 horsepower. While the 356/1 was being produced, Porsche was already working on 356/2, a rear engine coupe which was the prototype for the 356 production series which followed.

At that time, Porsche was based in the small town of Gmünd, Austria, in a former sawmill. It was there that the first 44 coupes and 8 cabriolets were produced, before operations were relocated to Stuttgart.

Porsche has conducted and has planned numerous events around the world this year, including a special exhibition at the

Porsche Museum in Zuffenhausen where the new Mission X concept vehicle was unveiled. As described by Porsche, the Driven by Dreams theme is “a value that captures the history of the company while transporting it into the present and the future. The exhibition, which runs until January 2024, also shines a spotlight on the people behind the brand. People who, like Ferry Porsche, believed in following their dreams, in achieving great things, and in bringing even the boldest ideas to fruition: Dreamers.”

## The Mission X concept revealed

Porsche chose June 8 as an appropriate day to unveil the Mission X concept, an all-electric mid-battery hypercar featuring a power to weight ratio of 2.2-pounds-per-horsepower and with more downforce than a 992 GT3 RS, thanks to an innovative adaptive extendable rear wing. It features a 900 volt electric system with charging capability from 5% to 80% in just over 20 minutes.

The Mission X, tagged by Porsche as the “the Call of Tomorrow” has similar dimensions as the Carrera GT and 918 Spyder. It features LeMans-style doors which open upward at the front. Lightweight carbon fiber is evident throughout – in the lower exterior, and to reinforce a glass dome roof. The windscreen and cockpit are designed to maximize driver visibility on the track.

Porsche’s goal is for the Mission X to be the fastest road-legal





car around the Nürburgring. The company officially states "production to be decided in due time" so we will have to wait to learn if and when this becomes a reality.

#### 75th Celebration at Porsche Austin

Locally, Porsche's anniversary milestone was celebrated by Porsche Austin and Porsche South Austin with an invitation-only event at the Porsche Austin dealership. A DJ provided a festive atmosphere, along with hors d'oeuvres and an open bar, which were greatly appreciated by attendees. Sales Manager Christian Ames addressed the gathering of customers and friends with comments about how the Porsche brand has evolved and firmly established itself as the premier sports car company with a rich past and a visionary future. He thanked everyone for being part of the vibrant and fully-engaged Porsche community in the Austin area, and for being Driven by Dreams.







# SPRING SCHNELLFEST

STORY BY DAVID **GROSS**  
PHOTOS BY JONATHAN **HAGGAR**  
AND BLAIR **HARFIELD**







Our own Hill Country Region, in conjunction with neighboring Maverick and Lone Star Regions, hosted another SchnellFest High Performance Driver Education (HPDE) event the weekend of May 6-7 at the Circuit of the Americas. As the name implies, an HPDE is designed to be an educational event – an opportunity for you to drive your own car on the track while a PCA-registered driving instructor teaches you the proper ‘line’ to use for maximum speed and safety.

Approximately 120 drivers participated in this year’s Spring SchnellFest which is structured into four classes or run groups. The Novice class is for beginners, and they enjoy the benefit of having an instructor with them, in the car, at all times. Special helmets are worn to allow for communication between the instructor and his (or her) student. Above that level is the Intermediate class, which has the option of using an instructor or driving solo, followed by two Advanced levels.

In addition to the track time, extensive classroom training is also provided on both days of the event, to teach the practical and technical elements of driving at speed. The key focus however is on education. SchnellFest is not a competitive event. PCA does not record or publicize lap times as there are no winners or podium celebrations – it is strictly about you, your instructor, and your car. Many participants, particularly those in the Advanced classes, use their own timing equipment or smartphone apps to record lap times, for the purpose of improving their driving technique. Every driver, no matter how advanced, can always improve their performance. This is part of the lifelong fascination for sport, and it requires 100% of your concentration and attention. No work problems, family issues, life challenges – it’s just you and the track. For that very reason, attending an HPDE event can very much remind you of being on vacation. When I drive home on Sunday afternoon, I sometimes have to think hard for a moment to remind myself of what I was working on the previous week!

The PCA slogan is and always has been “It’s not the cars... It’s the people!” and this is in full display at every SchnellFest. Drivers are eager to help other drivers, with everything from torquing lug nuts to debating the proper line through a corner. We are a community of wonderful, caring, and fun-loving people.

There are two more opportunities coming up this year to participate in this once-in-a-lifetime event, and as you browse these terrific photos taken by our own Jonathan Hagar and professional photographer Blair Hartsfield of Hart Photography, consider joining us and having, literally, the most fun you can with your car.

September 30/Oct 1 – registration opens at noon  
Wednesday August 16th, and...

December 8-10 – registration opens at noon  
Wednesday October 25th

Sign up for either event by going to [clubregistration.net](http://clubregistration.net) or if you want additional information, you can contact me at [david@hcrpca.org](mailto:david@hcrpca.org) or by phone at (512) 497-1111.







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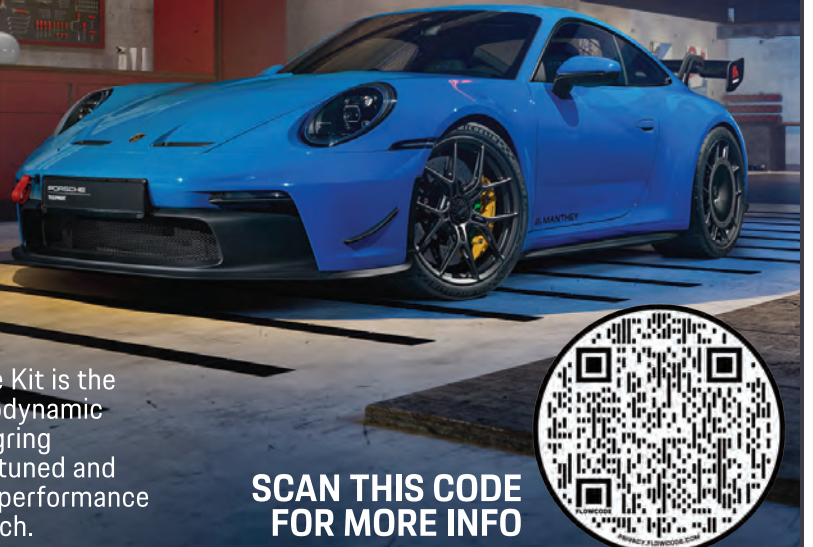
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## 911 GT3 Manthey Performance Kit

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

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



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