

# HORIZONS

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SPRING 2024

OFFICIAL PUBLICATION OF HILL COUNTRY REGION - PORSCHE CLUB OF AMERICA



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# HORIZONS

SPRING 2024 | VOLUME 25 | NUMBER 02



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## FROM THE PADDOCK -

Change always comes hard. But with change also come opportunities. This will be my last issue as Editor of Horizons as I transition to a different PCA Region.

Joe Cunningham will be taking over my duties and I have the utmost confidence that he will continue executing the high standards of this magazine that we have all grown to love and enjoy. Let's all give him our support by providing feedback, opinions on the changes, and submissions of both photos and articles. The Horizons staff will take that input and incorporate it into future issues. It's been a great pleasure serving in this infinitely rewarding role. If you have an interest in helping the Horizons staff, feel free to step forward and notify one of the Board members. Joe will gladly plug you into a role.

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COVER IMAGE

RILEY DICKINSON - A HOMETOWN HERO  
PHOTOS BY PORSCHE MOTORSPORT NORTH AMERICA



# THE DRIVER'S SEAT

2024 is almost half gone and this is one busy Region! So far, we've sponsored two High Performance Driving experiences at Circuit of the Americas, one shared a weekend with a PCA Club Race! There's been an Auto Cross, driving tours and way too many social events to list.

Of note, once again Hill Country Region held its semi-annual event at Mozart's, on Lake Austin on a beautiful spring day with over 4,000 people stopping by! One of our signature public service events, Tire Rack Teen Street Survival was sold out with a full class of 30 students and took place at the Public Service Training Center in Kyle in late April.

The Pick-Yer-Tour weekend was the most ambitious activity so far for 2024. This multi-region event is jointly sponsored by Hill Country and Maverick Regions. Our own Gordie Robbins, in collaboration with Carey Spreen of Maverick, put together a weekend with nine run groups doing technical tours, one off-road and one leisure tour consisting of 30 cars. All this activity was based out of the YO Hotel in Kerrville. This year over 180 cars and around 340 people participated. Look for a detailed story about Pick-Yer-Tour in this issue of Horizons.

Porsche Cars is keeping very busy as well this year. So far the new Panamera has been launched. A new electric Macan has been announced and is expected to be in US showrooms by late summer. This is in addition to the 2025 Taycan that has also been announced. Both the these EV's have significantly greater range and share Porsche sports cars' DNA.

This year is also an election year for Executive Council members including the President, Vice President, Secretary and Treasurer. In compliance with the Regions By-Laws, a Nominating Committee will be formed.

The Hill Country Region Nominating Committee is an ad hoc committee selected by the Executive Council and is comprised of three members who are not currently under consideration for elected office.

The Nominating Committee's key responsibility is to seek out and review candidates for elected office and recommend a slate of officers to the Executive Council. These responsibilities are fully documented in the HCR bylaws which can be found here - "<https://hcrpca.org/documents/>".

The Nominating Committee also conducts the election and provides oversight of that activity.

Members of the Nominating Committee are volunteers and the Committee is currently in need of a Chair. If you are interested in helping out with this critical activity, please contact HCR at "[volunteer@hcrpca.org](mailto:volunteer@hcrpca.org)".

Continue to check our Region's calendar at "[hcrpca.org/events](https://hcrpca.org/events)" to keep up with all events and enjoy your Porsches during the summer months.

Carl Rossi  
President

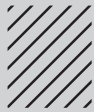




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# Hill Country Region Porsche Club of America

## Annual Financial Report for Calendar Year 2023

<b>Income and Expense (Excluding Schnell Fest &amp; Club Race)</b>	
<b>Income</b>	
Admin Income	3.84
Charity Income	11,432.59
Concours Event Income	3,280.93
Discounts given	-250.00
Driving Event Income	27,551.29
HCR Store Income	282.70
Horizons Advertising Income	10,771.75
PCA Member Fee Rebates to Region	22,644.80
Sales of Merchandise Revenue	525.00
Social Event Income	19,065.15
Special Event Income	500.00
Sponsorships - Recurring	15,326.58
Tech Event Income	3,528.94
Track Event Income (Note 1)	8,775.57
<b>Total Income</b>	<b>\$ 123,439.14</b>
<b>Expenses</b>	
Administration	10,530.82
Charity Expense	3,000.00
Concours Event Expense	3,364.76
Driving Event Expenses	24,531.63
Horizons Publication	18,451.78
Merchandise	1,547.95
Nametags	1,641.25
Social Event Expense	31,154.81
Special Event Expense	10,703.69
Tech Session Events	407.62
<b>Total Expenses</b>	<b>\$ 105,334.31</b>
<b>Net Income</b>	<b>\$ 18,104.83</b>

<b>Income and Expense (Schnell Fest)</b>	
<b>Income</b>	
Admin Income	0.43
Charity Income	3,816.00
Track Damage - Driver Reimbursement	5,565.77
Track Event Income	529,372.70
<b>Total Income</b>	<b>\$538,754.90</b>
<b>Expense</b>	
Administration	3,351.55
Charity Expense	3,816.00
Equipment - Rental or Purchase	1,353.13
Food & Beverage	10,855.50
Merchandise	979.86
Supplies	585.90
Track Damage	5,565.78
Track Event Staffing	7,743.75
Track Expense	512,378.37
<b>Total Expense</b>	<b>\$546,629.84</b>
<b>Net Income</b>	<b>\$ (7,874.94)</b>

<b>Income and Expense (Club Race)</b>	
<b>Income</b>	
<b>Total Income</b>	<b>\$ 0.00</b>
<b>Expense</b>	
Track Expense (Note 1)	26,326.71
<b>Total Expense</b>	<b>\$ 26,326.71</b>
<b>Net Income</b>	<b>\$ (26,326.71)</b>

<b>Statement of Financial Position Comparison</b>		
	As of Dec 31, 2023	As of Dec 31, 2022
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Bank Accounts</b>		
Chase - Club Race (Note 1)	0.00	26,326.71
Chase - HCR	163,486.21	145,381.38
Chase - Schnell Fest	12,125.12	20,000.06
<b>Total Bank Accounts</b>	<b>\$ 175,611.33</b>	<b>\$ 191,708.15</b>
<b>Other Current Assets</b>	<b>0.00</b>	
<b>Total Current Assets</b>	<b>\$ 175,611.33</b>	<b>\$ 191,708.15</b>
<b>TOTAL ASSETS</b>	<b>\$ 175,611.33</b>	<b>\$ 191,708.15</b>
<b>LIABILITIES AND EQUITY</b>		
<b>Liabilities</b>		
Current Liabilities	0.00	
<b>Total Liabilities</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>\$ 175,611.33</b>	<b>\$ 191,708.15</b>

<b>Notes</b>
<b>#1. The inactive Club Race account, originally funded equally by HCR, MAV and LSR was closed. The remaining balance was paid equally to the three regions.</b>





# HCR & PCA MEMBERSHIP DATA

Year	2023	2023	2023	2023	2023	2023	2023	2023	2023	2024	2024	2024
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
<b>Primary Members</b>												
-Beginning of Month*	1,353	1,377	1,389	1,378	1,382	1,395	1,417	1,422	1,428	1,455	1,461	1,465
-New Members	26	24	14	14	20	33	27	22	32	25	19	18
-Transfer Ins	10	4	4	7	2	1	7	4	7	2	3	4
-Lapsed Members	22	22	35	28	20	21	36	31	23	27	33	29
-Transfer Outs	5	4	3	3	5	3		3	0	4	1	3
-Late and Delete Renewals*	15	10	9	14	16	12	7	14	11	10	16	19
-End of Month	1,377	1,389	1,378	1,382	1,395	1,417	1,422	1,428	1,455	1,461	1,465	1,474
<b>Affiliate Members</b>	640	645	640	635	637	647	651	649	660	667	668	670
<b>Region Total Membership*</b>	2,019	2,036	2,020	2,019	2,034	2,066	2,075	2,079	2,117	2,130	2,135	2,146
<b>Test Drive Participants</b>	2	2	2	2	2	1	2	2	18	2	3	1
<b>Test Drive to Members</b>	0	0	0	0	0	1	0	0	0	1	0	1
<b>PCA Juniors</b>	59	59	59	59	59	59	59	59	59	59	59	59
<b>PCA National</b>												
-Primary Members	102,095	102,419	102,686	103,065	103,822	104,157	104,529	104,638	104,857	105,002	105,070	105,252
-Affiliate Members	53,829	54,037	54,113	54,178	54,448	54,589	54,821	54,843	54,923	55,004	55,085	55,164
-Life Members	23	23	23	23	23	23	23	23	23	23	23	23
-Total Members*	155,947	156,479	156,822	157,266	158,293	158,769	159,373	159,504	159,803	160,029	160,178	160,439
*Computed fields												

[membership@hcrpca.org](mailto:membership@hcrpca.org)



# THE BOOK REVIEW

Artifacts: A Porsche Experience Book Review

Interview with ERG Media conducted with Ted Gushue and Thomas Walk

ARTICLE & PHOTOS BY: JOAH RAYOS

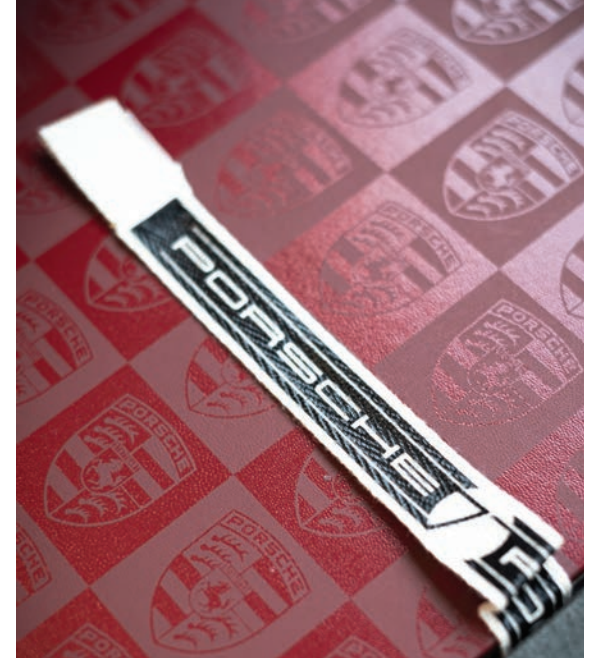


If you consider yourself a Porsche enthusiast, then it is almost guaranteed that you will amass a small library of books and printed material dedicated to the marque. It starts off slowly: an essential such as a shop or repair manual usually comes first. Then periodicals such as the PCA Panorama and our HCRPCA Horizons. Oftentimes interest in a specific aspect of the Porsche story guides the next purchases - tomes on history, motorsport, design, or perhaps one celebrating the art of our cars through photography. Add to all of the above special publications commemorating anniversaries or models and then your shelf is full before you know it.

But make space for Artifacts which is all that and much more. Released in 2023 to coincide with the 75 Years of Porsche, the large format coffee table book was published by ERG Media/Type7 in collaboration with graphic design stalwart House Industries and the Porsche Archives. As you expect from any product bearing the Porsche crest, there were extremely high standards and expectations set from the factory and what the team has done here is not deliver a book but rather they have delivered a true Porsche Experience right to your living room.

I suggest blocking off a few hours on your calendar, clearing your desk and putting on Wagner on your Hi-Fi because the museum is opening shortly. The first indication of this is on delivery with the arrival of a rather large heavy package. Opening the outer box reveals something wrapped in blueprints and for a moment you might think that it was your Porsche parts order that actually arrived. The book comes nested in an archival box and is fronted by a sign-in sheet that warns you about the fire protection measures in the archives. As an engineer who routinely visits factories for work, my first instinct was to read, understand, and add my name to the document (I didn't, although you could truly make the copy your own if you did). Sign in formalities complete, a tug on the cotton tab gives you access to the book, encased in a slipcover done in rich maroon stylized like a 70's Porsche shop manual.

As the name suggests, Artifacts dives into the many curated and cataloged objects from the Porsche Archive. The index of items - the museum guide if you will - is a separate booklet from the main and will be your companion throughout the exhibit. This choice of presentation leaves the pages free of text and distractions from the photographs. And what photography it is! - 300+ pages of items from the timeline of Porsche history captured beautifully for your inspection. Just as any museum, the curators have put in the work of having the most significant items on display. You're welcome to find your personal favorites, as a small cross-section of what you might find - blueprints and design or aerodynamic studies, technical correspondence, mock-ups, and pre-production miniatures, even Ferry Porsche's driver's license and business card. The last plates from page 317 are truly special.





The book concludes with this museum section that is printed on stock so deep and glossy you'll want to give it the white glove treatment (no exaggeration – you will leave very visible fingerprints on the pages if you're not careful).

The tour is now complete, except you don't have to exit through the gift shop and you can visit again at any time. As a fan of museums in general my favorite ones are those that let you have a behind-the-scenes peek at the works, and Artifacts does just that except in book form – one that I highly recommend for the Porsche enthusiast.



Later, outside of museum hours I was able to catch up for a quick Q&A with the gents at ERG Media - publisher Ted Gushue and photographer Thomas Walk. Here they share some insights into how Artifacts came together for HCRPCA's readers.

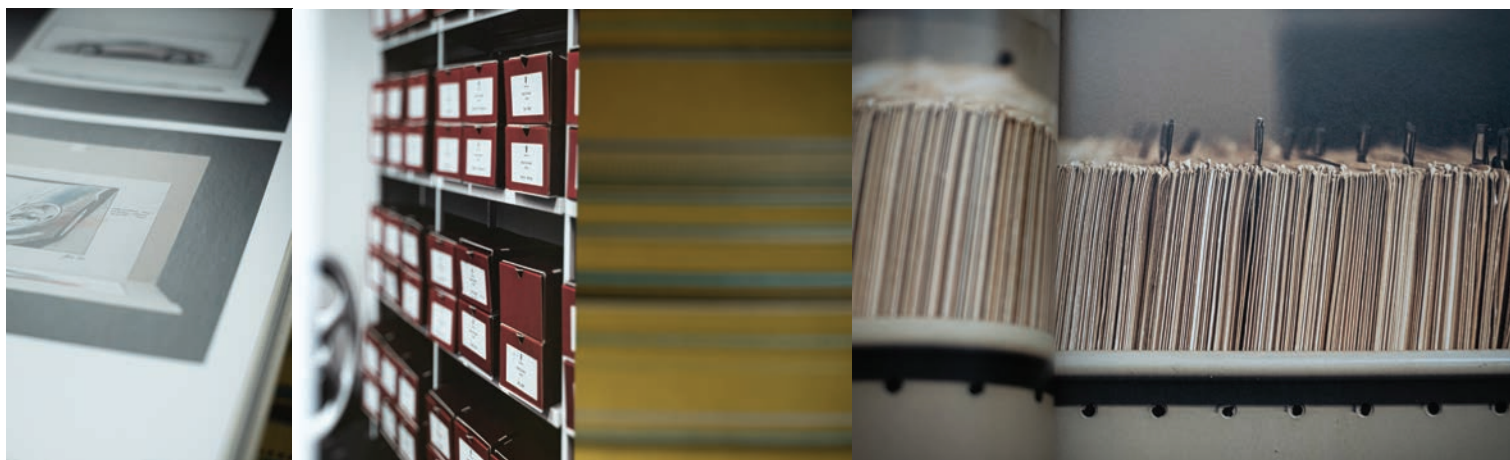
**JR/HCRPCA:** Type 7 and ERG Media have quite a relationship with Porsche. From my perspective at least, it's akin to Lockheed's Skunk Works. A teaser of an upcoming project here and there that leads to a product that nobody quite expects. How did the concept of Artifacts come about? Was it a slow simmering thought, or one of those ideas that hit you like a sledgehammer?

**ERG:** It was a bit of both. We first began talking about the concept internally at ERG way back in December of 2022, wondering why no one had done a book on the Porsche archives as of yet, and how we could come up with a

different approach to other, more traditional archive-centric books out there. How could we create a visual language that took readers inside the archives? We were in the midst of other book projects, so we slowly began assembling our dream pitch for the team at the Porsche Museum. If we had one chance to make a book on the corporate archives of Porsche, how would we do it? And most importantly, what would be something fans like us would want to see?

**JR/HCRPCA:** On the graphic design front with Andy Cruz and House Industries, I'm a huge fan. Most don't realize they're seeing a House product, but you can't unsee it once you know their Eames typeface - the instruments and graphics for the Ford GT for example. Heck the logo on my bicycle is by House! But until Artifacts, I didn't think there'd be an association between their typical exuberant style and the more linear world of Porsche. How did you connect with Andy and bring the House Industries and Porsche worlds together?

**ERG:** The first thing you ought to know about Andy Cruz is that he's a bona fide Porsche nerd, like us. And not just because of the cars; he knows the branding and typographic history of the brand like the back of his hand. From race posters to obscure fonts Porsche may have used once on a sales brochure back in '72, he knows it. To him, Porsche exemplifies the very best in automotive branding. We began pen-paling with Andy around the same time as the pre-production for the shoot began. Being longtime admirers of House Industries, we were frankly a little shocked that we were even corresponding with the guy. Somehow, somehow, Andy was passing through Stuttgart while Thomas was on location inside the archives shooting. With a little luck and good timing, Andy got his very own tour of the archives and got to sit behind the monitor while we were shooting. The next day, we got to talking again, and it went a little something like, 'I don't care what you're doing here, I want in!'. We, of course, needed no convincing the House Industries resumé speaks for itself.





**JR/HCRPCA:** And on to the lensman, Thomas Walk. His visual storytelling flows so smoothly from frame to frame, going from details to big picture and back again seamlessly. What do you feel was the challenge in the mechanics of photographing the assorted items involved, especially for the larger pieces? I'm sure there was more to it than laying them out on a table?

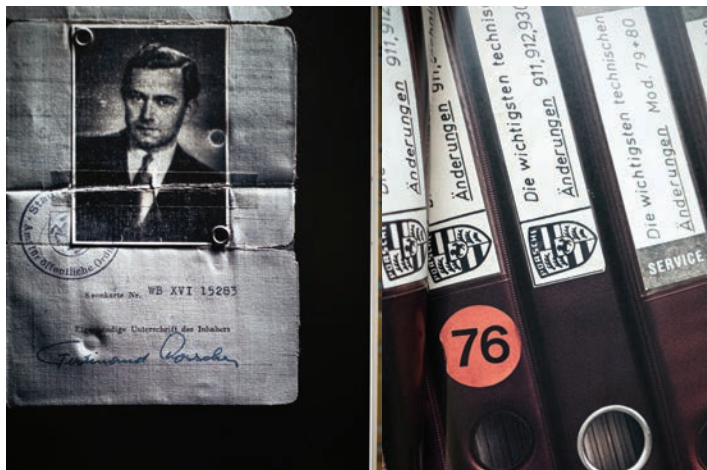
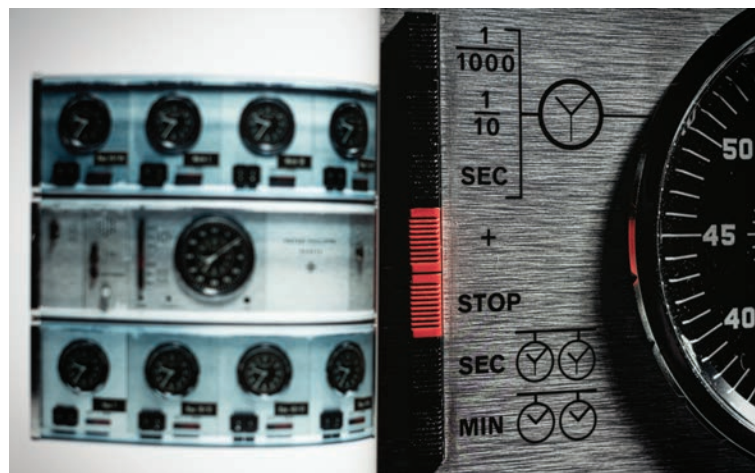
**ERG:** Not only being the photographer, but also editing, doing page layouts, and arranging page order offers a very unique perspective when you're shooting a project like this. Thomas wasn't just fulfilling a brief; he was essentially laying out the book in his head as he was shooting. This probably explains why so much of the project kept evolving as he was shooting. Elements like the room shots, the photos on black, and flat lays of photo slides—these are all aspects of the book that came together once we began shooting. From what I understand, it was very important for this book to visually offer the same experience Thomas got while in the archives. As for the mechanics, we photographed over 75 items in two straight weeks, nine-to-five. This meant Thomas and his assistant had a time limit of 15-25 minutes per item. When you factor in lighting changes, background swaps, and other technical roadblocks, it's a very short amount of time, especially considering it was ultimately a very small photo studio inside the archival library. They were constantly restricted by time and space, literally.

**JR/HCRPCA:** To borrow a phrase from House Industries – 'The Process Is the Inspiration'. If I were the curator of the Porsche archives, I would probably struggle with this as well. Out of a long timeline and branches of supporting disciplines from engineering to art, how did the item list come about? What was the process and inspiration between the ERG team and Porsche in going from a lifetime's worth of stuff to a single moving box?

**ERG:** The curation process was tough. After many attempts to compile a list over video calls with the Archive team, we dedicated four days to immersing ourselves in the archives and collecting what you see in the book. Until the person shooting can hold the objects and know how studio lighting will shape that object, and how it may look in the context of the book, you don't know what's worth putting on that list. Seventy percent of what is in the corporate archives are files and photos. We had to search for the items we knew

would be photographed best in a studio setting, coupled with finding the items that held important stories and marked important milestones for the brand.

Many of the items shown were sourced from external storage facilities. Those familiar with the corporate archives will recognize the air-controlled rooms underneath the Porsche Museum. Artifacts extend beyond those rooms into areas we're confident many Porsche employees didn't know existed. Ultimately, the Porsche Archive and Museum team had full trust in our vision, and this made all the difference. When they knew this was in the hands of people who celebrated Porsche as much as they do, the stars aligned.



Technical notes  
Artifacts  
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Thomas Walk, Photographer and Creative Director  
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# IN HINDSIGHT

STORY BY HANS FALK

**Photos** courtesy of Hagerty Publishing, Porsche's First Four-Door was a Studebaker, by Ronnie Schreiber, March 2024

It's happened several times now since I first began writing this column, some four or five years ago that, after beginning on a certain topic, some other subject that piques my curiosity presents itself, prompting me to suddenly change gears and begin fresh. Such was the case for this issue as an interesting article in Hagerty Magazine caught my eye just recently.

It's always been a fascination of mine of how Porsche, in the destruction and aftermath of WWII, was able to rebuild itself essentially from nothing. It's a testament to how determination and hard work can overcome even the most severe hardships. Often, this resiliency comes merely from a survival instinct but for the Porsche family, it was also driven by an urgent need. The patriarch of the family, Ferdinand Porsche himself had been imprisoned by an overzealous French government intent on securing the blueprints for the much touted 'People's Car', going as far as to accuse Dr. Porsche of war crimes. Such charges had previously been carefully investigated by both the American and British authorities who concluded they were unfounded and without merit. The French however needed an excuse to coerce the family into handing over the blueprints, so they threw the good doctor into a dark and clammy dungeon

and demanded payment of a million francs for his release.

The story of Dr. Porsche's imprisonment, however, is not the topic of this article, as complex and fascinating as it is. To greatly simplify, the desired blueprints were at that time in the hands of the British, who were not about to share them with the French. This left the Porsche family with only one asset that was of any value in helping them free their father from imprisonment - their technical skill and design ability, characteristics that had already achieved worldwide renown even before the war. The very first project endeavored by Ferry Porsche was the design and construction of a racing machine for an Italian aristocrat, the payment from which enabled the family to secure the release of Dr. Porsche from the French authorities. Thereafter, Porsches' reputation brought further projects to the tiny workshop in Gmünd throughout the early fifties and beyond, even to today.

One such project was for the American Studebaker firm. At a time when Studebaker's star was on the decline, they proposed to hire Porsche to design and build for them a lightweight four-door sedan for the American market. By way of introduction through Max Hoffman, Porsche's North American distributor, Ferry came into conversation with Richard Hutchinson, Studebaker's VP of Exports. This resulted in a meeting between both parties in the spring of 1952. For this meeting, Porsche brought with them a stretched 356 with a rear seat designated the 530. While Hoffman, the test driver, was not impressed with the larger model, Studebaker was – enough so to take the project to the next level and request further development. The



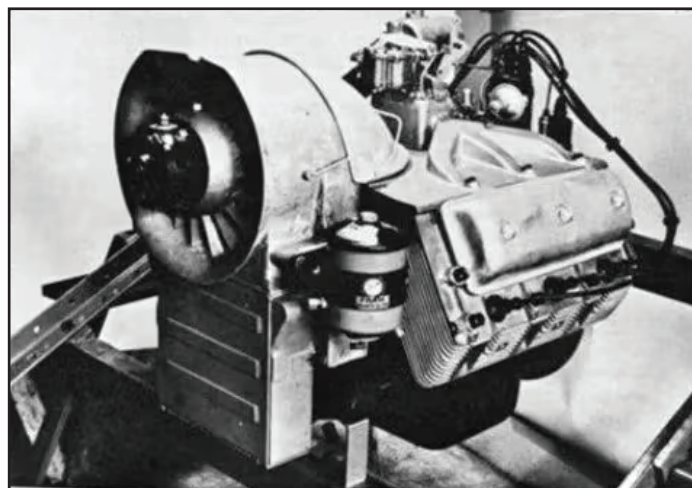


only caveat was they wanted the air-cooled six-cylinder positioned in the front, like normal American sedans.

The engine developed for this project was unique in its own right. It was the first six cylinder to be configured at 120 degrees, unlike the more common 60-degree arrangement. The wider stance allowed for a smaller number of crank throws with two connecting rods per journal, reducing the overall mass and inherent vibration prone to all six-cylinder motors. It also sported a hybrid cooling system, another first. Air-cooled cylinder heads with water jackets around the cylinder and radiators secreted under the ductwork. This resulted in another advantage over regular air-cooled engines – fast and reliable heating for the passenger compartment! Despite the design innovations, the Studebaker executives were not impressed. They contracted Porsche to supply test models with both conventional air-cooled and water-cooled engines, no hybrids. The project was dubbed the 542.

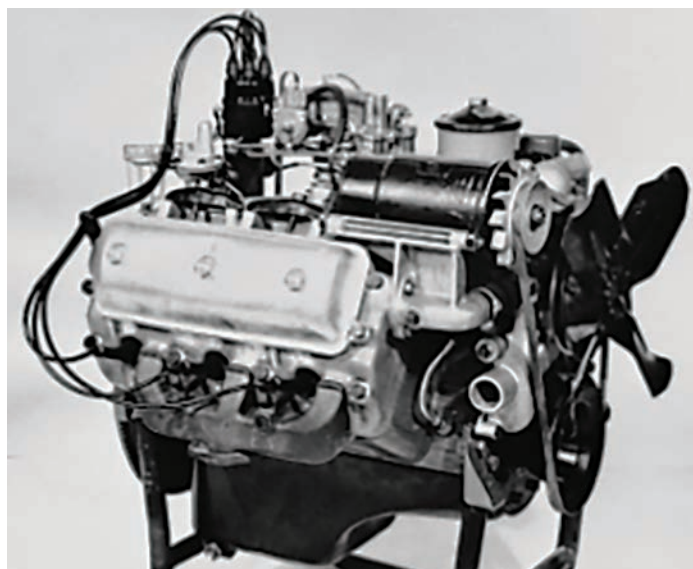
Another request from Studebaker was that a number of parts be used interchangeably with their current models. The wheels, transmission, steering assembly, door handles and others were plucked straight off the Studebaker parts shelf. The result was the 542 greatly resembled the 1952 Studebaker Champion and Commander models. But that's where the similarities ceased. In order to make the sedan as light as possible, Porsche introduced Studebaker to unibody construction, instead of the traditional body-on-frame design. In order to fit the existing Studebaker assembly lines however, the unibody was made in two halves, then bolted together. Traditional coil spring suspension in the front but with trailing arms instead of A-arms. The rear was independently sprung with semi-diagonal trailing arms.

Studebaker still could not make up its mind on engine type, so models were produced both as 542L



(Lüftgekült) and 542W (Waßergekült) models. Both sported iron heads and cylinders with aluminum pistons, wedge combustion chambers, overhead valves and single Solex carburetor feeding a spider-like manifold to span the wide space between cylinder banks. The water-cooled engine put out the most horsepower – a respectable 106 at 3500 RPM. The Studebaker boys described the 542 as a “solid little thing” when they test-drove it at the 1954 Geneva Auto Show.

Unfortunately, by that time the financial situation at Studebaker had become desperate and they managed to exist in name only by constantly merging with other struggling firms who had no interest in developing Porsche's 542. Some of its design and technological innovations did survive however and were integrated into the 1959 Lark, America's first 'compact car'. The 542, alas, never made it to production and no model of it exists today. Only a single 542L survives in the Porsche Museum in Stuttgart. A gentle reminder to everyone of the engineering innovation that the Porsche family was capable of.





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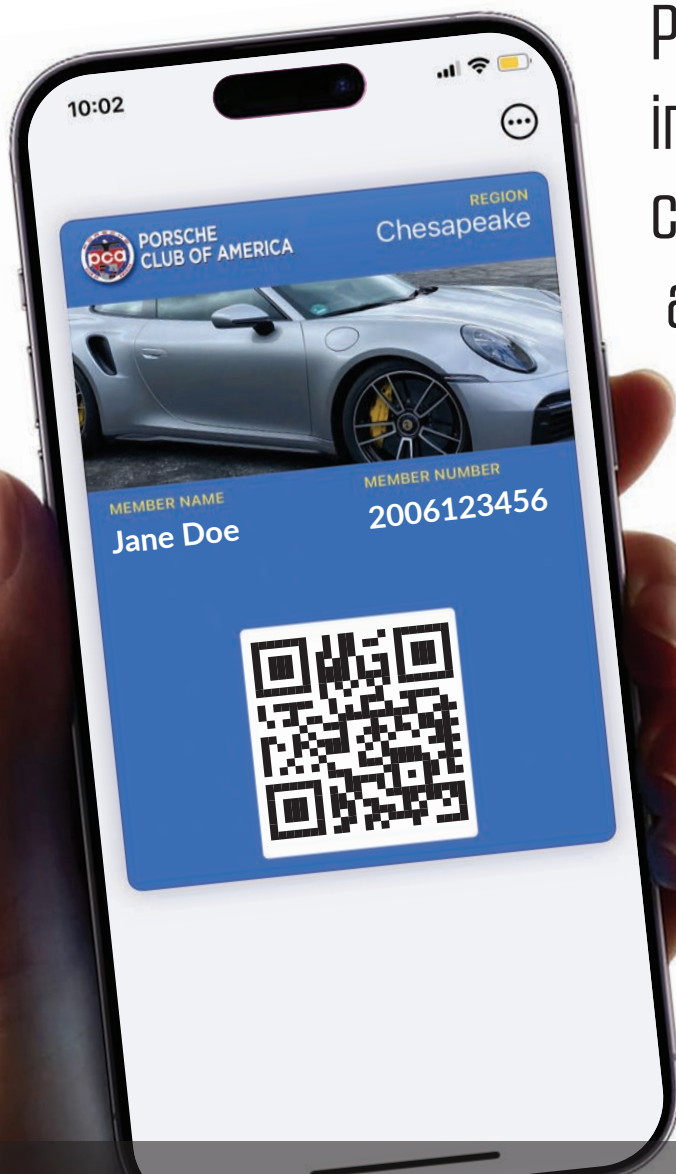
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# Anniversaries

Amberg	Suzanne Marie	1 Year	Anderson	Sidney	5 Year
Atkinson	Brian	1 Year	Brett	Michael	5 Year
Baldwin	Dennis	1 Year	Callary	Lars	5 Year
Belshaw	George	1 Year	Clark	Kristen	5 Year
Blaydon	Sean	1 Year	Clark	James	5 Year
Blaydon	Cindy	1 Year	Cohan	Robert	5 Year
Braxton	Lucas	1 Year	Crawford	Justin	5 Year
Braxton	Julianna	1 Year	Crawford	Kimberly	5 Year
Byrd	Twanda	1 Year	Crossland	Ross	5 Year
Callary	Maura	1 Year	Dugas	Daniel	5 Year
Clermont	Mark	1 Year	Falk	Hans	5 Year
Collins	William	1 Year	Gallagher	Gary	5 Year
Cooper	Amy	1 Year	Givens III	Edward	5 Year
D'mello	Glen	1 Year	Hefner	Joel	5 Year
Dugas	Mary	1 Year	Holbrook	Charles	5 Year
Egan	Molly	1 Year	Ivanenok	Joseph	5 Year
Elizondo	Russell	1 Year	Kenninger	Steven	5 Year
Elizondo	Arlene	1 Year	Ketterman	Loni	5 Year
Feldman	Joel	1 Year	Ketterman	Kent	5 Year
Feldman	Keith	1 Year	Myers	Jack	5 Year
Flake	Michael	1 Year	Ritchie	Ryan	5 Year
Fordyce	William	1 Year	Rosebaugh	Joann	5 Year
Fordyce	Karen	1 Year	Rosebaugh	Steve	5 Year
Galante	Michael	1 Year	Smith	Adam	5 Year
Golab	James	1 Year	Smith	Hank	5 Year
Granger	Stephen	1 Year	Stein	Eric	5 Year
Han	Phil	1 Year	Weerakoon	Ishta	5 Year
Henshall	Jason	1 Year	Burlew	Vicki	10 Year
Hermann	Paul	1 Year	Burlew	Justin	10 Year
Hewes	Gregory	1 Year	Hubbard	James	10 Year
Hewes	Maren	1 Year	Keelty	Grant	10 Year
Hill	Brad	1 Year	McGarry	James	10 Year
Hou	Timothy	1 Year	Mertens	Christian	10 Year
Jordan	Grace	1 Year	Moore	Lisa	10 Year
Jordan	Michael	1 Year	Moore	Jeff	10 Year
Keehl	Kevin	1 Year	Nguyen	Thoi	10 Year
Kendrick	Matthew	1 Year	Nguyen	Hanna	10 Year
Kenyon	David	1 Year	Rivers	Bo	10 Year
Key	Braeden	1 Year	Rivers	Jennie	10 Year
King	Alex-Anna	1 Year	Alberts	Melanie	20 Year
King	Jeffrey	1 Year	Gross	Edward	20 Year
Kramar	John	1 Year	Gross	Tracey	20 Year
Lee	Chihsiu	1 Year	Isaak	Lynn	20 Year
Merrell	John	1 Year	Isaak	Mark	20 Year
Miller	Cole	1 Year	Farnham	Sherry	25 Year
Mostad	Stephen	1 Year	Farnham	Steve	25 Year
Nelson	Evan	1 Year	Hornaday	Rhoda	25 Year
Nielsen	Cassius	1 Year	Hornaday	Jon	25 Year
Paterson	Alan	1 Year	Baker	June	35 Year
Pollock	Robin	1 Year	Baker	Doug	35 Year
Rajendran	Karthik	1 Year	Hieronymus	Kristen	35 Year
Robeti	Daniel	1 Year	Hieronymus	Robert	35 Year
Sabatini	Paolo Valerio	1 Year	Hook	James	35 Year
Sabatini	Lea	1 Year	Hook	Wesley	35 Year
Schaefer	Jenna	1 Year			
Siddiqi	Faheem	1 Year			
Stojanov	Lubo	1 Year			
Tann	Amanda	1 Year			
Telford	Erik	1 Year			
Thomas	Neil	1 Year			
Turcott	Bradford	1 Year			
Wolfe	Spencer	1 Year			
Zimmerman	Carey	1 Year			

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# MOTORSPORT REPORT

STORY AND PHOTOS BY STEVE TELLMAN

## *Porsche's Dominance at Daytona*

Porsche Penske Motorsport entered the 24 Hours of Daytona with a clear goal: overall victory. The factory team fielded two Porsche 963 hybrid prototypes, the #6 and #7 cars. Porsche was looking to add to their legacy of 19 over all victories.

The race unfolded with fluctuating weather, yellow flags, and intense competition. Overnight, the Porsche 963 prototypes gained an edge over the leading Cadillacs due to a drastic drop in temperatures. The Porsche teams managed to heat their tires better, allowing them to charge ahead. The battle intensified as the remaining Cadillac fought back. Tom Blomqvist in the Cadillac came within

0.550 seconds of the lead but couldn't seal the deal in the final moments. Despite some timing confusion, the #7 Penske Porsche held on, and Felipe Nasr, Dane Cameron, Matt Campbell, Josef Newgarden clinched the GTP win. The #6 car with Kévin Estre, Mathieu Jaminet, Nick Tandy, and Laurens Vanthoor ended up just missing the podium in 4th.

*It marked the first Rolex title for Roger Penske since 1969.*

## *Porsche's Hollywood Moment*

Interestingly, the Rolex 24 also served as a filming set for an untitled Formula One film. Brad Pitt took a spin around Daytona in a Porsche 911 GT3 R powered by Wright Motorsports. His scenes will be inserted into racing sequences from the actual race.





### *Porsche's Performance at Sebring*

The Porsche Penske Motorsport team entered the 12 Hours of Sebring with high expectations. Their Daytona-winning Porsche 963 hybrid prototype was ready to tackle the grueling endurance race in Florida. Unfortunately the #6 Porsche 963 faced bad luck and finished ninth after an incident with a GT car forced them to replace the rear bodywork. However, the #7 car held its ground and secured a hard-fought third place.

In the GTD-Pro class, AO Racing's Porsche 911 GT3 R narrowly missed out on a podium finish in the penultimate lap. Meanwhile, Wright Motorsports clinched third place in the GTD category with their 911.





# MOTOR





# SPORT



# Riley Dickinson

## A Hometown Champion

Story BY JEFF MOORE

PHOTOS BY

PORSCHE MOTORSPORT NORTH AMERICA



Riley Dickinson will have just turned 22 years old when you read this article. It's been a fast, fun, challenging and rewarding path for Riley during the past several years, and his career has really just begun.

From his beginnings in karting starting at age 6, the New Braunfels native

has consistently and rapidly moved through the ranks of four wheeled competition, racing, and more recently, Porsche Motorsports. Early and continuous support, mentoring, professional associations and relationships have all contributed to supporting Riley's innate talent and continued momentum.

### 2023 – a breakout year-Porsche Deluxe Carrera Cup Championship

What a year for Riley. He won the Porsche Deluxe Carrera Cup North America Pro class championship, a culmination of a five-year journey on the Porsche Motorsport Pyramid North America. Driving the No. 53 Kellymoss Porsche 911 GT3 Cup, Riley dominated the 16-race series early. Overall he achieved a record 11 race wins, the most poles and the most fastest laps. He ended the season at COTA, with a great performance in a challenging race at his hometown track. To cap it off, he was awarded the Al Holbert Cup for his overall and Pro class championship at the Night of Champions at COTA on October 22.

In recognition of his outstanding performance, in 2023 Riley was selected as Porsche Motorsport North America's representative at the annual Porsche Junior Shootout held early this year at the Algarve International Circuit in Portugal. Porsche selects 12 of the most highly rated drivers under 24 years old from around the world to attend and compete in this annual event.

Riley was honored as the first American selected since 2018. Being chosen to participate is a key milestone in the career of young Porsche race drivers. From this very competitive group, Porsche selects each year's new official Porsche Factory Junior driver. The three-day event included one day of off-track training, and two days on track for practice, qualifying and racing.

Although he did not win the Junior Factory driver designation, he is grateful for the opportunity to compete. "What a great experience," said Riley. "It was an honor to be selected as the North American representative. I learned so much and interacted with so many talented and interesting drivers from all over the world."

The 2023 racing season also continued Riley's partnership with Children's of Alabama to support kids with cancer. Many have seen his #53 race car with the painted handprints and personal notes from children in the cancer program. Riley has even appointed specific kids to be honorary crew chiefs, a personal gesture that means so much to those children and their families.

### 2024 – The IMSA Michelin Pilot Challenge

2024 brings a new set of opportunities and challenges, with Riley racing in the IMSA Michelin Pilot Challenge. This series is a step up from the Porsche-only Carrera Cup, which consists of 40 minute sprint races where fuel and endurance are not a concern. In the IMSA Michelin series, competition is now from multiple makes and models, different sets of drivers, and substantially longer races, which introduces many more variables to a race strategy. And the racing itself is different- the IMSA Michelin Pilot Challenge is an 11 race series focused on endurance, more miles and longer times, ranging from 2 to 4 hours per race.

Riley is competing in the GS (Grand Sport) class, defined as GT4 homologated cars with engines tuned between 400 and 450 horsepower. The race cars are equalized prior to each race by adjustments to specific power and weight, vehicle height and fuel capacity. Competition includes the Audi R8, BMW M4, Toyota Supra and Mercedes AMG GT all GT4 class cars.

This season, Riley is driving No. 91 Kellymoss Porsche 718 Cayman GT4 RS Clubsport, with black and gold



colors. Riley is teaming with drivers Michael McCarthy and Brady Golen in various races throughout the season, an arrangement necessitated by the length of these races.

The first race in the 2024 series, at Daytona in January, was the BMW Endurance Challenge- a race totaling 175 miles. Off to a fast start, Riley placed #1.

Next up was Sebring in March, where Riley placed #10, driving with teammate Michael McCarthy. This race was especially long 391 miles and provided Riley an opportunity to further develop his endurance racing strategy. After this race, Riley was ranked third for the season in the GS class, with 8 races to go in the season.

Riley has a lot to say about the transition from the Porsche Carrera Cup to the IMSA Michelin series. "There are so many different things going on in these races. They require every bit of attention and constant recalibration of so many variables to stay focused on the big picture for an extended race length." It's been an opportunity to further develop what Riley refers to as his "racing IQ."

And the 718 race car, with its mid-engine configuration and somewhat more refined handling characteristics compared with the 911, has required some acclimation.

When asked about his favorite tracks, he focuses on the characteristics he excels in. Road Atlanta is near the top- it's a very technical track with high speeds and minimal braking "similar to a go-kart track!" exclaims Riley. Similarly, Barbers Hill and Virginia International Raceway are among his favorites. "And of course COTA- it's well rounded and has a little bit of everything."

In March, Riley was selected to be in Porsche's 2024 Selected Driver Program- North America. This honor provides young drivers with special attention as they continue their motorsports career and experience heightened competition. Riley will receive mentoring from Porsche Factory racer Patrick Long, as well as financial and other assistance from Porsche to enhance and promote his motorsports career. This designation is particularly impactful to Riley, as he states "My dream is to become the next Patrick Long - and while nobody can replace Patrick, I aim to rise to a similar level in Porsche





motorsports and one day be designated as the American Porsche Factory driver.”

Even with an increasingly full calendar and national and global exposure, Riley also stays close to his Texas roots. He greatly values his relationship with Porsche Austin and Hi Tech Motorcars, an affiliation now in its fourth year. Riley’s involvement and visibility at the dealership, and active participation in various local events, contributes to helping customers and enthusiasts more deeply appreciate the connection between Porsche’s street cars and racing cars. “Most Porsche customers understand, at least at a high level, Porsche’s long history and accomplishments in racing- and I’m glad to be in a position to help bring this to life and generate even more excitement for the brand in Central Texas. A hallmark of Porsche is that so much of the technology in Porsche race cars does get applied to the street cars, and I love to spread that appreciation.”

Likewise, his 3-year relationship with Kellymoss has been rewarding and has contributed to his racing success.

The team at Wisconsin-based Kellymoss, arguably the most prominent team in Porsche Cup racing, handles pre- and post-race car preparation, ongoing maintenance and repair, coaching, data analytics and logistics support. This year, Kellymoss is working in conjunction with Riley Motorsports (no relation) to provide a full customized suite of race support services. Riley states “They are great to work with, and I’m so appreciative of their contributions.”

And what does Riley do in his limited spare time? “Well,” he laughs “motorsports is at the center of my life, so most of my time is spent in support of advancing my racing skills and career- there is so much to know and learn. I do enjoy going running- it helps clear my head and keeps me physically and mentally fit for the next race.”

Riley’s talent, racing instinct, passion, professionalism and humility, along with the support of family, friends, fans and a growing network of motorsports professionals, strongly suggests that he is poised for even greater achievements in Porsche motorsports.







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# RILEY DICKINSON

## FEATURED AT THE APRIL HCR TECH SESSION AT PORSCHE AUSTIN

STORY BY - JEFF MOORE  
PHOTOS BY - PORSCHE AUSTIN

The recent Tech Session held at Porsche Austin featured a presentation by the 2023 Porsche Carrera Cup champion Riley Dickinson. Riley spoke about his current 2024 endurance race series with the GT4, the differences between his race GT4 and a customer GT4, and his new race sponsorship with Porsche Austin. The street version of the 718 Cayman GT4 RS was present as a backdrop for his discussion of the technical specs, unique features and performance and driving characteristics of his race car. For an additional and striking comparison, a Porsche Austin customer's Porsche 356 was parked next to the GT4.

Riley answered many questions from HCR members about a wide range of motorsports topics. He also displayed his racer's suit and helmet, and graciously signed his new posters featuring his #91 race car.

Two other topics at the session included a description and Q&A regarding engine mechanicals, featuring a GT4 engine broken down to expose the details of the flat 6 engine block, and an introduction of the new 2024 Panamera including new features and options. Of particular interest was the Panamera's new optional active suspension, called Active Ride. It is a revolutionary step forward in suspension control which virtually eliminates most body motions under any road conditions.

As always, thanks to the team at Porsche Austin for their generosity in hosting this session, including the breakfast tacos and numerous raffle prizes!



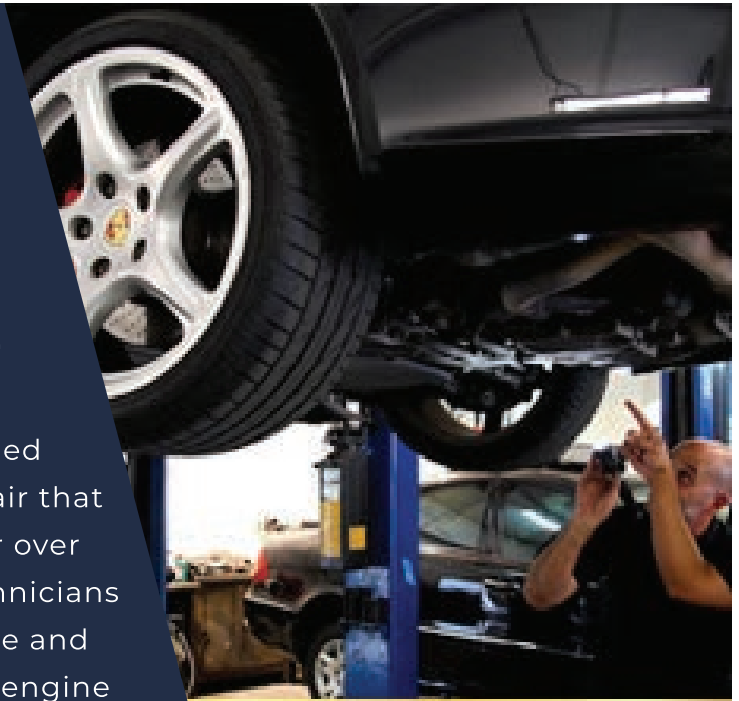




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# SHORT SHIFTS

BY CARL ROSSI

PHOTOS BY CARL ROSSI

## Short Shifts - Club Race and HPDE

The first Schnell Fest of 2024 was held on February 24th and 25th and was host to a PCA Club Race. Over 80 Club Racers joined 125 High Performance Driver's shared Circuit of the Americas for this weekend event.

Hill Country Region hosted a social Saturday at COTA for members, HPDE and Club Race participants. Porsche Austin provided the pace car and along with XPEL Austin sponsored the social gathering.



Club Race pace car courtesy of Porsche Austin



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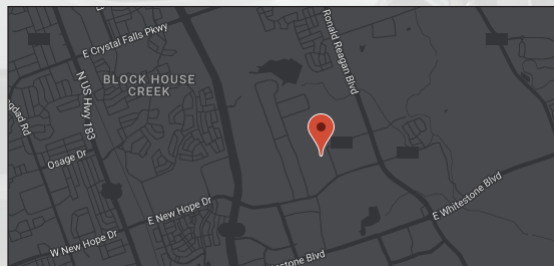
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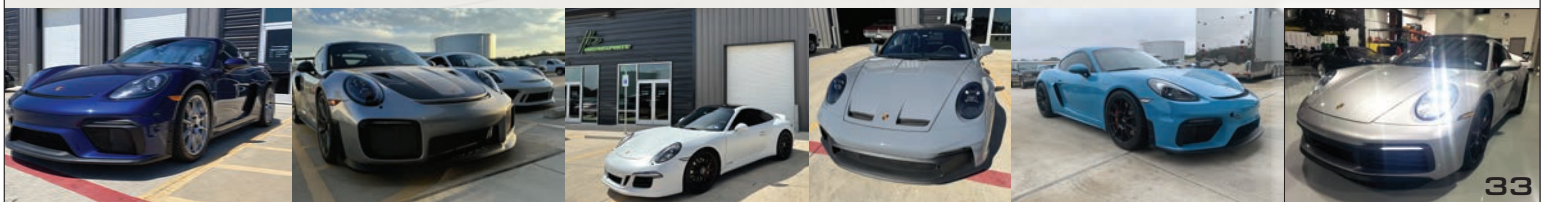
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# ANNUAL MEETING

**Annual Meeting** - Hill Country Region held its Annual Meeting on February 3rd at Rudy's on North Lamar in Austin. The meeting opened with our President, Carl Rossi providing a recap of the accomplishments the Region achieved during 2023, including:

- 188 events - an increase of 49 over 2022
- Four Schnell Fest HPDE events at Circuit of the Americas
- Two official events at Mozart's on Lake Austin, a member favorite
- The extremely successful multiregional Pick-Yer-Tour weekend
- And finally two Tire Rack Street Survival sessions

Membership Chair Bruce Mason reported on the growth and rate of growth of our Region during the year. Total members increased by 160 to 2,117, an increase over 2022 of 8.1%. This rapid rate of growth shows no sign of slowing down. Our Treasurer, George Hansen reported to the assembled members that financially the Region saw a net income of \$18,104. More importantly, during 2023 the newly established budgeting process worked successfully, with actual income and expenses matching the projected budget. A review of 2023's significant milestones and a report on the latest member survey was presented by Secretary Gordie Robbins.

Crystal Zarpas, our Vice President, then discussed plans for the first half of 2024, including the year's first Schnell Fest combined with a PCA Club Race, an Auto Cross, Blue Bonnet Tour, Pick-Yer-Tour 2024 and multiple Tech Sessions. A question-and-answer session followed.

## ANNUAL DUES INCREASE

At the recent Board of Directors on March 4, 2024, the PCA national board of directors voted to increase the Annual Membership dues from \$46.00/Year to \$56.00/Year. Beginning May 1, 2024, the annual dues for the various classes of membership of the Club shall be \$56.00 for a one (1) year membership. The dues for a two (2) year membership shall be \$110.00, and the dues for a three (3) year membership shall be \$162.00.

This is the first increase in dues by the Porsche Club of America since 2010. While the percentage increase is high, its important to note that the PCA annual dues are significantly below that of other comparable auto clubs. As a member, one-third of your dues come directly back to the Hill Country Region as a rebate from National PCA. This helps fund activities from the Annual Members Party to Horizons.



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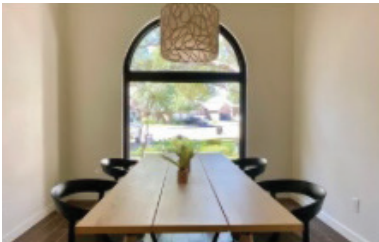
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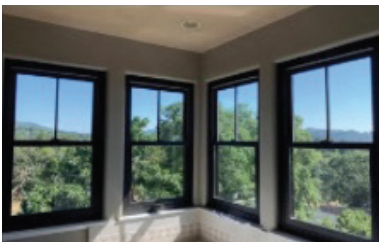
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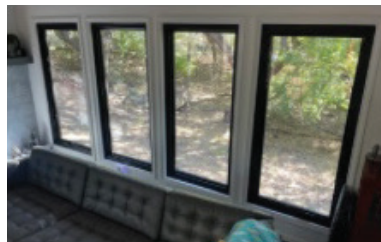
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# HORIZONS

## PICK-YER-TOUR 2024:

### Gordie Robbins

ARTICLE AND PHOTOS BY GORDIE ROBBINS







**The Hill Country - Maverick Region Pick-Yer-Tour event was held this year based in Kerrville, TX home of H-E-B and the YO Ranch Hotel and Conference Center!**

The YO is known by the Porsche community as a base for thrilling technical tours in the Hill Country. It also has the capacity to handle large groups, more than adequate parking and a welcoming and attentive staff.

Beginning on April 11th, 180 Porsches with over 330 members began arriving at the YO all getting ready to sample the exciting roads and beautiful Hill Country wildflowers during the Pick-Yer-Tour weekend.

Pick-Yer-Tour is aptly named, because four distinct activities were offered, including the Twisted Sister tour, Bourne to be Wild tour, Hit the Road Jack leisure drive and the Country Roads Porsche SUV/4WD-oriented event. There were nine run groups driving the technical Twisted Sister and

Bourne to be Wild routes, with 142 cars. The Leisure tour had 29 cars, allowing members to plot their own routes through Hill Country. The Country Roads paved/unpaved tour had 9 vehicles.

Six XPEL bucket prizes were subsequently awarded to the winners of the signature Pick-Yer-Tour Weekend "Dirty Porsche" event!

Both Hill Country and Maverick collaborated closely throughout the planning and execution phases of this event, both teams contributed resources and many volunteers. The result was an event that was enjoyed by all who attended.

*Special thanks to our sponsors Porsche Austin and Porsche South Austin, XPEL Dallas and Austin, and Maverick Region who also provided outstanding raffle items for our participants!*



*Here are some members impressions along with photos of the PYT weekend:*

We were impressed with the excellent organization and how efficient everything went – from check-in to the multi-group drives, and even to how the group dinner line was handled. My driving partner noted that “being able to ride in and drive a Porsche through beautiful scenery and twisty roads was a personal thrill.”

*Submitted by Don Stevens*

The Missing Sister Drive was a fun and exhilarating experience. The departure was very well organized and we were able to navigate our way to the open road where we were able to open our engines and gain a bit more speed. Missing Sister had just about everything that made for a good drive. There was curve after curve, elevations, scenic sights, and more curves! I hadn't put my '01 911 6-speed to the shift and curve test to this level until Missing Sister and “she” impressed us and with a fun, curve-hugging ride.

Our group made the first stop at Garven's Store. Garven's looked like a relic from the early days of Texas. There were chickens running around the property and even a lone, beautiful peacock was a resident. The interior of the store was very interesting, and it had a collection of all sorts of food, clothing, snacks, and beverages for sale.

*Submitted by Gloria Hughes*



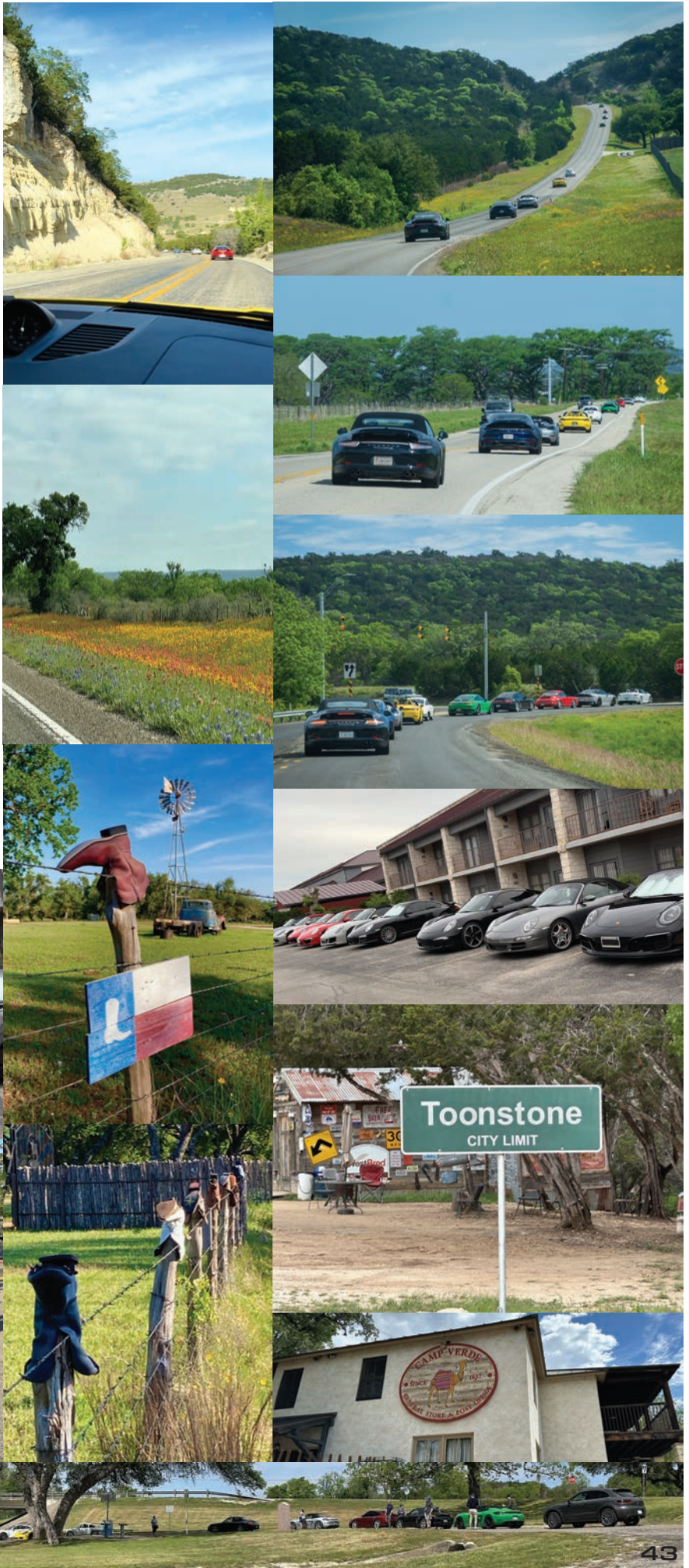


The Country Roads Paved/Unpaved tour consisted of paved highways and unpaved county roads in Kimble, Mason, Gillespie, and Kerr counties. The group was small but enthusiastic: seven Cayennes, two Macans, a RAM pickup, and a Toyota Tacoma made the 175-mile trek via Junction, Mason, and Doss, before returning to the YO Ranch Hotel just in time for the Dirty Porsche contest.

The highlight of the tour was of course the fording of the James River; not just once, but twice. For the initial crossing, we arrived just in time to see a massive number of Ford Broncos assembling on the opposite bank of the river, leaving me wondering how long it was going to take for them to cross. Fortunately, they remained on the other side to do a photo opportunity, so the nine of us splashed across and waved at the Bronco drivers as they were busy taking selfies.

If you drive a 4-door Porsche, we hope you'll consider taking the Country Roads tour next year. The scenery is dramatic, and you will be driving slowly enough to fully enjoy it!

*Submitted by Carey Spreen*





# PIT STOP

## UNLEASHING THE POWER OF COLD

A DEEP DIVE INTO CRYOGENICALLY TREATED PORSCHE BRAKE ROTORS  
ARTICLE AND PHOTOS BY WEBSTER MERCADO

In the ever-evolving world of automotive technology, enthusiasts and manufacturers are constantly pushing the boundaries to enhance performance and safety. One such innovation that has gained traction in recent years is the use of cryogenically treated brake rotors, especially in high-performance vehicles like Porsches. This technology promises to elevate braking performance to unprecedented levels, offering a tantalizing blend of durability, heat resistance, and overall improved efficiency compared to standard steel brakes.

### The Science Behind Cryogenic Treatment:

To understand the prowess of cryogenically treated Porsche brake rotors, we must first delve into the science behind this innovative process. Cryogenic treatment involves subjecting materials, in this case, steel, to extremely low temperatures, typically below -190 degrees Celsius (-310 degrees Fahrenheit). This process induces structural changes at the molecular level, transforming the steel's microstructure to create a more uniform and stable arrangement of molecules.



[Courtesy of Frozen Rotor]

In the context of brake rotors, this enhanced molecular structure provides several advantages. The most notable is increased resistance to wear and fatigue, resulting in a longer lifespan for the brake components. Additionally, the process reduces internal stresses within the metal, contributing to improved thermal stability and resistance to deformation under high-stress conditions.

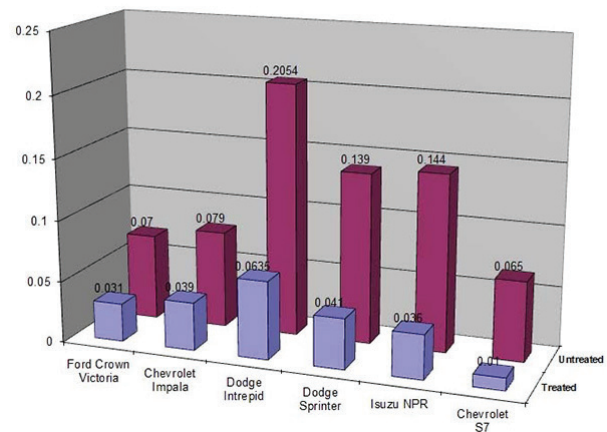
### Performance Benefits:

#### 1. **\*\*Enhanced Durability:\*\***

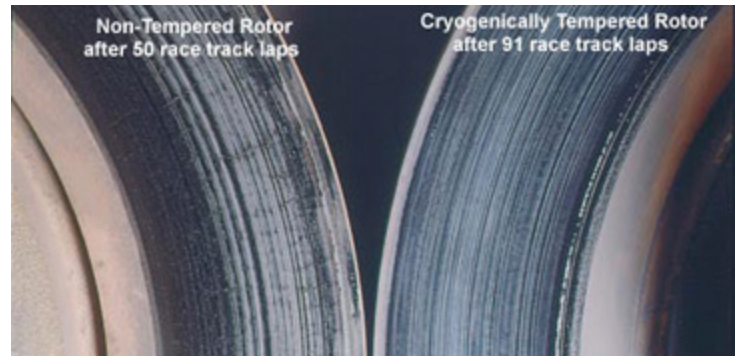
Cryogenically treated brake rotors exhibit remarkable durability, making them an ideal choice for high-performance

vehicles like Porsches. The improved molecular structure resists wear and tear, ensuring a longer lifespan compared to conventional steel rotors. This translates to reduced maintenance costs and increased overall value for the vehicle owner.

Amount of Wear  
Cryogenically Treated Rotors vs. Untreated Rotors  
Test Procedure: SAE J2707 Jul 2004 Method B



[Courtesy of CTP Cryogenics]



[Courtesy of Frozen Rotor]

#### 2. **\*\*Improved Heat Dissipation:\*\***

The demanding driving conditions experienced by high-performance vehicles generate intense heat during braking. Cryogenically treated rotors excel in heat dissipation, thanks to their enhanced molecular structure. This ability to manage and disperse heat effectively minimizes the risk of brake fade, ensuring consistent performance even under extreme conditions.



Brake fade occurs when the braking system's efficiency diminishes due to overheating. Cryogenically treated rotors exhibit superior heat resistance, mitigating the risk of brake fade. This is particularly crucial for sports cars like Porsches, where precise and consistent braking performance is essential for both safety and optimal driving experience.

#### 4. **\*\*Enhanced Friction Characteristics:\*\***

The cryogenic treatment process not only improves the rotor's durability but also enhances its friction characteristics. This results in improved braking efficiency and reduced stopping distances, a critical factor in the performance of high-speed vehicles.

#### 5. **\*\*Minimal Distortion Under Stress:\*\***

The molecular stability achieved through cryogenic treatment contributes to reduced internal stresses within the rotor. As a result, the rotor is less prone to distortion under extreme stress, such as rapid deceleration from high speeds. This characteristic ensures that the braking system maintains its effectiveness and reliability even in the

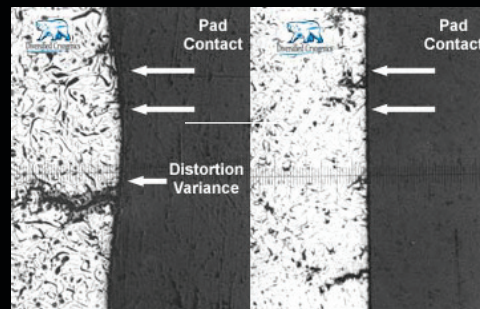


most demanding driving scenarios.

#### **Conclusion:**

In the world of high-performance vehicles, every technological advancement plays a crucial role in delivering an unparalleled driving experience. Cryogenically treated Porsche brake rotors stand out as a prime example of how cutting-edge materials and processes can elevate the performance and durability of essential components.

While the upfront cost of cryogenically treated brake rotors may be higher than conventional options, the long-term benefits in terms of extended lifespan, enhanced heat dissipation, and improved overall performance make them a compelling investment for enthusiasts and professionals alike. As automotive technology continues to evolve, it's exciting to witness innovations like cryogenic treatments pushing the boundaries of what is possible on the road and the racetrack.



(Courtesy of Frozen Rotor)

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