

# HORIZONS

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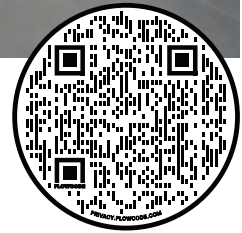


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# HORIZONS

SUMMER 2024 | VOLUME 26 | NUMBER 03



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STEVEN TELLMAN - MOTORSPORTS EDITOR  
PHILLIP JONES - CONTRIBUTING EDITOR  
ALFRED FREUDENBERGER - CONTRIBUTING EDITOR  
JOAH RAYOS - CONTRIBUTING EDITOR

## LAYOUT TEAM

EVANGELINA ALVAREZ  
GLORIA HUGHES  
BEANS BROWN  
DONALD STEVENS

## FROM THE PADDOCK -

As this issue started to come together, a striking thought came to my mind, this issue represents the heart and the stages of being a Porsche Club of America member. Unplanned and without purpose, the three main pillars of this issue highlight considering and purchasing a vehicle, an experience a local member had with their Porsche and sharing your experiences with others.

As Bill Foster mentions in his Happy Hour article, 'it is not just the cars, it is the people'. I hope you would agree with PCA that so much of being a Hill Country Region member is the community we share our passion with. I hope that you are inspired by your peer volunteers and excited by HCR's social gatherings that you use the QR code below for the Hill Country Region website events calendar.

*For the most up to date information, scan the QR code to view the events calendar on the HCR website.*



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COVER IMAGE

HORIZONS EDITOR

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# THE DRIVER'S SEAT

As George Gershwin wrote in lyrics almost 100 years ago, "Summertime and the livin' is easy" applies to every Central Texas summer and this year is no exception. 2024 has passed and this is one busy Region! 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.

The 68th Porsche Parade was held this year in Birmingham, Alabama with about 1,000 members attending. Fifteen Hill Country Region members were in attendance for the week's events.

Our Region was recognized with the best Newsletter Cover in PCA for the Spring 2023 edition and a photograph taken by our former Editor, Jonathan Haggard.

In the category of best website, HCR was awarded 2nd place for a Class V region. Thanks to our web team of Edward Doan and Max Silvestri.

During the National Awards banquet, our own Tuffy von Breisen was given a tribute, the video of it has been posted on Facebook and YouTube.

Next year's Porsche Parade will be in our zone, Oklahoma City, OK from July 6th through July 12th. Consider attending the 2025 Parade as it will be the 70th anniversary of Porsche Club of America and very close to home.

Volunteerism is always a topic of discussion and represents a critical need for our Region. Currently HCR has about 2,200 members and hosts nearly 200 events annually. A large number of these events are self sustaining, but a need exists for Event Coordinators in many areas.

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 has been formed.

If you have an interest in any of these positions please contact Bruce Harris, Nominating Committee Chair at "bruce@hcrpca.org".

The Summer issue is packed with interesting and informative articles, two however, standout.

Take a trip with Phillip Jones in his 2024 Cayenne S through Wyoming and South Dakota, touring various scenic by-ways, the Badlands and Devil's Tower National Monument to name a few destinations.

Also in this issue is a how-to place a bespoke order for a Porsche. Porsche Austin will walk you through the process from order placement through delivery of your new Porsche.

Continue to check our Region's calendar at "hcrpca.org/events" to keep up with all events and safely enjoy your Porsches during the remaining summer months.

Carl Rossi  
President







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# OCTOBER

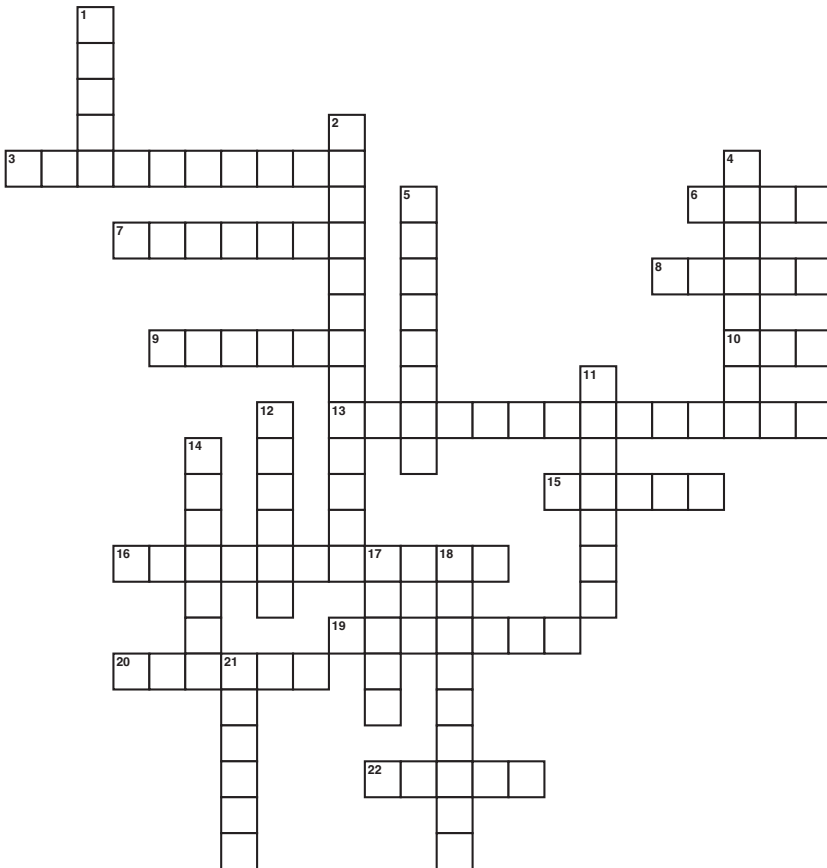
# NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
29	30	1 6:30 pm - 9:00 pm Informal Meet-Up - 'Sippin' in Drippin'	2 11:30 am - 1:30 pm Ladies Luncheon - Tony C's in Avery Ranch 6:00 pm - 8:00 pm Texas HCR Sips n Sticks @ Casa de Montecristo	3 6:00 pm - 9:00 pm First Thursday at COBB Tuning	4	5 9:00 am - 1:00 pm Porsches and Coffee at Werks11
6 9:00 am - 11:30 am Informal Get Together - Rudy's BBQ (RR 620)	7	8 4:00 pm - 6:00 pm HCR Executive Council Meeting	9	10 11:30 am - 1:30 pm Lunch Bunch at Redbud Ice House (Near the old airport)	11	12 5:00 pm - 8:00 pm New Member Social
13 9:00 am - 11:30 am Informal Get Together - Le Muse Coffee Bar in Dripping Springs (in Caliterra)	14	15	16 4:00 pm - 7:00 pm Austin Film Solutions - Open House	17 5:30 pm - 7:30 pm Brewery Night - Last Stand Brewing	18	19 8:30 am - 1:00 pm Northern Tour "Spooktacular"
20 9:00 am - 11:30 am Informal Get Together - Red Horn Brewery & Roastery in Leander	21	22	23 4:00 pm - 7:00 pm Happy Hour at Steiner Ranch Steakhouse	24	25	26 9:00 am - 1:00 pm Mozart's & HCR's Cars, Coffee & Croissants
27	28	29	30	31	1	2 7:30 am - 3:00 pm Fall 2024 Autocross 9:00 am - 1:00 pm Porsches and Coffee at Werks11

SUN	MON	TUE	WED	THU	FRI	SAT
27	28	29	30	31	1	2 7:30 am - 3:00 pm Fall 2024 Autocross 9:00 am - 1:00 pm Porsches and Coffee at Werks11
3 9:00 am - 11:30 am Informal Get Together - Rudy's BBQ (RR 620)	4	5 6:30 pm - 9:00 pm Informal Meet-Up - 'Sippin' in Drippin'	6 11:30 am - 1:30 pm Ladies Luncheon	7 6:00 pm - 9:00 pm First Thursday at COBB Tuning	8	9
10 9:00 am - 11:30 am Informal Get Together - Le Muse Coffee Bar in Dripping Springs (in Caliterra)	11	12 4:00 pm - 6:00 pm HCR Executive Council Meeting 6:00 pm - 8:00 pm HCR Board of Directors Meeting	13	14 11:30 am - 1:30 pm Lunch Bunch	15	16
17 9:00 am - 11:30 am Informal Get Together - Red Horn Brewery & Roastery in Leander	18	19	20	21 5:30 pm - 7:30 pm Brewery Night - Black Star Co-op	22 Schnell Fest (HPDE) - Canceled	23
24 Schnell Fest (HPDE) - ...	25	26	27 5:30 pm - 7:30 pm Friendsgiving	28	29	30

# DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
<b>1</b> 9:00 am - 11:30 am Informal Get Together - Rudy's BBQ (RR 620)	<b>2</b>	<b>3</b> 8:30 pm - 9:00 pm Informal Meet-Up - 'Sippin' in Drippin'	<b>4</b> 11:30 am - 1:30 pm Ladies Luncheon	<b>5</b> 8:00 am - 5:00 pm First Thursday at COBB Tuning	<b>6</b>	<b>7</b> 9:00 am - 1:00 pm Porsches and Coffee at Werks11 6:00 pm - 9:00 pm Holiday Party Save the Date
<b>8</b> 9:00 am - 11:30 am Informal Get Together - Le Muse Coffee Bar in Dripping Springs (in Caliterra)	<b>9</b>	<b>10</b> 4:00 pm - 6:00 pm HCR Executive Council Meeting	<b>11</b>	<b>12</b> 11:30 am - 1:30 pm Lunch Bunch	<b>13</b>	<b>14</b> 3:00 pm - 7:00 pm A Drive & Arrive to See the Johnson City Christmas lights
<b>15</b> 9:00 am - 11:30 am Informal Get Together - Red Horn Brewery & Roastery in Leander	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b> 5:30 pm - 7:30 pm Brewery Night	<b>20</b>	<b>21</b>
<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b> 4:00 pm - 7:00 pm Happy Hour at Steiner Ranch Steakhouse	<b>26</b>	<b>27</b>	<b>28</b>
<b>29</b>	<b>30</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>



## Across

- [3] What was the colloquial name of the first Porsche Turbo?
- [6] Porsche contracted out the build of 356 bodies, then later bought out that part of the company. This company is still in operation. Name it.
- [7] Who was the coach builder for the 914?
- [8] What part of an Airbus A300 did Porsche design?
- [9] What is the Porsche Cayman named after?
- [10] Which Police Force used the 356?
- [13] Porsche designed an engine for a motorcycle company. Who was it?
- [15] How many steel plates are in the Porsche Control Clutch housed in the 959 front differential?
- [16] Which famous tennis star had a 959?
- [19] Which manufacturer objected to the original name given to what we now know as the 911?
- [20] What car won the Targa Florio in 1922?
- [22] What was the nickname of the Porsche 911 designer?

## Down

- [1] Where were the first 356's built?
- [2] Ferrari and Porsche have something in common. What is it?
- [4] In 1939 Porsche designed the 'fastest car on earth'. For which manufacturer?
- [5] Who is the longest serving Porsche works driver?
- [11] Which Porsche model is in the record books for towing a plane?
- [12] Ferdinand's son had an older sister. What was her name?
- [14] What did Ferdinand Porsche design in 1899 that is only now becoming mainstream?
- [17] What was Ferdinand Porsche's original nationality?
- [18] Originally, the 911 was called the 901. How many cars were built called 901?
- [21] For what business did Porsche design petrol tractors?

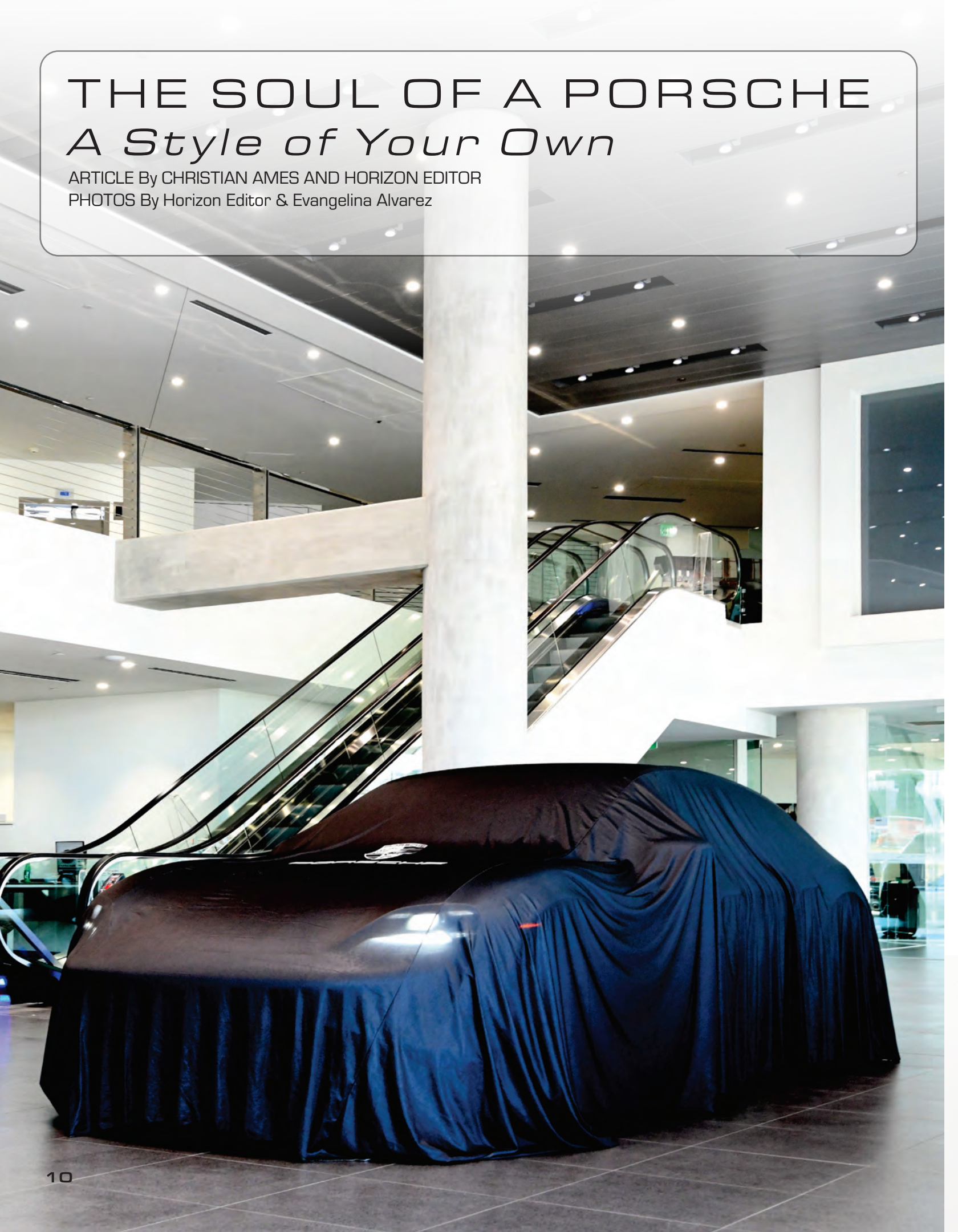


# THE SOUL OF A PORSCHE

## *A Style of Your Own*

ARTICLE By CHRISTIAN AMES AND HORIZON EDITOR

PHOTOS By Horizon Editor & Evangelina Alvarez





Porsche product specialists have certainly kept themselves busy recently. Porsche's lineup features exciting new models, each showcasing advanced engineering and innovation. The updated Taycan boasts a refreshed design with sharper styling and its electric powertrain features more range and efficiency. The new Macan EV furthers Porsche's push into electrification as the brand's first fully electric SUV. The Panamera and Cayenne continue blurring the line between luxury and performance with refreshed designs. The latest in the Porsche lineup to be announced is the eagerly awaited 911 hybrid; combining proven hybrid technology with iconic Porsche sports car design.

On the local level, that means dealerships will be full of new technology and nearly endless possibilities. But what about those that yearn more? What about those that wish for something truly unique and their own? As you would expect from a brand that accepts nothing less than excellence, Porsche offers the ability to custom order your desired model to meet your personal style and vision. Horizons met with Christian Ames to answer questions centered on ordering a vehicle to a customer's specific requirements and clarifying the process.

**Q: I have decided on which car I would like, what are the next steps?**

**A:** You would have to wait for a buildslot "allocation". Once you have an order put together, we put in an "Order Demand". This demand status marks the desire of a customer for a specific vehicle model from Porsche. There is generally a number of order demands in the system on each model for customers waiting in line. That information is also used by Porsche to its suppliers so they can commit to certain levels of parts and options. Allocations are earned based on "Share of Nation" and our "market share". The more cars that Porsche Austin sells, the increased possibility of earning more allocations in the future. This allows us to grow our allocations. This is 100% supply and demand and a fine balance. As we are your local dealer, we enjoy continually cultivating relationships with our long standing customers, we also look to growing connections with customers that are new to the Porsche Brand and not let their first Porsche experience fall flat.

**Q: Generally, which models are more available in incoming inventory, vs waitlists and ordering?**

**A:** Panamera, Cayenne, Macan and Taycan are usually more available as units in stock or in transit. This translates to lower wait times in regards to special orders by customers. Other models may have a wait time but there are several factors involved. Five years ago, we used to input maybe five to seven customer orders a week, now the dealership requests three to five per day. Porsche production and our earned allocations don't catch up with demand.





For example, if we have ten people walk in and want to order a 911 Turbo S Coupe each, we would not necessarily receive all ten allocations. The dealership may only receive two to three allocations for that two month period. With the next allocation period, we might only receive two or three more, while still receiving more requests for the same model. With this scenario, there will likely always be a wait. While rare, some customers do cancel their request, reducing the wait time for others.

**Q: I have spent a lot of time on the online configurator choosing the options I believe I want. Can someone at the dealership review it to make sure I am not missing anything that I should have included?**

A: That is a great question. We do a lot of orders in person to ensure options are not missed in the ordering process. We also review each order and make recommendations based on the conversations with the customer's wants and needs. Rest assured, even if you place your order from your own home, as your dealer, we review every order to make sure things are not missed. With over 250 options and we do this every day, we are the backstop to make sure the car is ordered exactly the way the customer wants.

**Q: I have heard a lot about PTS and Sonderwunsch. What are those programs?**

A: PTS is what we refer to as Paint to Sample, custom colors if you will. These are on an approved list by Porsche and are colors that have been done in the past. These colors generally range in the \$13,000 - \$15,000 range, and definitely help with creating a one of a kind car. This does push back estimated time of arrivals as it does add an additional 60 days roughly to the production time.

As part of its co-creation strategy, Porsche is now offering a new interpretation of its legendary Sonderwunsch program from the late '70s, and will make it possible to design individualized one-off cars in the future – co-created with the customer and realized by Porsche.

The Sonderwunsch offer will not only be available for new vehicles, but also for customer owned and classic vehicles. In the future there will be three different levels of High-End individualization:

- Factory Commissioning
- Factory Re-Commissioning
- Factory One-Off

The creative process in collaboration with customers represents the main focus of the new Factory One-Off category. Customers become part of a project team consisting of experts from Porsche Exclusive



Manufaktur, Porsche Classic and Style Porsche. The number of projects for Factory Re-Commissioning and Factory-One off started with 3-5 projects in 2021/2022 and requires many, many customization options.

**Q: Do you have something at the dealership to help me choose between different colors?**

A: In the middle of our showroom is our fitting lounge. This is an area designed expressly to showcase Porsche colors, leathers, and finishes. Customers can work with their Brand Ambassador to configure their order on the screen and look at color samples for interior and exterior and to make sure they are comfortable in seeing what the product will look like. This allows the prospective buyer to physically connect with some of the options being considered. We do have color samples for the Paint-to-Sample options as well.

**Q: Once I have my dream car configured, what are the next steps?**

A: Once you have your dream car configured, the build code will be input into the system and a deposit would be taken. We will keep you posted as we move forward from time of allocation to freeze date or lock date of the order, all the way through to the ETA.

**Q: Porsche Austin is a Porsche Premier Dealer - what are the benefits to the customer in terms of vehicle availability and ordering?**

A: Porsche Austin being #1 Premier Dealer is something that we are very proud of. There are some

benefits in regards to allocations on some cars, but the real benefits are to the customer in the ways of a Premium Experience. Premier Dealers aren't just measured on sales, but on a combination of things, such as Customer Satisfaction and JD Power scores, how much we spend in parts and classic parts, achieving all of our KPI's. Premier Dealer is a rating of customer experience and maximum efficiency in the eyes of Porsche and we are performing at the top, which is a direct benefit to our customers.

**Q: Can I take delivery elsewhere? What is the difference between courtesy delivery and European delivery?**

A: Porsche offers several delivery options for your ordered vehicle. Delivery options are available at the dealership, or one can opt to take delivery at one of the Porsche Experience Centers in Los Angeles or Atlanta at Porsche Headquarters. Another option would be to take European delivery in Stuttgart or Leipzig. You get tours of the factory and the museum or use of the track in Leipzig with your delivery. This is a bucket list experience that should be taken at some point in life!

**Q: Any final words of advice?**

A: Enjoy the experience of ordering your Porsche and don't feel rushed during the process. This is the greatest, most loyal brand ever and we are all very lucky to be part of it! Relish your Porsche with the Porsche Passion it and you deserve!





# PCA Membership Anniversaries

Abel	Billy	1 Year	Van Buskirk	Dawn	1 Year
Abrahamsen	Eric W.	1 Year	Votaw	Jeffrey	1 Year
Baker	Adam R.	1 Year	Votaw	Sheena	1 Year
Barnes	Holly	1 Year	Wallace	Eddy	1 Year
Benson	Marshall	1 Year	Wallace	Meloney	1 Year
Biggins	Damon J.	1 Year	Ward	Reagen	1 Year
Bloom	Brian Bradford	1 Year	West	Arthur	1 Year
Bombarger	Tracy	1 Year	Williams	Woody	1 Year
Breener	Adam	1 Year	Wolfe	Jerry	1 Year
Brown	Bryan	1 Year	Zoller	Julianne	1 Year
Brown	William	1 Year	Asensio	Valerie	5 Year
Brown	Pauline	1 Year	Berger	Brian	5 Year
Coronado	Christie	1 Year	Brown	Mike	5 Year
Coronado	Gilbert	1 Year	Butler	Justen	5 Year
Crabb	Jordan	1 Year	Cash	Deborah	5 Year
Crabb	Kasey	1 Year	Cash	Billy	5 Year
Darling	Michael	1 Year	Copland	Bead	5 Year
De La Cruz	Bryant	1 Year	Desai	Soham	5 Year
Delacruz	Chrystale J.	1 Year	Erbring	Victor	5 Year
Dunn	Ashley	1 Year	Figari	Guillermo	5 Year
Dunning	Melanie J.	1 Year	Friedrich	Jim	5 Year
Dunning	Simon	1 Year	Gonzales	Enrique	5 Year
Ellsworth	Mark	1 Year	Hurlburt	Katerina	5 Year
Estrella	Maximo	1 Year	Kessel	Matt	5 Year
Frederick	Matthew	1 Year	Key	Maggie	5 Year
Garcia	Oneida Santiago	1 Year	Kiser	Les	5 Year
Gillette	Rob	1 Year	Klein	Barry	5 Year
Goll	Kurt	1 Year	Oliver	Greyson	5 Year
Goll	Miles	1 Year	Pruett	Thomas	5 Year
Graham	Brandon	1 Year	Roberts	Rakesh	5 Year
Hagey	Sam	1 Year	Rogers	David	5 Year
Hewitt	Jonathan R.	1 Year	Skinner	Michael	5 Year
Hughes	Maria	1 Year	Small	Greg	5 Year
Hughes	Jeff	1 Year	Swingler	Jack	5 Year
Hutchinson	Nelson	1 Year	Wagner	Marisa	5 Year
Issa	Michel	1 Year	Wagner	Charles	5 Year
Johnston	Sullivan	1 Year	Christopher	Sean k.	10 Year
Kaminski	Raymond	1 Year	Coulan	Lynn	10 Year
Key	Karl	1 Year	Frederick	Kathy	10 Year
Khan	Ali	1 Year	Frederick	Randy	10 Year
Khan	Shelly	1 Year	Johnson	Steven G.	10 Year
Koran	William	1 Year	Johnson	Mary	10 Year
Krumholz	Len	1 Year	Knapp	Jeff	10 Year
Lange	Pam	1 Year	Malaniuk	Bernadette	10 Year
Levulet	Ashley	1 Year	Malaniuk	James V.	10 Year
Levy	Herbert	1 Year	McGann	Michael	10 Year
Levy	Dash	1 Year	Potemski	Andrew	10 Year
Ma	Kiet	1 Year	Potemski	Jill	10 Year
Malhotra	Ravi	1 Year	Stein	Larry	10 Year
Nemazie	Zain	1 Year	Stein	Suzanne	10 Year
Nunley	Shawn	1 Year	Temming	JoAnne	10 Year
Okuno	Ryosuke	1 Year	Temming	David	10 Year
Okuno	Yuki	1 Year	Whitten	Randy	10 Year
Patel	Harshal	1 Year	Komarla	Arvind S.	15 Year
Patel	Neer	1 Year	Quinn	Christopher	15 Year
Quintanilla	Roberto	1 Year	Rosanna	Reyna	15 Year
Roach	Elizabeth	1 Year	Villasenor	Charles L.	15 Year
Rose	Shyama	1 Year	Grisemer	Lea	20 Year
Sabolcik	Ross	1 Year	Jurkowski	David	20 Year
Saenz	Bert	1 Year	Ogle	Scott A.	20 Year
Schwab	Phil	1 Year	Ogle	Jessica	20 Year
Schwab	Jean	1 Year	Preuss	Rika	20 Year
Serrano	Amie	1 Year	Nichols	Cherdchai Jay	25 Year
Shah	Redza	1 Year	Nichols	Aungkana	25 Year
Smith	Brandi	1 Year	Taddia	Edward R.	25 Year
Taylor	Stuart	1 Year	Taddia	Brooke	25 Year
Thomson	Ryan	1 Year	Zwik	Lenny	25 Year
Toth	Jared	1 Year	Zwik	Jane	25 Year
Tucker	Trenton	1 Year	Busby	Bruce	35 Year
Van Buskirk	Rob	1 Year	Busby	Cindy	35 Year



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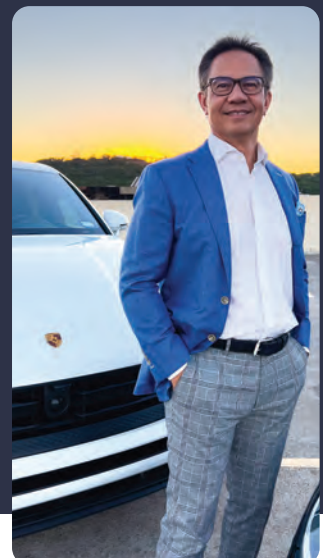
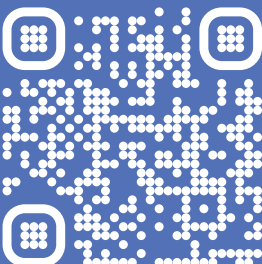
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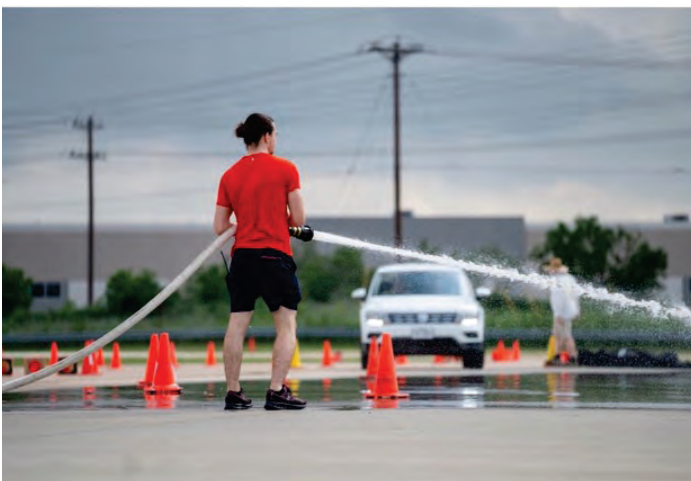
**COBB**





ARTICLE AND PHOTOS BY: LENNY ZWIK

Our region has organized and hosted several Tire Rack Street Survival schools at the Public Safety Training Center located just south of the Austin Community College's Hays County campus in Kyle. Open to young drivers within the ages of 15 and a half to 21, the school doesn't teach students how to drive, rather it teaches young licensed drivers how to drive better and more confidently, providing them the skills they'll need to safely navigate unexpected emergency situations out on the road.



The program is sponsored nationally by the BMW CCA Foundation, Continental Tire, and Tire Rack, and hosted locally by the Hill Country Region of the Porsche Club of America. The curriculum and event planning guidance are provided by the national program office. However, we draw volunteers from Hill Country, the Tejas chapter of the BMW Club of America, the SCCA and other interested people. This day long program provides students practical, behind the wheel car control instruction, practice, using the car they drive daily, and classroom instruction. The car control portion consists of four exercises; emergency lane change, slalom, emergency braking and skid pad. The classroom session's areas of focus are situational awareness, car control skills, defensive driving strategies and distracted driving. Students are taught the basics of car dynamics, weight transfer, vision and the importance of maintaining the car and how proper maintenance affects safety and performance. The driving sessions and how car control



provide an opportunity for students to practice those skills and apply those concepts in a safe environment.

The Public Safety Training Center is part of the ACC system and was opened in September, 2018. Its mission is to provide driver training to first responders and law enforcement as well as other skills central to these professions. For the first time, the center has partnered with, and made available to the community, a safe place to conduct this clinic. The Emergency Vehicle Operations Course, on which street survival is held, provides a safe environment in which to learn and practice car control skills as well as a fully multi-media equipped classroom.

The in-car coaches are drawn from a cadre of performance driving instructors that teach at BMW and Porsche driving events and past participants at either HPDEs or autocross events. Our coaches also obtain a special certification from the national program office that focuses on instructing teenagers and how car control skills are to be taught.

Instruction is divided into two parts; classroom instruction and driving exercises. The students are divided into two groups. One group is in class while the other group is being coached on car control skills on the pavement. Each session is approximately an hour long. The two groups switch and following a lunch break, repeat the morning's activities.





However, this story would be incomplete without mention of the other two ingredients necessary for a successful program, volunteers and sponsors. Between course setup on the Friday before the school and the staff required during the school, approximately 30 to 35 volunteers are needed to fill various roles such as controlling the flow into and out of the exercises and coaching the students as they drive the exercises. We have one instructor who drives up from McAllen, TX, a four-hour drive!

We rely on both national sponsorship, Continental Tire, and local sponsorships from Porsche Austin, Porsche South Austin, and Authentic Details, to subsidize the program's cost and provide water and T-shirts for the participants.

We plan to hold two schools in 2025, one in the spring and one in the fall. So, if you have either a child who could benefit or are interested in volunteering as either a course worker or coach, please contact Lenny Zwik, our Street Survival chair.

**You can contact Lenny Zwik, [lzwik@austin.rr.com](mailto:lzwik@austin.rr.com), if you have any unanswered questions.  
Thanks in advance for your support.**

To become a coach, we ask that the candidates have participated in at least one autocross or DE and have completed the online certification which can be found at the QR code below.



For more information about the Tire Rack Street Survival School, please visit the FAQ page using the QR code below.



## HAPPY HOUR

STORY BY: BILL FOSTER

PHOTO BY: DON STEVENS

PCA lives by the motto "It's not just the cars, it's the people". The Hill Country Region certainly embraced this statement during our most recent Happy Hour at Steiner Ranch steakhouse. Over 30 Porsche enthusiasts enjoyed reasonably priced fine wines, refreshing spirits, and delicious food options on the outside patio under cooling fans and sunshades – all while soaking in the picturesque views of Lake Travis shimmering under a setting sun.

This was our club's first visit to this location and it exceeded our expectations. We quickly determined that the bar area would be too small to accommodate

our fast-growing group of attendees, and we needed to improvise with a new approach. With the help of the Steiner Ranch Steakhouse management and staff, they quickly set up three tables on the outside patio for our group. Not only did they bend over backward to adjust for our group's size, but they also delivered exemplary service in a timely and efficient manner. Without question, this monthly event has found a new home with a centrally located establishment that understands true Hill Country hospitality. We hope to see you at the next Happy Hour, which lands on the last Wednesday of every month.







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# CAYENNE ADVENTURE

## IN THE BADLANDS AND BLACK HILLS

STORY AND PHOTOS BY PHILLIP JONES



It all started with attending a charity dinner and winning a silent auction for a luxurious vacation rental in Spearfish, SD. Why would I bid on a house in South Dakota? I sometimes return to the places I visited previously with my family if I think I missed out on photography and driving opportunities. We did drive the Scenic Byways, but in a 10 passenger van. We did visit Badlands National Park (BNP) and Devil's Tower National Monument (DTNM), but during the middle of the day when the colors are least visible. We missed the large waterfalls because Spearfish Canyon wasn't on our agenda. You get the point. I had to return...solo and with something sportier than a rental van. As I stared at the brochure for the house, I envisioned all I could accomplish. Fortunately, I was the only bidder.

The amount of camera gear and tripods I deemed necessary exceeded the cargo capacity of my 911, but my new 2024 Cayenne S would meet the needs for sporty handling and gear transport, as well as comfort for the long drive north. Previously, I had attempted to find a CPO 2021-2023 Cayenne, preferably the GTS & Turbo models for the V8. My wife grew weary of the shopping. One evening, she uttered the most wonderful phrase: Just order what you want. By then, I was already aware of the changes Porsche had made for the 2024 Cayenne S, including upgrading the motor to the 4.0L Twin-Turbo V8, so I eagerly followed her command.

The Porsche build wizard experience was not a quick endeavor. I found myself enthralled with the multitude of options and racking up screen time watching online





video reviews of previous Cayenne models to help guide my choices. I decided to prioritize performance features, such as the Porsche Dynamic Chassis Control (PDCC) coupled with the air suspension, the Sports Chrono package, and the off-road package for those off-pavement moments of exploration. I sacrificed deviated stitching and other interior upgrades for the Sport Exhaust because the V8 rumble is therapeutic. I opted for the pricey Burmester audio upgrade so I can hear my tunes over the Sport Exhaust. I sacrificed soft-close doors for the night vision mode. Yes, I deemed the need to be able to see wildlife at night as more important than how the doors shut. My logic made sense to me. My wife, however, is unhappy I skipped the soft-close doors and frequently reminds me of this feature on her German SUV.

I placed the order in June 2023 and was assigned an August allocation. This was the 3rd time we've ordered a vehicle. Previous ordering experiences were with Audi for me and BMW, latter of which was for my wife (SUV w/ soft-close doors). When comparing the 3 experiences, I can confidently declare Porsche the winner when it comes to notifications of build and shipping progress. Delivery occurred the week before Thanksgiving. I was more excited about running errands for the Thanksgiving meal than eating it.

For the SD and WY trip, I planned a 10-day trip in early May, 2024, with the final 4 nights in the Spearfish house. I booked a hotel room in Rapid City for the first part of the trip for closer proximity to BNP and the Peter Norbeck Scenic Byway in the Black Hills.



# CAYENNE





# ENNINE





When May finally arrived, I managed to fit everything, including a folding chair and a cooler. With my radar detector mounted just under the rearview mirror and volume cranked to max so I can hear the chirps over the sport exhaust and Burmester audio, I scooted north across Texas, Oklahoma, Kansas, Nebraska and eventually South Dakota. Turns out, I-35 is not so bad once you get north of OKC.

The drive into the southeast portion of Badlands NP is scenic via state highway 44, but the road is rough in some areas. If I return to the area with the 911, I'll choose a different route that would take me up to I-90. Badlands State Scenic Byway is a curvy road through the park with several elevation changes, but it is not ideal for spirited driving, especially as the sun sets and the wildlife emerge. Evenings in BNP are a delight. The sunset glow on the eroded buttes and pinnacles, especially those with striped patterns, lure you in at the various pull-off stops. I spent multiple evenings hitting different sections of the park to capture the splendid beauty. The highlight was a storm passing through and producing a brilliant rainbow as the sun emerged and lit up the rocky buttes below the dark clouds.

There are dirt roads in BNP with varying levels of difficulty. Most are smooth. I chose to go down one of the more difficult roads with ruts. Maybe if I had gone the day before the storm turned sections of



the trail into mud pits, I would have succeeded. I got stuck just when I decided to turn around. With the off-road package, the knob for enabling Sport and Sport Plus can be turned the counter-clockwise direction to enable off-road mode. I did exactly that and the Cayenne pulled the rear tires out of the deep mud slots. I'm sure an extraction fee would've equated to the upgrade cost for the off-road package. Since I stayed each night past sunset, leaving the park in the dark meant being alert for wildlife. I turned on the night vision camera. At one point, 3 deer were crossing the road, but I didn't see them. The Cayenne night vision system saw them and tapped the brakes for me while highlighting the objects on the screen!







The 70-mile Peter Norbeck Scenic Byway is located in the southeast section of the Black Hills. It involves zipping by Mount Rushmore, through a National Forest, Custer State Park, spiral bridges, tunnels, and large granite formations high up a mountain with narrow passages that caused RVs and dually trucks complications. When viewing a map of the byway, it is a loop within a larger loop and requires duplicating some of the drive to achieve the entire route. I chose the twistiest and most scenic sections. The drive was thrilling and offered amazing vistas. Between stops for photography, food, and delays because of vehicles too large for certain sections, the experience took a full day.

Spearfish Canyon Scenic Byway is on the west side of the Black Hills and runs through a large canyon and massive forests. This was a low-traffic route (weekday) that allowed for spirited driving on the twisty roads engulfed by amazing scenery. I spent 2 days exploring the route and photographing the large waterfalls. I will return to this route with the 911. If you explore this area, be sure to visit the Latchstring Restaurant which offers amazing lunch, as well as parking for the short hike down to one of the waterfalls. The dirt road across the street from the restaurant is a short jaunt to multiple access trails to an amazing set of waterfalls. I was able to drive the Cayenne on the pothole-riddled dirt road to shorten the hike, but parking on the paved Latchstring restaurant and hiking the dirt road is the better option for Porsche cars.

I had planned to visit DTNM on my final day with time for hiking some of the trails, and then setting up in the field on the west side to capture sunset photos. On Thursday, May 9, I saw news reports that changed my mind. It was good that I chose to not cut back on tripods, camera bodies, and array of lenses all for the sake of making the Carrera GTS my road trip vehicle.

As it turns out, I happened to be in the area the very week the powerful Northern Lights outbreak occurred. My camera arsenal was fully utilized for 2 nights as I captured the most amazing show of dancing lights. When I learned of the forecasted outbreak, I adjusted my plan to hit DTNM both Friday and Saturday.

Friday night was a psychedelic experience. Most of the Aurora occurred straight overhead. I stayed there until 5:00 am. I cannot put into words how awesome it was. The cameras picked up way more colors and details than what can be seen with the naked eye, but still...what I could see was astounding. I returned on Saturday for about 3 hours after sunset, a completely different Aurora sequence amazed all who were there. As the lights started to fade, I returned to the rental exhausted from the Friday all-nighter.

Driving to DTNM from Spearfish is truly a thrill. While not an official scenic byway, it is referred to as the Devils Tower Scenic Route and can be done in a loop. The fun starts when exiting I-90 in Sundance and hopping onto twisty US-14, which took me by snow-capped mountains, a field frequented by deer, and stunning views of Devils Tower in the distance. When exiting DTNM, taking county road 24 north and east completes the loop.

#### Conclusion

I chose a weekday for reduced traffic when traveling on the Spearfish and Peter Norbeck Scenic Byways. I chose early May to avoid the tourist season and for cooler temperatures. I chose my new Cayenne S over my 911 and overland-build Tacoma 4x4 so I could be ready for twisty roads as well as dirt roads. I chose to bring too much camera gear and ended up using all of it. I chose to go solo so I could be unlimited and flexible with my schedule. All of these choices led to an unforgettable experience.



# PARADE of PORSCHES

## MAKING MEMORIES IN BIRMINGHAM

STORY AND PHOTOS BY EDWARD DOAN



The 2024 PCA Parade in Birmingham, Alabama, was more than just a gathering of enthusiasts - it was a celebration of Porsche's legacy, a showcase of automotive excellence, and a proving ground for those seeking to master the art of high-performance driving.

### **Southern Charm and Stuttgart Stunners**

From the moment I arrived at the Birmingham Jefferson Convention Complex, I was immersed in a sea of Porsche passion. The Concours d'Elegance was a visual feast, with meticulously maintained vehicles representing every era of Porsche's history. Gleaming 356s stood alongside cutting-edge 911s, each a testament to the brand's enduring appeal. Technical sessions offered a deep dive into the engineering marvels that make these cars so special, including a session with the designer of the first Porsche Boxster, Grant Larson. I arrived too late in the week (and without a car, since I flew from Austin), but I was told there were several enjoyable scenic driving tours that showcased the beauty of the surrounding countryside. However, I did enjoy a scenic riding tour of downtown Birmingham on a Porsche eBike Cross. It proves that Porsche can build exciting vehicles whether with 2 or 4 wheels!

It was the camaraderie that truly set this event apart. The Southern hospitality was palpable, with locals and fellow enthusiasts alike welcoming each other with open arms. It was a reminder that the PCA is more than just a

car club - it's a family united by a shared passion.

### **Unexpected Honors and Hill Country Pride**

The TSD Rally Banquet was a night to remember. As a member of the Hill Country Region PCA, I was thrilled to see our region's newsletter, "Horizons," take home the coveted Best Cover award. It was a testament to the creativity and dedication of our team, and a proud moment for our entire region.

But the surprises didn't end there. I was delighted to see our [hcrpca.org](http://hcrpca.org) website awarded 2nd place in the PCA Website Contest. This is the second consecutive year for our website to win an award. It was an honor to be recognized among so many well-designed region websites, and it made the whole PCA Parade experience even more special.

### **Mastering the Masters: Porsche Track Experience**

The PCA Parade wasn't just about admiring cars from afar - it was also an opportunity to experience the thrill of Porsche performance firsthand. I excitedly registered for the Porsche Track Experience (PTX) Masters course at Barber Motorsports Park knowing that its date and location coincided with PCA Parade! This wasn't your average driving school or even HPDE. The Masters course is designed for experienced drivers seeking to elevate their skills to the next level. Under the tutelage of seasoned instructors, many of whom are former professional racers, I delved into the nuances of car



control, learning to dance on the edge of grip and extract maximum performance from the Porsche 911 GTS (992).

We focused on techniques like trail braking, where you gradually release brake pressure as you turn through a corner to optimize corner exit speed, and threshold braking, finding the delicate balance between maximum braking force and maintaining tire grip. We practiced maintaining grip while doing figure-eights on a wet skid pad where a ballet of eye, hand, and foot coordination ensures smooth circling around the low-friction surface. Lead-follow sessions allowed me to chase an instructor around the track, learning the racing line at the 2.38 mile long FIA-certified Barber Motorsports Park track and experiencing the true potential of these cars. Open lapping sessions were a blend of speed, precision, and adrenaline.

### Grand Bohemian: A Haven of Luxury and Camaraderie

After a day of intense driving, the Grand Bohemian Hotel provided a welcome respite. This luxurious boutique hotel, nestled in the heart of Mountain Brook, offered a blend of Southern charm and modern elegance. The art gallery located on the ground floor was a unique touch. Only later did I learn that the elegant painting I saw of a



1970 Porsche 917K was painted by Austin's own Shan Fannin!

The hotel's convenient shuttle service made getting to and from the track a breeze. The highlight was the special dinner with the PTX instructors at the end of Day 1. It was an opportunity to share stories, insights, and a few laughs with the very people who had pushed us to our limits on the track.

### Memories to Last a Lifetime

As I reflect on my time in Birmingham, I'm filled with gratitude for the opportunity to have participated in such a memorable event. The PCA Parade was a celebration of everything that makes Porsche so special, and the PTX Masters course allowed me to tap into the full potential of these incredible cars.

The awards, the friendships, and the exhilarating track time all combined to create an unforgettable experience. It was a reminder that the thrill of driving is something to be cherished, and that the Porsche community is a welcoming and supportive place to pursue that passion. The lessons learned and the memories made will stay with me for a long time to come, fueling my passion for Porsche cars and our wonderful community.







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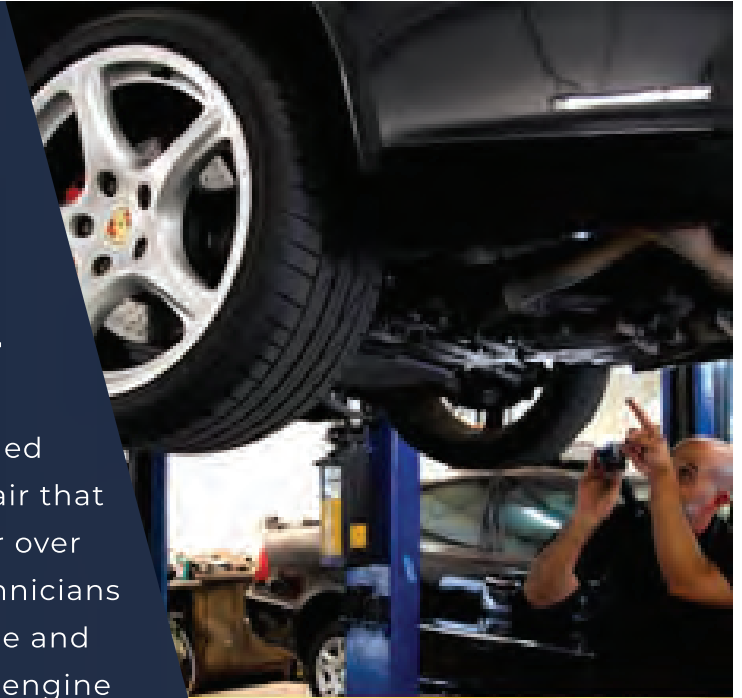




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# CAMP DAVID

## Texas Burn Survivor Society

BY: KENT KETTERMAN

PHOTOS BY: CARL ROSSI

Texas Burn Survivor Society hosts Camp David each year at the Texas Lion's Camp in Kerrville. It is a cost-free camp experience designed specifically for children pediatric burn survivors ages 7-16 years of age. There are special facilities for crafts, environmental and wildlife study, fishing and horseback riding, as well as a variety of water sports. The camp has certified counselors and a 24-



hour, staffed medical facility. Also, it is unique among burn camps because it also includes siblings of burn

survivors whose lives are also impacted by burn injury.

Aside from the camp activities and possibly more importantly, kids learn the soft-skills of how to interact with others. These values enhance their ability to not only survive the injury but to gain self-confidence, self-esteem and the coping skills which help them to re-enter and function happily in society.

Camp David is named after David Jayne who was critically burned in a military helicopter crash in 1959. David endured 3 years of painful medical treatment before fully recovering and going on to distinguished military and legal careers.

While David was still a patient, he and his wife began assisting others on the Burn Unit. Together, they determined to provide the burn injured the kind of financial, emotional, and peer support they themselves had so sorely needed, and in 1962 TBSS was born.

Once again, Hill Country Region supports this organization by providing it a contribution each year. A group of us traveled to Kerrville for a check presentation to the Texas Burn Survivor Society. This was the business side of the visit. The fun was showing our Porsches to the campers. The smiles on their faces as they climbed into the drivers seats, held the steering wheel, with their friend riding shotgun, both marveling at the gauges and buttons, made the trip all worthwhile. By the way, we made sure our keys were secured in our pockets much to the chagrin of the kids.

We are very proud to be a partner with TBSS in their continued efforts to help these young burn survivors.

## Owen's Garage

Story and Photos by: Kent Ketterman

*Owen's Garage* is one of our charities for the year 2024. They are local and we share an enthusiasm for motorsports and automotive interests with them. Several of us met at the garage this summer to see the facility, meet the students and their mentors. Our club President, Carl Rossi, gave a short talk about Porsche and the Hill Country Region. We also took the opportunity to present a check to Marc Swiateck, the Program Director. Carl and Crystal Zarpas, our Vice President are seen here presenting the check to Marc.

CARS @ Owen's Garage is a 501 (c) charity and is an outreach ministry sponsored by the Hill Country Bible Church. As part of the program, teenagers and young adults are taken off the streets and taught a trade. They work on donated vehicles to learn every aspect of car repair and maintenance. CARS

operates entirely on donations. The mentors donate their time and talent to work with the students throughout the two year program.

The individuals are from low-income situations, or are educationally handicapped, are without a family support structure or are recovering from various addictions. More than just learning a trade, the students learn life skills to help them become successful in life. The Hill Country Region is proud to partner with Owen's Garage.





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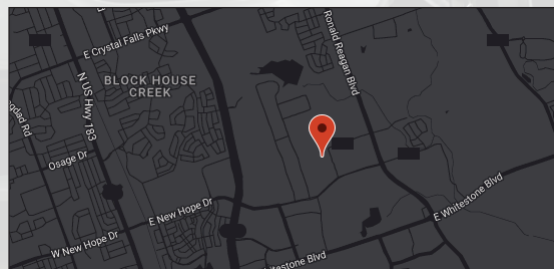
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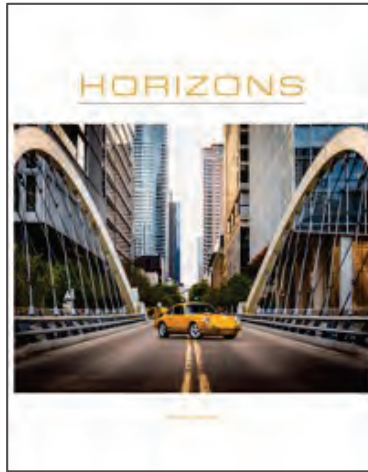


# Porsche Club of America Hill Country Region

Triumphs at Annual Awards



The Porsche Club of America (PCA) Hill Country Region has once again demonstrated its excellence, earning top honors at this year's PCA national awards ceremony. The region was celebrated with two prestigious awards: National Newsletter Contest - Best Cover and Class V Second Place - PCA Website Award. These accolades highlight the club's commitment to fostering a dynamic and engaging community for Porsche enthusiasts.



The Hill Country Region's newsletter cover, photographed by Jonathan Haggar, captured the heart of Duc Tran's 1972 Signal Yellow 911T on Austin's famous Butterfly Bridge. In addition to the newsletter cover, Hill Country Region's Edward Doan was honored with second place for his efforts on HCR's website. The website serves as a hub for event information, member resources, and Porsche-related news.

These awards are a testament to the hard work and creativity of the Hill Country Region's volunteers and leadership. As the Hill Country Region celebrates these accomplishments, the focus remains on continuing to deliver outstanding content for all Porsche fans. With these awards as a milestone, the region is poised for even greater success in the future, driving forward with the same passion and dedication that have earned them these prestigious honors.



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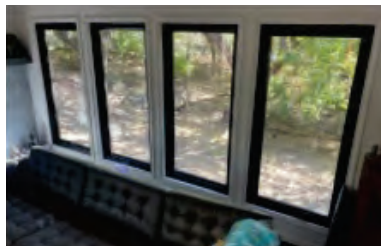
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# HCR WINE SOCIALS

ARTICLE BY BOB HIERONYMUS  
PHOTOS BY EVENT ATTENDEES

What is an HCR wine social? These socials have become an established HCR event following their introduction last year. Think of it as a Happy Hour with wine as the beverage, accompanied by food and the opportunity to learn about wines that may be new to you. We plan to hold three of these events during the year. The actual number of socials will be dependent on our ability to identify HCR members to host an event.

Our wine socials generally follow a common two-hour format held in the evening. An HCR member will host the event in their home, or at another place of their choosing. The host selects a theme related to the wines to be featured and then selects five wines for the guests to sample – starting off with a glass of sparkling wine as guests arrive. During the evening, the host will introduce four still wines (a combination of whites, reds, and possibly a rosé.) Guests will receive a two ounce pour of each wine. During the last half hour or so, guests may have an additional pour of the one or two wines they enjoyed the most. Previous socials have featured Texas wines, a world tour of wines from various countries, wines based on the Pinot grape, and wines from Italy. A handout listing the wines served will be available for guests to take home. Food will be served buffet style, so guests can graze at their leisure during the evening. During the two-hour event, there is plenty of time for socializing and grazing at the buffet, with a few pauses to learn about and sample each featured wine.

The host has a great deal of flexibility in organizing and choosing the venue for their event. It will usually be at their home. One of our socials had two host couples

– one couple handled the food and wine selection, and the other couple hosted the event in their home. One of our events was held at a local business – the Petrol Lounge, amongst all the beautiful classic cars. The host determines the number of people they are comfortable having at the venue they have chosen and determining the wines and food to be featured. Some hosts have chosen to select the wines themselves and give a brief description of each wine and why they like it. Others have engaged a friend who is knowledgeable about wine to help select the wines and to introduce them to the group. Some hosts provided a simple spreadsheet as their handout, while others enjoyed making a more formally designed handout. For the food, some hosts have chosen to rely primarily on take-out dishes like party trays and pizzas, while others have chosen to prepare some of their favorite pairing dishes themselves.

How did we get here? Other than the occasional tour that includes a winery in the itinerary, there were no HCR events that focused specifically on wine. My good friend and fellow gastronome, Larry Braxton, and I thought that there might be a fair number of wine enthusiasts in HCR – we just had to find them. So, we put together a wine/food pairing event for the club to gauge interest. We worked with a sommelier, Shel East, from whom I had taken a series of wine seminars. Then, Larry and I scouted the area for possible restaurants to hold the event. We settled on the Italian restaurant Siena. Shel chose a selection of wines to offer and worked with the head chef at Siena to pair a small dish to each of them. The private room we used would hold a maximum of 30 guests. We announced the event, and it quickly sold





out. The feedback from the attendees was extremely positive, and many expressed great interest in holding additional wine events.

Our wine/food pairing at Siena was more of a wine education event than a wine social. Following the Siena event, we formed a working group to explore holding wine socials. Our intent was to engage people who were interested in wines or learning about wine. We wanted to provide an environment that was less formal and less expensive than the Siena event. We wanted our wine socials to be an event where people could socialize and sample four to five different wines. Damon Holditch and Ella Burton graciously offered to host the first social at their home, and it was very well received. Thus, the HCR wine social was born! Since then, we have had four more successful socials, and we are now looking at holding wine socials around three times during the year. Past wine socials have been hosted in North Austin and

in South Austin. We would like to schedule additional events in other parts of the region – depending on our ability to identify hosts.

Whether you only know a little about wine, you have some knowledge of wine and want to learn more, or you are very knowledgeable about wine and are looking for a new wine to add to your collection, you will most certainly enjoy this opportunity to socialize with other club members and sample some interesting wines and food. If you would like to join us, keep an eye on the club calendar for future wine socials. Event registration will be via [clubregistration.net](http://clubregistration.net). Attendance at our socials has ranged between 25 and 35 guests. The registration fee has been running \$40 to \$45 per person, which covers the wine tasting and food. Based on our experience hosting the wine socials held to date, we think you will have an enjoyable evening. We hope you'll join us!



Left: Gloria Dula describes one of the featured wines at the social hosted by the Dulas last June that had the theme of “A Tour of Italy.”



Left: Kent Foster (on the right), a host for the World Tour social, with Damon Holditch and Ella Burton, who hosted our first wine social, which featured their favorite Texas wines.



Left: A few of the guests enjoying the wines and each other's company during our first wine social.



Left: Michael Dula pours a glass of a featured Italian red wine.

Porsche Club	
	<p><b>Raventós i Blanc, Conca Del Riu Anoia De La Finca (2020)</b></p> <p>Type Wine - Sparkling - White            Producer Raventós i Blanc            Region Catalonia, Spain            Grape Xarel·lo, Macabeo, Parellada            Appellation Conca del Riu Anoia</p>
	<p><b>Domaine Philippe Rimbault, Sancerre Les Fossiles (2022)</b></p> <p>Type Wine - Still - White            Producer Domaine Philippe Rimbault            Region Loire Valley, France            Grape Sauvignon Blanc            Appellation Sancerre</p>
	<p><b>Bodegas Los Bermejos, Lanzarote Diego Seco (2022)</b></p> <p>Type Wine - Still - White            Producer Bodegas Los Bermejos            Region Canary Islands, Spain            Grape Diego            Appellation Lanzarote</p>
	<p><b>De Forville, Barbaresco (2019)</b></p> <p>Type Wine - Still - Red            Producer De Forville            Region Piedmont, Italy            Grape Nebbiolo            Appellation Barbaresco</p>
	<p><b>J. McClelland, Cabernet Sauvignon Napa Valley (2019)</b></p> <p>Type Wine - Still - Red            Producer J. McClelland            Region California, United States            Grape Cabernet Sauvignon            Appellation Napa Valley</p>

Wine handout from the World Tour Social.

We are always looking for members who would like to host a wine social. We have assembled a wine social support team to assist each host with their event. The support team can help with wine selection, food suggestions, event planning, and general budgeting.

Contact [bob.hieronimus.hcr@gmail.com](mailto:bob.hieronimus.hcr@gmail.com) if you would like more information about hosting a future social.



# TEXAS RAMP BUILD

ARTICLE BY BOB HIERONYMUS

PHOTOS BY EVENT ATTENDEES



*Twelve members of the Hill Country Region* spent a recent Saturday morning building a wheelchair ramp in East Austin. Texas Ramp Project builds wheelchair ramps for older adults and others with mobility issues who can't afford to buy one. Since its inception in 1985, Texas Ramp Project has built more than 135 miles of ramps representing over 715,000 volunteer hours. HCR is proud to join with them again as one of our primary charities this year.

We met at the build site early Saturday morning and were met by several Texas Ramp Project "pros". It took several minutes to unload the tools, set up the power saws and some of the necessary lumber, all the while enjoying kolaches and donuts. A trailer soon arrived with the modules aboard. These modules are sections of the ramp which had been pre-fabbed based on measurements taken previously. The modules were unloaded and positioned to facilitate installation.

Several of the HCR build crew were experienced ramp builders from previous efforts which proved to be very helpful. Our build Captain, Randy Kerkman from Texas Ramp, gave a brief planning session and the work could begin. To the untrained eye, it appeared like a giant jigsaw puzzle but we quickly made sense of what needed to be done and jumped into the effort.

To anyone watching, it would appear to them that we were an experienced, enthusiastic, and energetic crew and they would have been correct. We naturally fell into work groups, some removing railing from an existing porch, others leveling and supporting the

modules, another crew following up with decking and still more installing handrails. Six hours later, with a lunch break in between, a new ramp 61' in length stood ready for use.

As we were beginning to clean-up, the young lady in need of the ramp and her grandmother appeared from their home and came down the ramp for the first time. The smile on their faces made the hard work all worthwhile and we knew that we had made a huge difference in someone's life.

When anyone thinks about the Porsche Club, they will immediately think about the cars, naturally. However, on this day, there were no P-cars involved, just a group of people that were willing to give up part of their weekend to help someone less fortunate than themselves.





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# PIT STOP

## THE PORSCHE OVER-REV GUIDE *Mastering the Art of the Redline* ARTICLE BY BRANDON SEALS (GT INTERNATIONAL)

Owning a Porsche isn't just about having a car; it's about possessing a piece of automotive art, engineered to perfection. But even the finest masterpieces need care, and for Porsche enthusiasts, one of the key areas to understand is over-revving. This isn't just a technical term; it's a crucial concept that could mean the difference between maintaining that purring engine or facing a costly repair. Let's dive into the world of over-revving, what it is, how it happens, and why every Porsche owner should care.

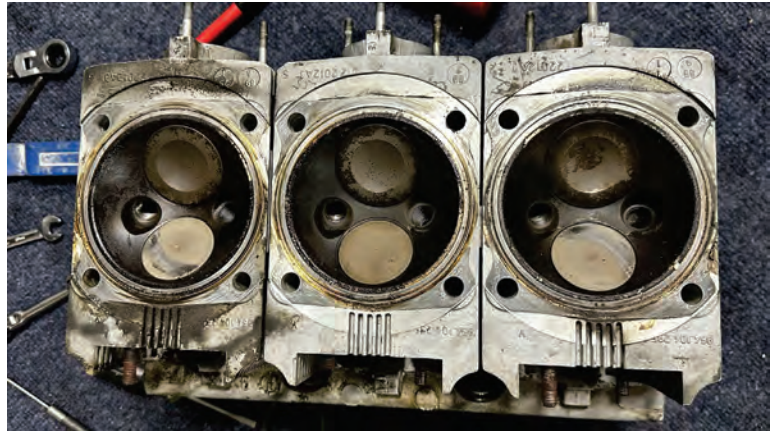
### *What Exactly is Over-Revving?*

Picture this: your Porsche is gliding through gears, the engine is singing, and then, in a flash, it's as if the music has hit a wrong note. Over-revving occurs when your engine spins faster than it's designed to—essentially, when it exceeds its redline. The redline is the upper limit of RPM (revolutions per minute) that your engine can safely handle. While brief flirts with high RPMs are part of the Porsche experience, sustained over-revving is like pushing a racehorse beyond its limits—it's risky and can lead to serious consequences.

### *What Causes Over-Revving?*

The reasons for over-revving are varied, but here are the most common culprits:

- Missed Shifts: Imagine trying to switch from a brisk waltz to a fast-paced tango but misstepping—it's jarring. The same happens when you miss a shift. In the heat of the moment, you might select the wrong gear, causing the engine to scream past its safe RPM.
- Downshifting Errors: This is like jumping off a high ledge, expecting to land smoothly. Downshifting to a lower gear at too high a speed forces the engine to rev beyond its comfort zone.
- Mechanical Failures: Sometimes, it's not the driver's fault. Mechanical glitches like a sticky throttle or a moody transmission can unexpectedly push the engine into over-rev territory.



### *Why Should You Care About Over-Revving? 1.*

Over-revving isn't just a minor blip on the radar—it can have serious consequences for your Porsche's engine:

- Valve Float: At excessively high RPMs, valves can stay open longer than they should, leading to a condition known as valve float. This is like juggling too many balls at once—eventually, something's going to drop.
- Rod and Bearing Damage: Think of the connecting rods and bearings as the vital joints of your engine. Over-revving places undue stress on these parts, leading to wear and tear, and in extreme cases, catastrophic failure.
- Piston Damage: If a piston strikes a valve or the cylinder head, it's akin to smashing a fine crystal glass—irreparable damage ensues.
- Camshaft Damage: The camshaft, along with other engine components, is put under extreme stress at high RPMs, potentially leading to failures that even the most stoic German engineers would cringe at.

### *The Modern Porsche's Defense Mechanisms*

Fortunately, modern Porsches are armed with sophisticated systems to help prevent over-revving:

- Rev Limiters: These electronic guardians prevent the engine from exceeding its safe RPM range by cutting fuel or spark as the redline approaches.
- Engine Control Unit (ECU): The ECU not only controls the engine's performance but also logs over-rev events. This digital diary is invaluable when assessing the health of a used Porsche, providing insights into how the car has been driven.

### *Decoding the Over-Rev Report: What the Rev Ranges Mean*

When you dive into a Porsche over-rev report, you'll encounter different "rev ranges" that categorize the severity







of over-rev events:

- Rev Range 1: This is like a gentle nudge past the redline—usually harmless, often resulting from a quick throttle blip or slight mis-shift.
- Rev Range 2: A bit more serious, but still within safe margins. Think of this as a mild warning—it's okay, but don't make it a habit.
- Rev Range 3: Now we're getting into dangerous territory. Significant over-revving that could lead to notable wear and tear.
- Rev Range 4: This is where things start to get critical.

Substantial over-revving likely to cause immediate and serious damage.

- Rev Range 5: You're now in catastrophic territory. The engine has been pushed far beyond its limits, with a high likelihood of severe damage.

- Rev Range 6: The ultimate red flag. The highest level of over-revving recorded, signaling the engine was taken to its absolute extremes—expect significant damage.

#### *Why It Matters*

For Porsche enthusiasts, understanding over-revving is crucial. It's not just about keeping your engine in top shape; it's about preserving the integrity of a machine designed to be driven hard but with respect. Over-rev events can have a significant impact on your Porsche's resale value. Potential buyers are often wary of vehicles with high-range over-revs, as these indicate that the engine has been pushed beyond its safe limits. This can lead to expensive repairs down the line and ultimately decrease the car's market value. When shopping for a used Porsche, always request the over-rev report. A clean report with lower-range over-revs is generally a good sign, but higher-range over-revs should raise caution flags, as they signal that the engine may have been under extreme stress.

In the end, mastering the art of the redline is about balancing passion with precision. Drive your Porsche like it's meant to be driven—but always with a keen ear and a respectful foot, so you can enjoy the thrill of the ride without the costly aftermath.

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