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Hill Country Region, PCA ISSUE 02 | 2025



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ISSUE 02 | 2025



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HORIZONS TEAM

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RICK RAMOS — **CREATIVE CONSULTANT**
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*Authors and photographers credited within each article.
Cover photo by Don Dominick during the Pick-Yer-Tour event weekend.*



Recognizing and Celebrating Our Volunteers

To HCR's Volunteers—It is with immense gratitude and pride that I take this opportunity to acknowledge the remarkable contributions each of you has made to HCR. As volunteers, you are the lifeblood of this organization, driving its success and nurturing the sense of camaraderie that defines HCR.

Your dedication and passion do not go unnoticed. Whether it is organizing social events, planning driving tours, engaging in community service, or ensuring that every member feels welcome and valued, you contribute in ways that leave lasting impacts. The countless hours you have dedicated, the energy you have invested, and the talent and creativity you have so selflessly given to HCR are truly remarkable.

Thanks to your efforts, HCR continues to thrive as a community for Porsche enthusiasts, fostering friendship, innovation, and shared accomplishments. Your commitment to upholding the values we cherish as a club is inspiring and sets a standard for everyone.

As President, I am deeply honored to work alongside individuals as extraordinary as you. Please accept my heartfelt gratitude for your unwavering support, tireless efforts, and genuine love for HCR and our members. Together, let us continue to build something truly special that grows and evolves because of your contributions. With appreciation and respect, will the real HEROES of HCR please take a bow:

THE DRIVER'S SEAT

By Crystal Zarpas, Hill Country Region President

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Treasurer Executive Council Member

ANDREW GARCIA

Secretary Executive Council Member

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Past President Executive Council Member

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GARY BOSWOOD, CARL ROSSI

Tech Session Coordinator

BRUCE MASON

Waiver Archivist

ANDY ABRAMS

Webmaster & HCR's Porsche Trivia King

EDWARD DOAN

Volunteers, let's continue to drive forward with the same spirit that unites us, embracing challenges and celebrating successes as one. You are a cornerstone of HCR, and I look forward to seeing all that we will achieve together in the future.

See you on the road, Crystal Zarpas, President

FROM THE PADDOCK

By Joe Cunningham, Horizons Editor



Driving a Porsche is exciting. Driving your own Porsche on a Formula One circuit within your region is exhilarating. Hosted by the Hill Country Region PCA twice a year, the HPDE events offer enthusiasts the opportunity to explore the full capabilities of their vehicles in a controlled, safe environment. The latest event offered a shortened session for those with limited track experience to explore their vehicle's German engineering. See the article in the following pages to learn more.

Also within this issue is a further understanding of automotive insurance, HCR members joining nearly 900 other PCA members on an Alaskan cruise, and a couple of member experiences of different tours over the last few months. As the warmer weather continues, keep hydrated, have your sunscreen on hand, and give your car a once over for safety and peace of mind. ■



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Hill Country Region Porsche Club of America

Annual Financial Report for Calendar Year 2024

Hill Country Region - Porsche Club of America		
Profit and Loss by Tag Group		
January - December 2024		
Revenue		
Total Admin Income (CD Interest)	\$	1,455.20
Total Charity Income	\$	7,613.74
Total Concours Event Income	\$	2,648.84
Total Driving Event Income	\$	42,556.81
HCR Store Income		24.70
Total Horizons Advertising Income	\$	24,326.75
PCA Member Fee Rebates to Region		29,967.92
Total Social Event Income	\$	18,823.19
Special Event Income (sponsorship for DE101)		250.00
Sponsorships - Recurring		13,999.92
Total Tech Event Income	\$	1,859.91
Total Revenue	\$	143,526.98
Gross Profit	\$	143,526.98
Expenditures		
Total Administration	\$	15,260.44
Total Charity Expense	\$	8,307.97
Total Concours Event Expense	\$	2,648.84
Total Driving Event Expenses	\$	40,621.90
Equipment - Rental or Purchase		2,236.23
Horizons Publication		38,354.84
Nametags		1,388.60
Total Social Event Expense	\$	28,863.38
Total Special Event Expense	\$	623.84
Total Tech Session Events	\$	50.86
Total Expenditures	\$	138,356.90
Net Operating Revenue	\$	5,170.08
Net Revenue	\$	5,170.08

Income and Expense (Schnell Fest)	
Income	
Charity Income	\$ 2,388.00
Sponsorship - HPDE/Club Race	3,000.00
Track Damage - Driver Reimbursement	2,414.78
Track Event Income	347,399.14
Total Income	\$ 355,201.92
Expense	
Administration	\$ 5,838.93
Charity Expense	2,388.00
Equipment - Rental or Purchase	692.80
Food & Beverage	1,380.29
Merchandise	122.45
Supplies	1,739.31
Track Damage	2,414.83
Track Event Staffing	4,059.00
Track Expense	336,566.36
Total Expense	\$ 355,201.97
Net Operating Expense	-\$ 0.05

Statement of Financial Position Comparison		
	As of Dec 31, 2024	As of Dec 31, 2023
ASSETS		
Current Assets		
Bank Accounts		
Chase-Schnell Fest	\$ 12,125.07	\$ 12,125.12
Chase - HCR	\$ 42,201.96	\$ 163,486.21
Chase - HCR Cert of Deposits	\$ 126,454.33	\$ -
Total Bank Accounts	\$ 180,781.36	\$ 175,611.33
Other Current Assets		0
Total Assets	\$ 180,781.36	\$ 175,611.33
LIABILITIES AND EQUITY		
Liabilities		
Current Liabilities	\$ -	\$ -
Total Liabilities	\$ -	\$ -
TOTAL LIABILITIES AND EQUITY	\$ 180,781.36	\$ 175,611.33

Income and Expenses (Excluding Schnell Fest)	
Income	
Administration Income	\$ 1,455.20
Charity Income	\$ 7,613.74
Concours Event Income	\$ 2,648.84
Total Driving Event Income	\$ 42,556.81
HCR Store Income	24.70
Horizons Advertising Income	\$ 24,326.75
PCA Member Fee Rebates to Region	\$ 29,967.92
Social Event Income	\$ 18,823.19
Special Event Income	250.00
Sponsorships - Recurring	13,999.92
Tech Event Income	\$ 1,859.91
Total Income	\$ 143,526.98
Expenses	
Administration	\$ 15,260.44
Charity Expense	\$8,307.97
Concours Event Expense	\$ 2,648.84
Driving Event Expenses	\$ 40,621.90
Equipment - Rental or Purchase	2,236.23
Horizons Publication	38,354.84
Nametags	1,388.60
Social Event Expense	\$ 28,863.38
Special Event Expense	\$ 623.84
Tech Session Events	\$ 50.86
Total Expenses	\$ 138,356.90
Net Income	\$ 5,170.08

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Francisco Arias	EJ Ekható	Nitin Kumar	Mary Margaret Roark
Praveen Asthana	Scott Ferley	Volker Laux	Chad Roffers
Brian Balagot	Tiana Flores	Steven Lee	Michael Rosenberger
Anne Barr	Spencer Fomby	George Lipinski	Ferris Sadek
Bob Basnett	Oscar Fuentes	Aaron Lyman	Kunal Sanghavi
Robert Bearden	Kent Garbett	Colleen Marchand	James Signaigo
Christopher Behnke	Michael Geary	Shawn Massock	Carli Smith
Bruno Billy	Luke Gilliam	Paula Mccollough	Mark Smith
Brian Blasko	J.D. Gonzalez	Todd McKean	Nicholas Snavely
Jeffrey Booher-Kaeding	Michael Gordon	J. Mendez	Titus Song
Sandra Booker	Ravi Govind	Dylan Miller	Brian Soule
Anna Borisova	Margarita Grable	John Monahan	Robert Speicher
Kyler Boyle	Michael Greenberg	Jeaneen Monroe	Richard Stoebner
Don Boysen	Jesse Greenwald	Oscar Monroy	Jordan Suber
Mike Bruno	Marcos Gutierrez	Paul Moreno	Vanessa Terroba
Alexander Carl	Allison Harwood	Pavlo Morgun	Mathew Todd
Benjamin Carr	Julie Henderson	Lorraine Nacamuli	Matthew Trabold
Edgar Cavazos	Alexander Henley	Jeremy Ngo	Chris Uphues
Mike Chard	Seth Henry	Alan Nusbaum	Ludy Valdez
Mohan Chintamaneni	Cameron Herring	Richard Panzeri	Otto Vanderdys
Thomas Christian	Thomas Hogan	JC San Pedro	Carlo Venes
Ralph Cordero	Michael Hoover	Anna-Marie Perez	Page Von Roenn
Robert Cupka	Steven Hoover	Joshua Perez	Charles Wade
Terry Davidson	Lance Hughes	Desirae Pierce	Seth Weldon
Milad Davoodi	Mixime Hugues	Daniel Pope	Marshall Wiley
Andre De Souza	Michael Hungate	Lee Porterfield	Jessie Yull
Wendy Del Re	Saidi Johnson	Bart Posnik	Alex Zawel
Thomas Deluna	Kris Karr	Kevin Rae	Andrew Zenk
Michael Diplacido	Aman Katyal	Nestor Rangel	

ANNIVERSARIES

1 YEAR

Robert Alberts
Michael Albles
Brendon Anthony
Mark Ashworth
Aaron Averett
Richard Barnett
Stacy Bartle
Ross Buchholtz
Chad Buscho
Bobby Bydalek
Michael Calabria
Destiny Cano
David Casner
Colin Cassens
Ivan Castillo
Matt Christian
Theodore Cox
Matt Currie
Felipe Diaz
Alberto Estrella

Andrew Fish
Michael Garance
Rachel Gauthier
Gaukhar Gibbs
Michael Golaninni
Frank Hanzlik
Clay Holberg
Michael Hutchison
Ahmed Jafferally
Andrew Johnson
Ian Keber
Michael Lapeters
Todd Lawson
Larry Lenamon, II
Steven Leon
Jessica Loch
Jaclyn Lindig
Kristopher Liu
Hans Malzar
Praveen Mannava

Kevin Mcbreen
David McClure
Michael McMullen
James Millard
Shawn Moore
Lan Musgrave
Bill Orr
Bernard Ortiz De Montellano
Brandon Ralls
Guillermo Ramirez
Cindy Range
Carlos Rangel
Matthew Rayhbuck
Brad Roden
Kevin Rogers
Andrei Roman
Richard Sawyer
Milton Shepperd
Alex Shootman
Andrey Smirnov

Alan Smith
Jeffrey Smith
Eric Snow
Brandon Tapp
Nathan Thatcher
Roberto Torrefiel
Louie Tran
Arno Van Den Haak
William Veiga
Margaret Warzecha
Wade Williams
John Wooster
Rachael Wyatt
Gary Young

5 YEAR

Ryan Collin
Garry Conner
William Gunn
Paul Harrington
Klee Kleber
Bjoern Langmack
Neil Lella
Devin McFadden
John Mercado
Scott Olds
David Peden
Andrew Rhodes
Fred Riethmiller
Benson Sainsbury
Mark Tate
Jason Wright

10 YEAR

Dan Cohen
Tony Dee
Edward Doan
Mike Finley
David Gahagan
Jay Haire
Carl Hamstra
Russ Kampfe
Scott Kehm
Esteban Monclova
John Picot
Ronald Roach
David Schnepf
Mark Warner
Robert Whyte
James Williams
Michael Znilek

15 YEAR PLUS

Larry Allison - 30 years
Chris Alvarado - 23 years
Doug Baker - 36 years
Michael Bouakadakis - 18 years
Lew Bouchier - 27 years
Brad Boyd - 20 years
Larry Braxton - 17 years
Hugh Brazier - 23 years
Jed Brickley - 23 years
Jim Bryant - 39 years
Larry Colson - 23 years
James Dean - 25 years
Charles Dennis - 52 years
Scott DeShetler - 19 years
Steve Farnham - 26 years
Efim Gendler - 22 years
Daniel Germain - 24 years
Robert Gillespie - 48 years
Greg Grohoski - 22 years
Edward Gross - 21 years
Mark Harries - 23 years
Steven Hattori - 28 years
Robert Hieronymus - 36 years
Jack Hirschhorn - 23 years
Jon Hornaday - 26 years
Donald Howard - 15 years
John Ireby - 39 years
Mark Isaak - 21 years
Leroy Jones - 19 years

Franklin Kalk - 19 years
John Kish - 15 years
William Lasher - 24 years
Ronald Malaya - 20 years
James Martin - 22 years
Micah Meyer - 15 years
Gary Miller - 24 years
Ray Mitchell - 32 years
Bjarte Moe - 29 years
Jeff Mosing - 18 years
Paul Norwood - 20 years
Clas Olsson - 23 years
Michael O'Neill - 28 years
Stewart Pate - 19 years
Julian Pham - 33 years
John Rapuano - 27 years
Will Richards - 30 years
Mark Robinson - 29 years
Jason Savage - 24 years
Michael Sawran - 27 years
Hal Schroeder - 18 years
Erin Smith - 27 years
Tom Smith - 28 years
Arty Tan - 19 years
Steven Taylor - 15 years
Mark Trzeciak - 24 years
David Weatherford - 17 years
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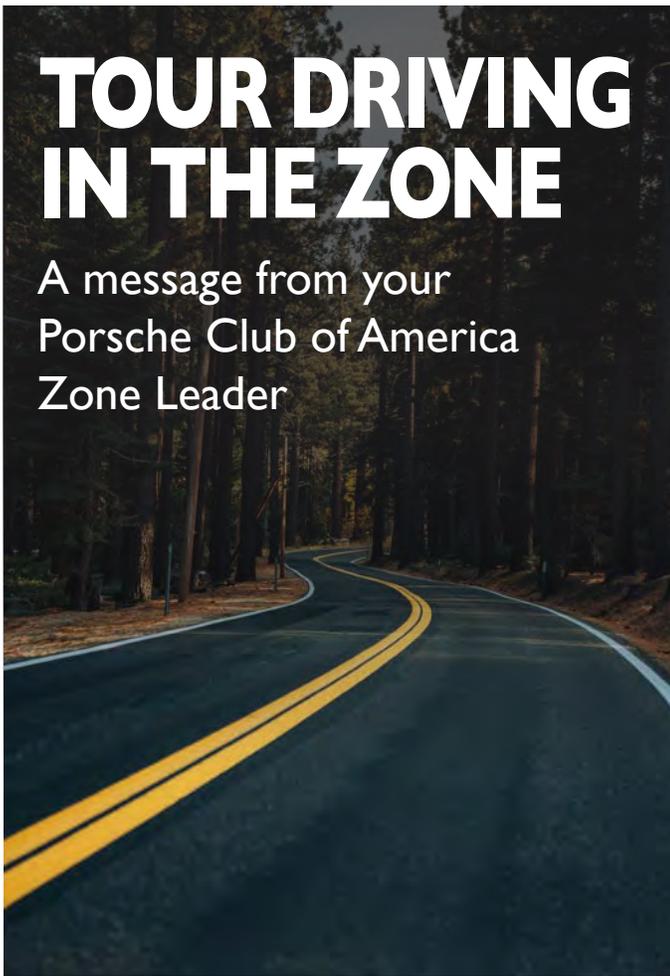


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TOUR DRIVING IN THE ZONE

A message from your
Porsche Club of America
Zone Leader



Written by Wendy Schofitt

SUMMER HAS ARRIVED! Regions all over the country are ramping up events, including driving tours. While we don't get too cooped up in the south because of bad weather, we still find ourselves itching to take a drive. What's better fun than to take a drive with your fellow PCA friends? Put the top down, put your driving scarf on, and hit the road! There is always something fun to see along the way or do once you arrive.

I did want to send out a word of caution on these drives. You may not be aware of it, but PCA has a great insurance company that keeps things affordable for our club. There are only two insurance companies in the country that provide policies like ours. We have great coverage because we have a strong relationship with them, and we provide excellent and safe events. This is why you sign waivers at the start of all these great tours. It protects us all from people who behave recklessly. Without insurance to provide this, we would likely not even have a club with driving events. That would be incredibly disappointing.

So, how do we all have safe tour events? One way is by managing our speed along the roads. Tours are for seeing the sights, NOT for testing to see how great your brakes are! If you feel the need to push your car to the max, we have High Performance Drivers' Education and Autocross events for that! Take all the speed out to the track where there are corner workers out there warning you of what's coming ahead. Tours don't have that early warning system. No one is out there to let you know if a cow wandered onto the road, a semi has crossed the center line, or a police cruiser is poised to write speeding tickets. PCA tours aren't max speed tests on public roads.

Another way for everyone to have a great tour is to remember that YOU are responsible for the car BEHIND you. If they've fallen behind, slow down and wait until they've caught up or are at least in sight, especially after a turn. When you slow down, the car AHEAD of you is responsible for YOU and they should see you slowing and slow down accordingly. Then, the person ahead of them slows and so on. If everyone is mindful of others, no one gets left behind and no one gets lost. Of course, we all need to try to keep up, but that's more difficult going through traffic lights and such. Drivers will do far less silly and reckless things (excessive speeding, passing in no passing zones, running red lights, etc.) if they know the car ahead is helping make sure they're not going to get left to fend for themselves. The lead car can't know if cars in the middle get lost if no one is helping communicate this way. Be kind to your fellow drivers.

So, get out and enjoy the planned drives! Don't let a cow or a cop or a missed turn ruin your day because of excessive speed or avoidable mistakes. There are some beautiful roads in our zone. Try to SEE the sights instead of blurs out the side and taillights ahead of you. Life is about the journey, not the destination. ■



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Hill Country Region introduces “Beyond the Paddock”

A NEW HCR PODCAST SERIES



Recently, the Hill Country Region executive council began a project to innovate and expand the ways HCR communicates with membership. Some of the proposals are technically involved and will take people and time to implement.

A suggestion was made to establish a podcast, that would be accessible on demand by our members. The subject matter would include showcasing our incredible volunteers and conversations with our sponsors. The podcast, “Beyond the Paddock” would be produced and hosted by our past president, Carl Rossi.

But, why a podcast? According to the Pew Research Center, 66% of highly educated adults under 30 and 58% of highly educated adults 30 to 49 listen to podcasts on a regular basis. Porsche Club of America falls into these demographics. Hill Country believes this is an opportunity to further engage members of the region

with timely content that supplements the award winning Horizons newsletter.

Initially, Beyond the Paddock will release a new episode monthly, with the intent to ramp up to a bimonthly schedule. This podcast will be available on both Spotify and Apple Podcasts.

It is our hope that you will find Beyond the Paddock interesting and engaging and invite you to listen.

One additional note, Rossi is also a radio guy, his show Freeform can be heard Wednesdays at 6:00 pm on 106.7 KGTN-LP and streaming at radiogeorgetown.org. The Softer Side airs Friday at 5:00 pm, on 91.3 KNCT-FM and streams on KNCT.org ■



INTRO TO HPDE

Written By David Gross

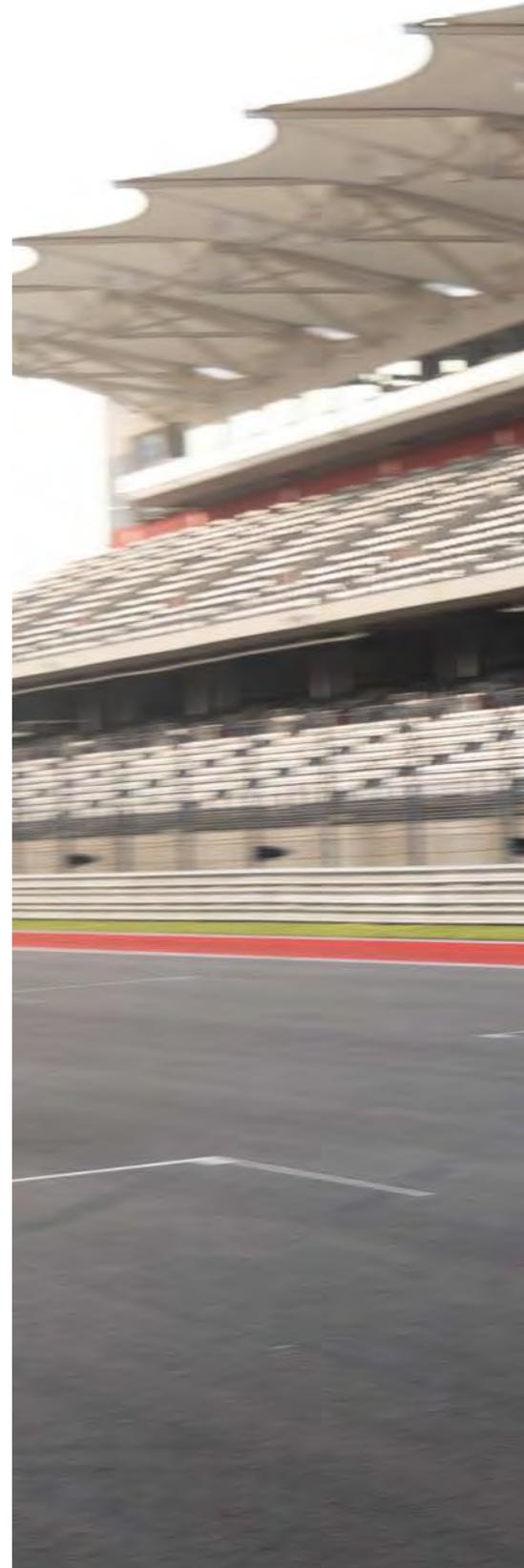
Photos By Billy Hawkins

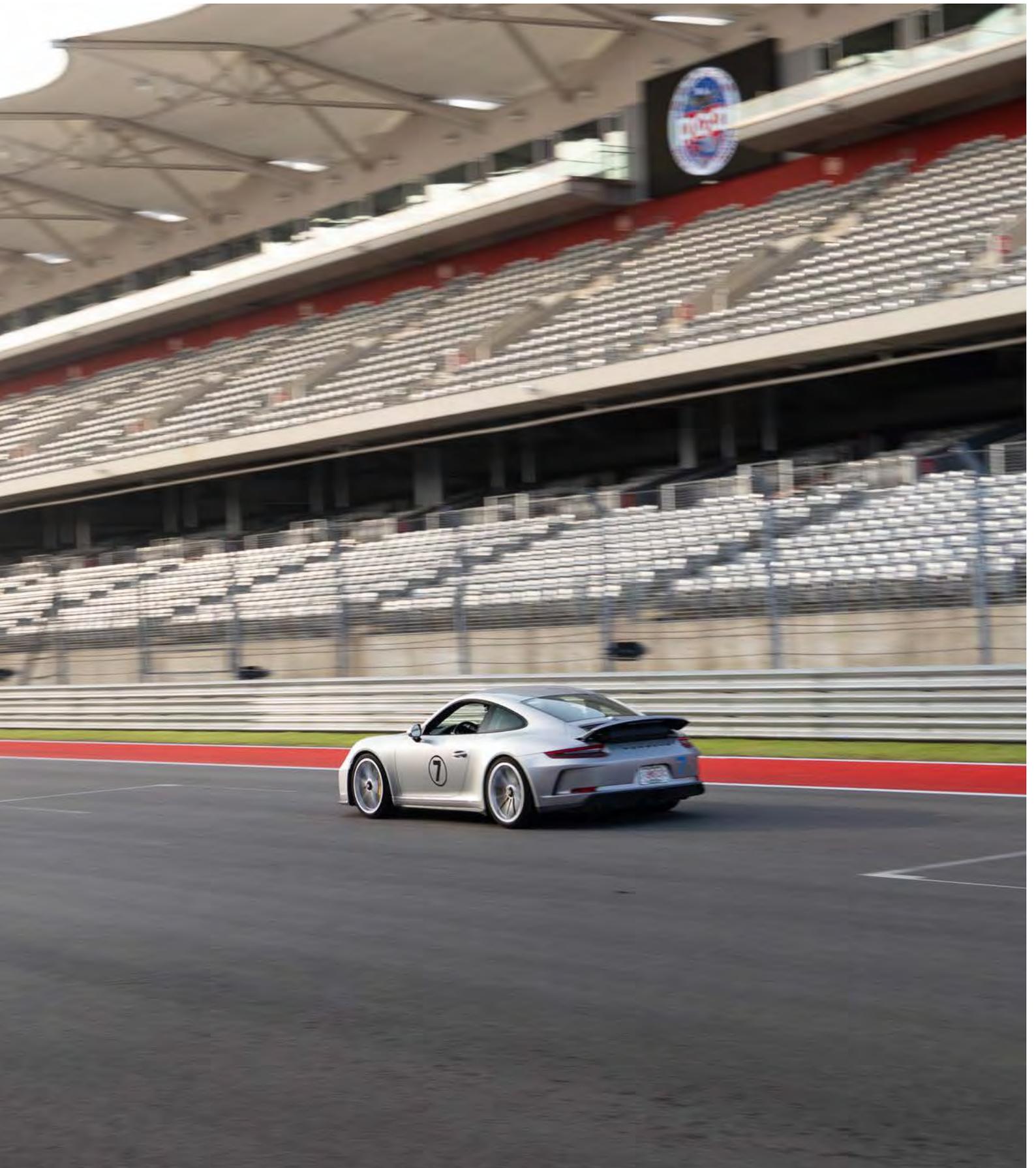
Intro to High Performance Driver Education was envisioned to reduce the barrier of entry to the club's normal High Performance Driver Education events. To understand the structure of the Intro to HPDE ("I HPDE") you first have to understand the structure of our Schnell Fest HPDE events:

At our Schnell Fest HPDE events we have four run groups:

- Novice (All Novice Drivers have Instructors for All Sessions)
- Intermediate (Both Instructed Intermediate and Solo'd Intermediate)
- Advanced 1
- Advanced 2

At our Schnell Fest HPDE events each run group has four 25-28 minute sessions per day, two in the morning, two in the afternoon, both Saturday and Sunday. (For Schnell Fest we do not do 1 day registrations . . . you register for the two day event.) So, over the course of the weekend, each driver gets a total of eight track sessions, each 25-28 minutes in length, roughly 200-224 minutes of time on track. It's a lot of track time—and it's a lot of fun. The cost for the Schnell Fest HPDE is \$1,150. The Novice and Intermediate run groups each have classrooms over the course of the weekend.





Accelerating down the front straight of the Circuit of the Americas, this 911 passes between the pits and the grandstands to start another lap.

Originally we envisioned the Intro to HPDE program as having a total of 20 slots. 46 registered for it. So we did increase it to 28 slots, but we had to turn away the remaining 18. The feedback from the 28 folks who did participate in the Intro to HPDE was very, very positive. The vast majority said that they really enjoyed it and plan on participating in the next Schnell Fest HPDE.

Each cohort of Intro to HPDE participants began with their own 45 minute classroom. Then they drove with an instructor in two of the Novice Run Group track sessions. They were assigned to the two Novice Sessions Saturday morning, or afternoon, Sunday morning or afternoon. So the Intro to HPDE drivers received a total of two track sessions, each 25–28 minutes in length, for a total of 50–56 minutes of time on track. The cost of the Intro to HPDE was \$399.

I mentioned above that 46 people registered for HPDE but we only accepted 28. We accepted the first 28 to both register and pay. Clubregistration.net records the date and time of each registrant's registration and payment. The time/date stamp of your registration and payment sets your place in the registration "queue." If you register but don't pay, you're not in the "queue." So our message to those 18 people that we couldn't accept was this: "Next time be sure to register and pay earlier!!!"



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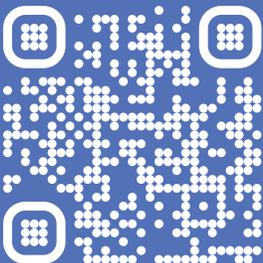
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Appointments





Registration always opens on clubregistration.net at noon central time on the Wednesday six weeks prior to the event. (Registration for our November 22-23 Schnell Fest opens at noon central time on October 8th). We publish the registration opening dates long in advance. We place them on the HCR event calendar. 80% of our registrations happen within the first 24 hours...again, be sure to sign up and pay early to maximize your chance of getting into the event! The next Intro to HPDE will be offered in the first

half of 2026. The reason is solely on scheduling. The fall HPDE will be a combined Schnell Fest and a PCA Club Race at Circuit of the Americas. At the time of publishing, we do not have 2026 event dates yet, but a good guess for our first event in 2026 would be the late February or early March time frame. ■



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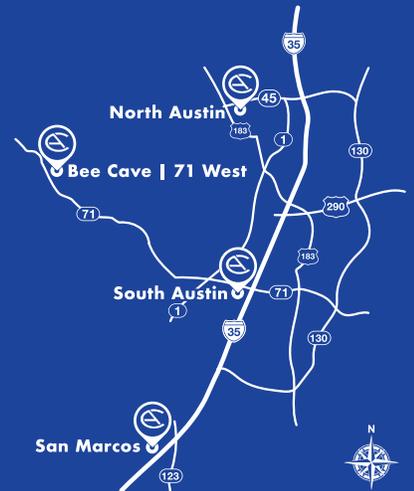
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Making A Difference

Our Volunteer Experience with the St. Vincent de Paul Food Pantry

*Written By HCR Member Kayla Williams-DiNardo
Photos by HCR Members*

The Hill Country Region Porsche Club, believes in giving back to the community in meaningful ways. Recently, we had the incredible opportunity to volunteer at the St. Vincent de Paul Food Pantry, and the experience was nothing short of inspiring. From the moment we arrived, a dedicated team of volunteers who work tirelessly to provide food and essential supplies to those in need welcomed us. Our team immediately jumped into action, assisting with organizing donations, stocking shelves, and assembling food packages for families facing hardship. The energy and sense of purpose in the room were contagious as everyone worked together to make a difference.

One of the most impactful aspects of this experience was the opportunity to engage directly with the individuals and families who rely on the food pantry's services. Many shared their stories, expressing gratitude for the support they receive. It was a humbling reminder of how a small act of kindness can have a profound impact on someone's life.

Volunteering as a team not only strengthened our bonds but also reinforced our commitment to service. We left with a renewed appreciation for the power of community and the importance of supporting organizations like St. Vincent de Paul, which provides critical resources to those in need.

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This experience has inspired us to stay involved and continue finding ways to give back. Whether through ongoing volunteer efforts, food drives, or community partnerships, we are committed to making a lasting impact. We encourage everyone to find time to support St Vincent de Paul Food Pantry—whether through volunteering, donating, or spreading awareness.

Together, we can make a difference, one meal at a time. ■



HCR members pose for a group photo during the event.



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BLUEBONNET TOUR '25

Written by Beans Brown | Photos by Edward Doan, Matt Sherman, and Beans Brown



COFFEE, RADIOS AND WAIVERS

It's a cloudy morning in Leander as people begin to arrive. Will it rain after all? There are a few sprinkles in the air but some are braving it and keeping the convertible and Targa tops down.

The crowd slowly gathers, greeting old friends and meeting new ones. A few techs from Porsche are joining in and are available to lend a hand if anything unexpected comes up.

Coffee, radios and waivers. The usual fare. Everyone is in good spirits and there's excitement in the air.



Tour organizer, Thomas Pruett, gives some announcements about what to expect. No speeding, no passing. Leads are at the front and sweeps are at the rear, got it. We split into groups of about 15 cars each. The groups leave in 20 minute increments.

A LONG DRIVE THROUGH THE TEXAS HILL COUNTRY

Soon we're out of town and passing fields with sheep grazing under the cloudy sky. There aren't too many flowers blooming yet but there are patches of yellow and blue starting to emerge.

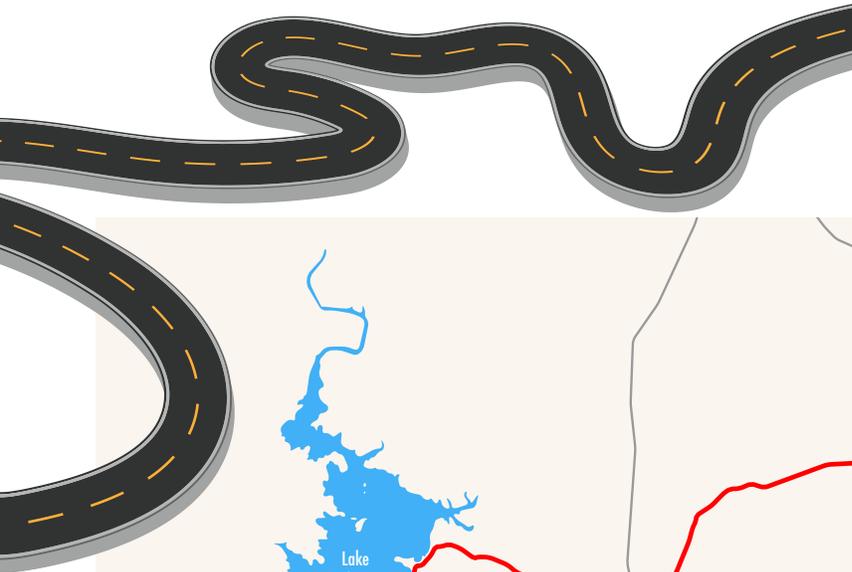
An hour later we arrive at our first stop at a market in Briggs. The group in front of us heads out shortly after we pull in. The dirt parking lot has large potholes filled with rainwater from storms the day before but there's plenty of space to get around them. The clouds are thinning and sun is starting to shine so it's a great opportunity for snacks, stretching and photos.

The next group is about to arrive so we navigate around the small lakes in the parking lot and we're back on the road. It's a beautiful day for a long drive through the Texas hill country.



We pass by more fields, this time filled with cattle. Near one intersection there's a large sculpture of a man playing a trumpet, fun! There are more bursts of color from the spring flowers along the roadside here and there.

Turning off the highway again to take the scenic route, we follow twisting and undulating roads until we can see Lake Buchanan and then Inks Lake.



About an hour and a half later we get to our destination, Perissos Vineyard and Winery. As we slowly traverse the dirt roads in these beautiful machines we're surrounded by rows and rows of grape vines with vibrant green leaves soaking up the bright sunshine from the now clear blue sky. It's a warm and beautiful ending for the tour.

More groups start to arrive as we gather at picnic tables under the trees and enjoy some food, drinks and laughter. The band is playing and people are sharing pictures and anecdotes from their trips. After that people start heading out at their own pace, getting back to their Saturday activities. It's a great experience to share with fellow enthusiasts and an opportunity to make new friends in the community. ■





*Written by Gloria Hughes
Photos by Gloria Hughes and Buddy Estrella*

Many of us have seen Buddy Estrella's advertisement in our Horizon publication who is also a member of the Hill Country Region (HCR) Porsche Club. Buddy hosted an HCR Open House Social on Sunday, March 30th which was held at the Capra & Cavelli men's clothing store. The Open House was well coordinated, with breakfast appetizers, coffee and juice served to the attendees. The store is full of interesting clothing and styles

from traditional ready-to-wear suits and sports coats, formalwear, casual, resort, and custom-tailoring which transitions to Buddy's expertise. There was freedom to peruse, try on and purchase the high-quality attire offered at the store. I became curious about how he built his custom-tailoring business, and how his association with Capra & Cavelli as a personal clothier had started. This is his story.

From the Beginning

Buddy was born and raised in Makati, Philippines. Makati is a city in the Philippines' Metro Manila region and the country's bustling financial hub. Buddy's grandfather was the mayor of Makati from 1955 to 1969. His father was a trauma surgeon. Both men were dapper dressers and avid fans of custom-tailored clothing. They instilled a sense of style and an appreciation for a well-curated wardrobe. His mother owned and operated a custom clothing shop in Makati. Every year Buddy's family would travel to Hong Kong for custom tailored clothes. During the holiday season in the Philippines, specifically New Year's Eve, the tradition for girls and boys was to dress in custom attire reflecting the identical styles of their mothers and fathers. Buddy has fond memories of selecting fabric and being fitted for handmade clothing. When the Philippines came under dictatorship in the early 70s, the family, with exception of his father, fled to the US. His father was forced to serve in the military for 7 years before he was able to reunite with his family in northern Wisconsin where Buddy's Mom, who was of Hungarian descent, grew up on a dairy farm. His mother, father and grandfather's influence, and the mutual love of tailored clothing remained constant in his life journey.

The Journey Back to his Passion

The path from dairy farm to custom suits was a diverse and interesting journey. His first enterprise as a young boy was a newspaper delivery route. After college, he sold insurance door-to-door in West Texas. He and his wife, Lylia later opened Pack & Mail enterprises while living in Amarillo, TX. Along the way in sales, he was lucky to have worked with strong mentors who instilled confidence and self-belief that helped him excel in those business ventures.



He learned to not take rejection personally, which was critical on the path to owning his own businesses. After moving to the Austin market in the 90s, he purchased The Oxford Shop in Westlake and opened a location in Midland, TX. The Oxford Shop had updated traditional men's wear which was perfect for the corporate attire that was required at that time. But as time moved on, the corporate style of dress evolved into a more relaxed, casual approach. As a result, the demand for traditional business suits waned, The Oxford Shop closed in 2005, and Buddy was off to another venture... owning a residential mortgage broker business for the next 10 years. During all these diverse career moves, the love of clothing and style never left him. All these varied opportunities didn't satisfy what was in Buddy's heart...the art of custom tailoring and men's clothing. Through mutual customer referrals and market connections, Buddy established a friendship with the owner of Capra & Cavelli, Jeff Friedman. They had a chat in 2018, brainstormed and figured out a way to establish a hybrid "By Appointment Only" niche. Buddy would seek, build, and nurture his own clientele, and set up his business within Capra & Cavelli. His journey returned him to what he loved most—working with clientele who wanted to wear clothing specifically tailored to fit them.

The Custom-Tailored Experience

What is the custom-tailored experience? Buddy coordinates with established fabric houses and mills in Italy and England. The garments are made in New York, Montreal, Canada and Italy. He uses his years of expertise to listen to each client's desired fit, and style. He makes suggestions, finalizes the design and coordinates with the pattern maker. The finished garment(s) arrives in 6-7 weeks, and Buddy conducts the final fitting with the client. It's much different than 'off-the-shelf' in the fitting process.

Ready-made clothing is based on a standardized set of measurements. A custom-tailored suit is made specifically for each client. Men's custom clothing is not limited to suits, shirts, and tuxedos but also includes casual attire such as sport shirts, custom blue jeans, and relaxed cotton and linen slacks, all properly fitted to the individual. Working by appointment only, each client is someone who Buddy gets to know so he can understand their taste, style and preferences resulting in a pleasing, satisfying customer experience. A favorite quote of his by Yves Saint-Laurent states: "Fashions fade, style is eternal".

Bring it All Together

Buddy joined HCR in 2024. Along with his wife and son, Lylia and Maximo, they all have attended and enjoyed various activities and events the Club organizes. He and Maximo are passionate about cars and have traveled to

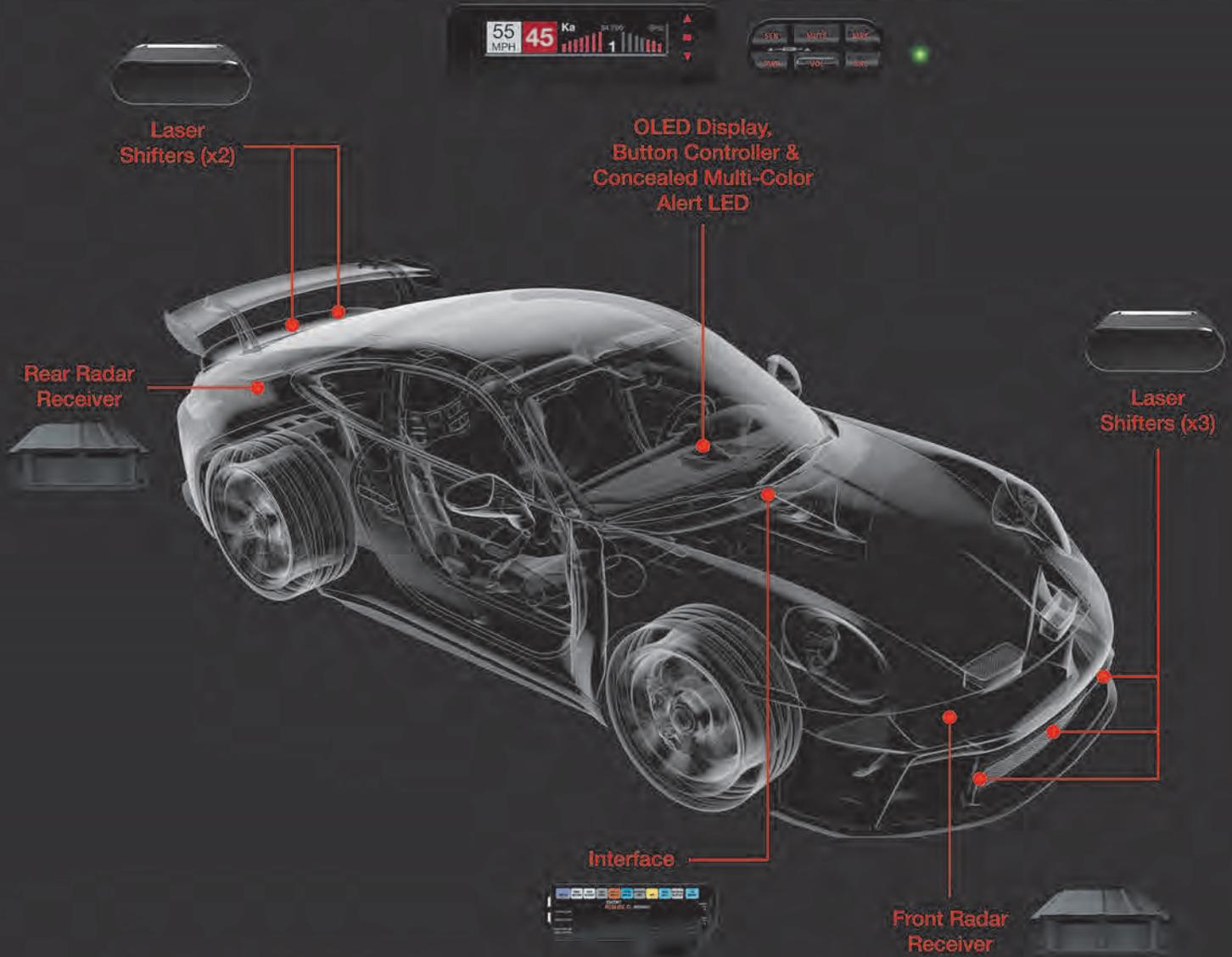
Germany to visit the Porsche factory and Museum. They had the opportunity to drive on the famous Nürburgring Nordschleife. Lylia, who recently retired from the Leander School District, has been his strongest and steadfast supporter throughout Buddy's career journeys. His son Maximo is a young, successful professional living and working in Austin. Both Lylia and Maximo are Porsche vehicle owners. She drives a 2023 Macan and Maximo has a 2008 911 Carrera S.

To bring it all together, Buddy is ready for another journey, finding and purchasing his "own" Porsche. During his visit to the Porsche Museum, he saw, once again, the car of his dreams as a young man—a 1980 Porsche 911 930 Turbo. That is what he's looking for and that just might work out. ■



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Understanding ACV, Market Value, and Stated Value Claims

A MUST-KNOW GUIDE FOR PORSCHE OWNERS

Written by Kayla Williams-DiNardo, HCR Member, Farmers and Hagerty Insurance Agent

As a Porsche owner, you understand that your vehicle is more than just a mode of transportation—it's a passion, an investment, and an extension of your personality. But when it comes to insurance claims, many owners find themselves facing unexpected surprises. Understanding the difference between Actual Cash Value (ACV), Market Value, and Stated Value is crucial to ensuring you're properly covered. Additionally, endorsing all customizations—including Paint Protection Film (PPF)—is vital to safeguarding your investment.

ACV (Actual Cash Value) The Default but often the Inadequate Option

Most standard auto insurance policies use ACV to determine your vehicle's payout in the event of a total loss. ACV is calculated as the depreciated value of your Porsche at the time of the claim, factoring in age, mileage, and condition. Unfortunately, this means that even though your Porsche may have been meticulously maintained and equipped with high-end modifications, the insurance payout may not reflect its true worth.

Key takeaway: ACV-based policies can result in a payout lower than expected, potentially leaving you with out-of-pocket costs when replacing your Porsche.

Market Value A Step Closer, but Not Always Precise

Market Value considers what similar Porsches are selling for in your specific geographic area. Unlike ACV, which focuses primarily on depreciation, Market Value accounts for demand, rarity, and desirability.

While this valuation method may result in a higher payout than ACV, it does not guarantee that your modifications or collector's value will be fully considered unless explicitly covered in your policy.

Key takeaway: While better than ACV, Market Value may still undervalue rare or heavily customized Porsches unless properly documented and endorsed. ACV coverage allows you to declare a specific value for your Porsche, based on appraisals, purchase price, or market conditions. However, insurers may still pay out the lesser of the Stated Value or the actual market value at claim time.

Stated Value More Control, But with Limits

This option is often misunderstood. Owners assume they are guaranteed the Stated Value, but unless it is Agreed Value (discussed next), there can still be room for depreciation and insurance adjustments.

Key takeaway: Stated Value policies offer flexibility but require strong documentation to ensure you receive what you expect.

Agreed Value The Gold Standard for Porsche Owners

For true peace of mind, an Agreed Value policy is the best option. This means that you and the insurer agree on the exact payout amount in case of total loss, with no depreciation adjustments. This type of policy is ideal for rare, modified, or collector Porsches, ensuring you receive the full insured amount without dispute.

Key takeaway: If you want to fully protect your Porsche, Agreed Value coverage is the most reliable option.

Customizations and PPF Ensure They Are

Many Porsche owners invest in custom wheels, performance upgrades, and protective enhancements like Paint Protection Film (PPF). Unfortunately, if these additions are not specifically endorsed in your policy, they may not be covered in the event of a claim.

Why endorsing your customizations matters:

- **PPF and Ceramic Coatings:** If your PPF is damaged or removed due to an accident, your standard policy may not cover the cost of reapplication unless it's explicitly endorsed.
- **Wheels, Aero Kits, and Performance Mods:** Many insurers do not automatically include aftermarket parts or upgrades. If they are not listed, you risk receiving a payout based on a stock vehicle's value.
- **Audio, Interior, and Custom Paint:** Without proper documentation, you might only be reimbursed for factory-installed components.

Action Step: Contact your insurance provider and ensure every customization is listed and endorsed in your policy. This small step can save you thousands in an unexpected loss.

Final Thoughts

Your Porsche is more than just a car—it's a statement, an experience, and often, a significant financial investment. Understanding the difference between ACV, Market Value, and Stated Value (or Agreed Value) policies ensures you are properly protected in the event of an accident or total loss.

Equally important, endorsing all modifications and protective additions, like PPF, ensures your investment is fully covered. A proactive approach today can prevent major financial losses and headaches in the future.

Have questions about your policy? Now is the time to review it and make sure your Porsche is protected exactly as it should be!

The information in this article is for general purposes only and should not be considered as professional advice. All information is presented 'as is' without warranty of any kind, and you should always consult with your insurance agent or other appropriate expert(s) before making any decisions based on the content provided in this article. ■

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FROM THE CALENDAR

The Hill Country Region prides itself on the number of events offered to members.

Ranging from weekend drives, informal get togethers or giving back to the community through various volunteer events. The following images are from these events. We hope to see you out and about in the future!



Another great Porsche event May 4th at Rudy's BBQ on RR 620. Enjoy some breakfast tacos, coffee, and visit with your Porsche Club members. It's always the 1st Sun of every month!



Informal-Get-Together Dripping Springs today May 8th 8-10:30am. This is a new location for us and its awesome. It's located on Historic Mercer St. across from Mazamba Coffee Roasters!! There were a total of 26 cars, and great conversations with our fellow Porsche Club members. Join us the second Sunday of every month same location. Hope to see you next month.



Thank you so much to Personal Warehouse for inviting the Porsche Club to a Fine Wine and Cheese event showcasing your Luxury Flex Storage space which is perfect for storing and showcasing your prized Porsches. We enjoyed wine, artisan cheeses, desserts. Wow, the units were nice, spacious, and definitely multi use!!

Thank you Personal Warehouse for being an HCR advertiser and event sponsor.



Thank you to all the HCR volunteers who partnered with The Texas Ramp Project to restore freedom for a local resident. A ramp was built for an elderly woman who had been homebound for 2 years after breaking her hip. She was unable to leave her home until now. Thanks to the dedication of these volunteers this woman has renewed independence. There will be another ramp built this fall and we will need more volunteers!!



A great time was had by all who signed up for the Autocross experience that was held on Sat May 24 at the Travis County Exposition Center. There were a total of 44 drivers who enjoyed an array of tight, sweeping turns, and of course a cool adrenaline rush!! It was such a fun course!! Special thanks to Alfred Freudenberger and all the amazing volunteers who helped make this event happen!

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



We had a fabulous women's luncheon at Black Gold Barbecue Restaurant!! It's such an awesome monthly women's get together. Join us the 1st Wed of every month!



We had a great get together North Austin at Red Horn Brewery and Roastery this morning!! Join us the 3rd Sunday of every month from 9-11am..This is a great opportunity to meet with your Porsche club members with a cup of coffee!



Thank you so much to Steve and Anne Marie Pyle who hosted an amazing Porsche Club member social at "The Frog Pad Kitchen and Bath Designer showroom". We had 50+ members show up and enjoyed, pizza, drinks, BBQ and a chance to tour their showroom, check out appliances, remodeling ideas, and meet the owners!! They are amazing and we are proud to have them advertise in our Horizons newsletter. We also had another advertiser present, Jon Barnes from Blue Ocean Auto Spa!



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PICK-YER-TOUR

A MULTI-REGION TOUR OF THE WONDERFUL TEXAS HILL COUNTRY

Photos by HCR Members Matthew Trabold and Don Dominick

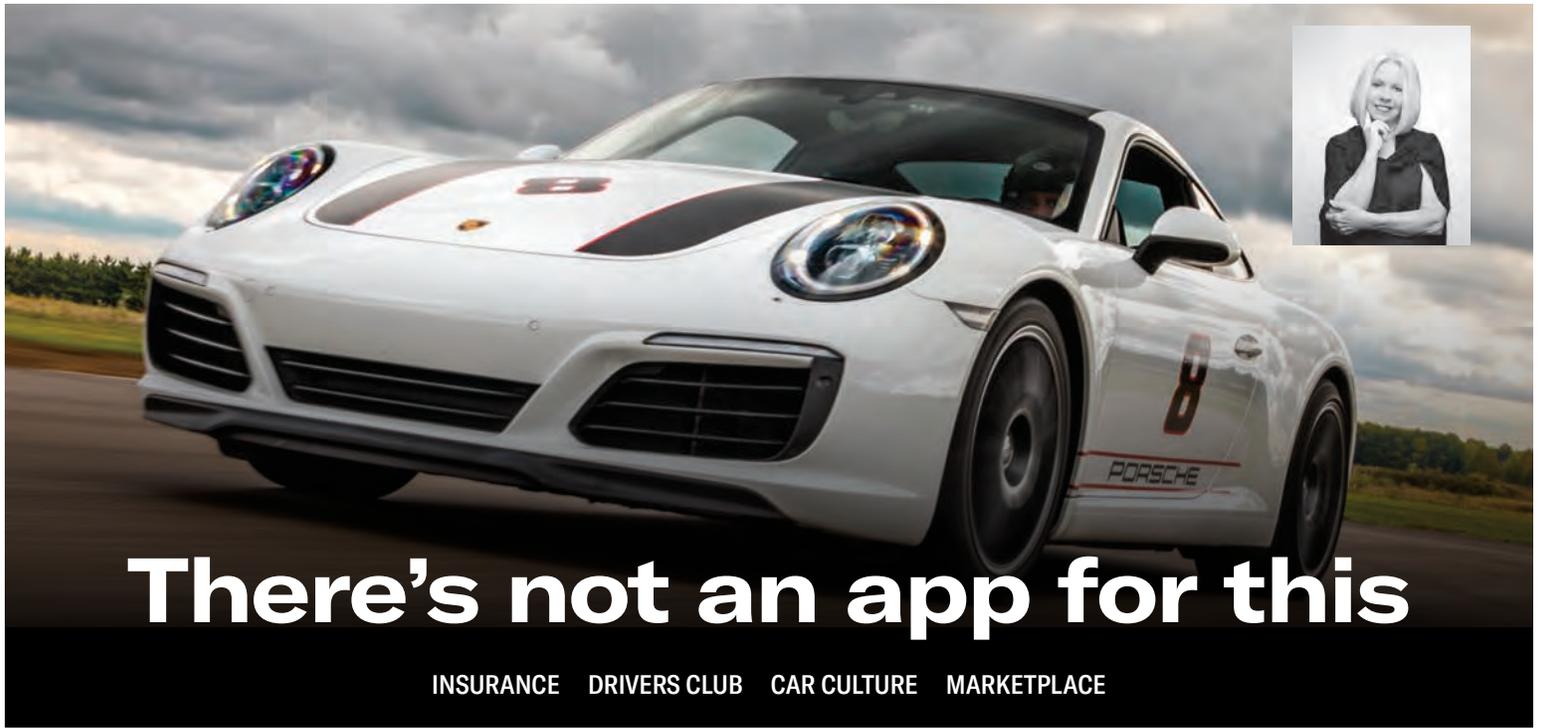
As members from both the Hill Country and Maverick Regions of the Porsche Club of America came together, the “Pick-Yer-Tour” event at the end of April proved to be a tremendous success. Despite the threat of inclement weather early Saturday morning, what began as a dark and stormy day soon gave way to clear skies and sunshine—setting the stage for an unforgettable weekend.

With more than 300 participants and over 180 Porsches in attendance, the three-day, two-night event showcased not only the stunning variety of Porsche models but also the strong sense of community and shared enthusiasm that defines PCA. From twisty hill country roads to scenic overlooks, each tour route allowed drivers to fully experience the joy of driving their Porsches in great company.



“Pick-Yer-Tour” continues to grow in popularity year after year, and this edition proved just how much excitement it brings to the region. Whether it was reconnecting with old friends or making new ones, the weekend was filled with camaraderie, scenic drives, and plenty of Porsche pride. Nearly 41,000 cumulative miles were driven over the weekend exploring the wonderful Texas Hill Country and many thanks to all who helped plan, lead, and participate—you made this event a true highlight of the PCA calendar. ■





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Clockwise starting in lower left corner: Lisa Moore, Kim Foster, Teri Suarez, Ann Mason, Larry Braxton, Carolyn Braxton, Bruce Mason, Alex Suarez, Bill Foster, Jeff Moore. Missing: Caren Cooper and West Dillard.

TREFFEN AT SEA

Porsche Enthusiasts
on the Ocean

*Authored by HCR Member Lisa Moore
Photos by HCR Members: Lisa Moore,
Teri Suarez, Caren Cooper, Kim Foster*

One of the best things about being a member of the Porsche Club of America, especially the Hill Country Region, is getting to know other members and spending time socializing. Last summer, my husband Jeff and I had one of those fun HCR experiences when we joined 10 other HCR members for the Porsche Treffen at Sea Cruise to Alaska on the Princess Majestic ship. Over 900 members of PCA from all over the country, and a few international Porsche Club members joined in the fun.

In 2022, PCA originally partnered with Princess Cruises. That partnership expanded in 2023 to make Princess the official cruise vacation partner of PCA. The inaugural official Treffen at Sea to the Western Caribbean was in 2023, and Princess and PCA aim to have a Treffen at Sea every year.

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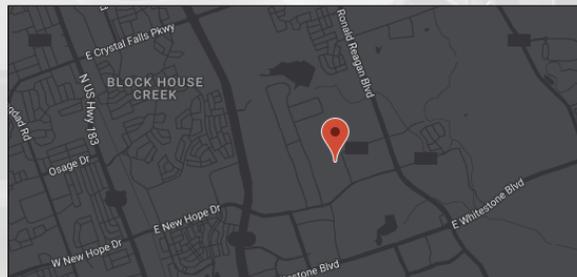
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The Treffen at Sea 2024 celebrations started the night before the cruise with a get together at Columbia Valley Luxury Cars owned by Nathan and Suzy Merz. We met up with other PCA members, saw many beautiful Porsches, enjoyed good food, and amazingly won a prize! As we drove more than 2,000 miles from Austin to Seattle, we were deemed to have driven the farthest—winning a PCA pickleball set that another member immediately offered to buy from us. The excitement for the cruise was palpable.

This Treffen at Sea embarked from the Port of Seattle and continued to Ketchikan, Juneau, Skagway, and Victoria, British Columbia. We had many different shore excursions from which to choose at every port. On the way to Juneau, we traveled into the Endicott Arm and although Jeff and I didn't get off the ship for that excursion, we woke up early to hear the onboard naturalist give his commentary on the scenery, marine life, and Dawes Glacier while enjoying the astounding view from our balcony.

Finally, it was cruise day! Jeff and I were on a six-month road trip in our Macan, and we needed to find secure parking for it while we were on the ship. Luckily, there is parking for cruise ship passengers at the National Guard Armory in Seattle. We felt like the Macan would be safe there for a week. A shuttle bus took us easily to the cruise terminal. The Majestic Princess is huge and flashy! We opted for a balcony room to have a view and fresh air throughout the cruise. After exploring the ship, we visited one of the many bars to order a special Porsche themed cocktail and to get a collectable PCA coaster commemorating Treffen at Sea. There were four different coasters, and over the week, PCA members had fun trying to collect them all, trading with other members, and finding a bar on the ship that had their one missing coaster.

After the Sail Away party, we had our zone gatherings, a group photo with all the PCA participants, and a nice welcome social sponsored by Pirelli, who also sponsored the formal dinner the next night. Once the cruise was under way, we could participate in different PCA activities several times a day. They included seminars, such as "Porsche Market Update", "What Classic Can Do for You", and "Tire Tech Trends: How Pirelli Tires are Changing the Road Ahead". There were also fun PCA centered activities like decorating a white chocolate 911 with candies and frosting, PCA Musical Bingo, and PCA Culinary Parts and Crafts. A door decorating contest, where PCA members could decorate their cabin doors



Alex Suarez holds a chunk of glacial ice.

and win prizes, was a favorite for those participating and those who walked the halls looking at all the cool door designs.

We all know Porsche people love to show-off their cars, and since we couldn't bring our real cars, a Diecast Concours was a fun substitute. Participants brought a diecast car from home to display in the center Piazza area of the ship. We all walked around the Diecast Concours, like we do a real concours and awards were given for the best diecast cars. What a fun way to keep the car theme going, even though we didn't have our actual cars there.

To ensure we spent time with other HCR members, we all planned our own HCR dinners and happy hours outside of the scheduled PCA events. We wanted to visit and talk about the different excursions and activities we each had done. We also had a lot of time on our own to do the other cruise activities and shows and to try out all the restaurants on board, or just walk around the upper decks and take in the views. There was always something to occupy our time while on the cruise, we took full advantage of viewing whales and dolphins from our balcony.



I'm happy to say that we thoroughly enjoyed ourselves at Treffen at Sea. Princess Cruises did an excellent job welcoming us, providing great food, games, excursions, and shows. The additional experience of being with like-minded car enthusiasts, as well as our own HCR members, only added to the fun! HCR member Bill Foster said it best, "Going on a cruise with friends and family is a special treat. Add in 900 plus PCA family members and the experience is amplified to a whole new level. Meeting fellow members from across the nation while enjoying the magnificent scenery of Alaska was truly memorable."

The next Treffen at Sea is scheduled for August 30 through September 6, 2025, and will be aboard the Princess Enchanted for a seven-day cruise starting in New York City and continuing up the Eastern Seaboard to Halifax. You can book your cruise now. See the EVENTS tab at www.pca.org ■



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OEM *vs*

AFTERMARKET

PARTS

Pit Stop: What You Need to Know Before Your Next Repair

Written by Webster Mercado

Photos from Porsche Newsroom

When it comes to maintaining or upgrading your Porsche, the debate between using OEM (Original Equipment Manufacturer) parts versus aftermarket alternatives is more than just a matter of cost. Porsche owners are known for their discerning standards, and the decision often involves a careful balance between quality, performance, and economics. Whether you're doing your own maintenance or relying on a trusted shop, understanding the trade-offs of OEM versus aftermarket parts can save you time, money-and headaches down the road.

WHAT ARE OEM AND AFTERMARKET PARTS?

OEM parts are made by the same manufacturer that produced the original components installed in your Porsche at the factory. These parts are sold at dealerships and authorized service centers and are designed to meet Porsche's exact specifications for fit, finish, and performance.

Aftermarket parts, on the other hand, are made by third-party companies and can vary widely in terms of quality, price, and performance. Some are exact replicas of OEM components, while others are performance-enhanced versions that exceed OEM specifications.



QUALITY: IT'S NOT ALWAYS APPLES TO APPLES

While price is important, quality can vary significantly in the aftermarket. Many aftermarket parts are of excellent quality, especially those made by Tier 1 suppliers to Porsche. Brands like Zimmerman (brake rotors), Mann (filters), and Continental (belts) are well-regarded and often manufacture the OEM parts for Porsche.

However, some aftermarket products cut corners—either in materials, manufacturing tolerances, or longevity. A poorly made coolant hose or suspension bushing might save you \$50 upfront but cost you far more in repeat labor or, worse, component failure.

Before buying aftermarket, it's crucial to research the brand, reviews, and whether the manufacturer has a history of supplying parts to Porsche or other German marques.

Porsche offers over 80,000 genuine classic parts, and that number continues to grow. Many discontinued or hard-to-find components have been reissued using original tooling or recreated with modern manufacturing methods while retaining period-correct specifications.

LABOR WARRANTY:

WHO SUPPLIED THE PART MATTERS

One of the most overlooked considerations in choosing between OEM and aftermarket parts is how it affects the labor warranty provided by your mechanic or shop.

Most reputable shops will guarantee their labor for 12 months or 12,000 miles—but only if they supply the parts. If you bring your own parts (even high-quality OEM components), the shop may refuse to warranty the repair labor if something goes wrong. This is because they can't control the origin, storage conditions, or potential defects in customer-supplied parts.

Why does this matter? Imagine installing a new clutch or water pump that fails due to a defective part. If the shop sourced it, they eat the cost of labor to replace it under warranty. If you brought the part, you're paying labor all over again—even if it wasn't your fault.

For this reason, many experienced Porsche owners allow their trusted shop to source parts, often requesting OEM or high-grade aftermarket options from a known list of suppliers.





FINAL THOUGHTS: MATCHING YOUR GOALS WITH THE RIGHT PARTS

At the end of the day, choosing between OEM and aftermarket parts depends on your priorities—whether that’s preserving originality, maximizing performance, saving money, or minimizing hassle. Talk to your mechanic, do your research,

and always consider the full picture, including labor warranty and long-term reliability. After all, your Porsche isn’t just a car—it’s a statement. Let’s make sure it says the right thing.

Your Porsche deserves no less. ■

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The 'Beyond Stock' section of Horizons highlights how members have transformed their Porsches through thoughtful modifications — enhancing performance, aesthetics, or personalization. This month's feature goes way beyond stock, showcasing how an HCR member achieved his dream of owning a classic 356 Speedster. He has achieved his dream in a surprisingly modern and electrifying way, all while embracing the rebellious spirit of an 'Outlaw' Porsche.

An Electrifying Take on a Classic

Tom Emr has been an HCR member for ten years and has owned two water-cooled Porsches—a stock Cayman and a 718 Spyder. Yet, Tom always longed for owning an older air-cooled Porsche. He especially had his eye on the 356 Speedster, and he really liked the Outlaw Porsches built by Emory Motorsports. But after conducting research into what was involved in acquiring an Emory Speedster—a build that was way beyond his price range—Tom decided to investigate other Speedster alternatives. The best option Tom found was to order a custom-built Outlaw Speedster replica from Vintage Motorcars of California.

During the order process, things got interesting when the topic of propulsion came up. Normally, Vintage Motorcars are built around 125 HP air-cooled engine. But Tom had another idea for his special Speedster. Earlier, Tom had become acquainted with the owner of a South Austin EV conversion business, Marc Davis of Moment Motors. The two discussed what would be involved in making Tom's Speedster into an EV, and they reached an agreement to proceed with the Speedster project. After Tom placed his order with Vintage Motorcars, it took about six months to complete the fabrication of the Speedster's body. The completed car, without an engine, was then shipped to Moment Motors in Austin for the installation of the EV components. The EV installation took another four months. Last October, Tom's showpiece was finally ready for the road. He often parks it with the rear deck up to reveal the car's electric motor and battery.



Tom had one other beyond stock idea in mind. He learned that a manual 4-speed transmission (a transaxle) could be installed into his EV Speedster that would enable him to

shift gears just like a 4-speed on an internal combustion engine. This transmission has since been installed and has increased Tom's enjoyment of his EV Speedster experience.



Last March, Tom was in Los Angeles for the Porsche Literature and Memorabilia Show. There, he met Zayne Emory, the son of Emory Motorsports founder Rod Emory. They discussed Tom's 356 EV Outlaw Speedster and how it was a tribute to the cars that were built by Zayne's father.

Zayne told Tom that an Emory 356 can take up to four years from sourcing the donor car until final completion, and he thought that Tom's EV Speedster replica was a good alternative. Getting a nod from Emory—the originators of Outlaw 356's—speaks volumes about the innovative nature of Tom's project.



Tom certainly feels that he has created the best of both worlds: a 1957 air-cooled Speedster replica, which is powered by a 125 HP motor with 175 lbs. of torque (and yes, the electric motor is air-cooled).



It's his own version of an 'Outlaw' Porsche, one that goes beyond traditional fabrication by fundamentally changing its power source, yet retaining the aesthetic and spirit that made Tom desire a 356 Speedster in the first place. As his personalized license plate says, it's an EV 356 — a statement that is, in every sense, Beyond Stock. ■

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