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Hill Country Region, PCA ISSUE 03 | 2025



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Cover photo by Billy Hawkins of the race winning #6 Porsche 963
during the Lone Star Le Mans at Circuit of the Americas.*



HCR President, Crystal Zarpas, meets Hans-Peter Porsche during the Porsche Parade 2025.

A lifelong love affair...

THE DRIVER'S SEAT

By Crystal Zarpas, Hill Country Region President

My journey with Porsche began in the mid-1970's when my first boyfriend arrived in a Signal Orange Porsche 914. My heart raced—not for him, but for the car! I immediately fell in love with the Porsche's design, horsepower, and racing spirit. I was too young to own a Porsche at that time, but not too young to dream of owning the iconic 911 someday. That love affair continues to this day. For over fifty years, Porsche has symbolized my freedom to fly, and at times, it has satisfied the need to make a daring decision or two!

After decades of loving Porsche, 2025 brought a moment I could never have anticipated. It was an honored opportunity to meet **Hans-Peter Porsche** in person at PCA's 2025 Porsche Parade. Some moments in life are truly significant, and meeting Hans-Peter in person was one of those special moments for me. As the grandson of Ferdinand Porsche and the son of Ferry Porsche, Hans-Peter is a living link to not only Porsche's storied past but also mine.

I was momentarily speechless in front of Hans-Peter, despite my usually talkative nature. As many of you

know, I can talk until I exhaust myself! But that wasn't the case when I stood face-to-face with him, wondering what it feels like to have the Porsche name, his name, displayed on millions of cars. It quickly became clear that such a thought wasn't an ego boost for Hans-Peter. His eyes were kind, and his demeanor was welcoming and sincere. There was no hint of arrogance as he greeted me with almost disarming humility. All these qualities are evident in our photo, which also shows that Porsche enthusiasts are united by a shared passion that crosses age, gender, background, and language.

Meeting Hans-Peter Porsche in 2025 was a heartfelt reminder of how, from a young age, the Porsche brand shaped my life and fueled my dreams. Looking back, my love affair with Porsche is about more than just owning my dream car. It's the thrill of chasing a lifelong dream and sometimes catching it! Owning my first 911 Carrera S took 35 years, and while I am still living the dream, I was fortunate enough to meet one of the living legends who made it all possible. For that, I am forever grateful!

See you on the road.

FROM THE PADDOCK

By Joe Cunningham, Horizons Editor



Putting together an issue for Horizons is never as clean cut as it might seem. While Horizons is a Hill Country Region PCA specific newsletter, there is always so much that goes on outside our own region that we want to bring back to our members. Some of these stories include the Porsche Parade in Oklahoma City, or attending the Sports Car Club of America Nationals by a local HCR member, or our very own club president meeting Hans-Peter Porsche! Closer to home was the Porsche Penske Motorsports win with car #6 at the Lone Star Le Mans that graces the cover of this issue.

As the summer heat is breaking and I am more able to enjoy my cars that don't have air conditioning, I encourage you to take a look at the events calendar and see what the club has to offer in the near future. ■



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Porsche Club of America 70th Anniversary grille badge. Credit: Porsche Newsroom

Hill Country Region Celebrates Porsche Club of America's 70th

Written by Horizons Editor

On September 13, 2025, the Porsche Club of America celebrated its 70th Anniversary! HCR answered the call with a three-in-one celebration. Staging at The Oasis on Lake Travis, three run groups began our Parade of Porsches, aiming for a “short 37-mile” tour via Lime Creek and the curvy sweepers of RM 1431 to Flat Creek Estate Winery. Adventure intervened: an accident blocked the route, forcing all groups to turn back. Refusing to accept defeat, members quickly regrouped, mapped the only workable, albeit much longer alternative, and hit the road again. The payoff? The roar of 50 Porsches arriving at once at Flat Creek. There, a Porsche Corral drew smiles from members and visitors, and under the Pavilion the group savored artisan pizzas, charcuterie, and a glass of Flat Creek wine. Raffling off a few prizes capped a day that showcased HCR's spirit: community, adaptability, and driving joy. ■



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Douglas Binenti	Chris Griffin	Thomas McNabb	Andrew Sherwood
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Emiko Blacklock	Paulina Gwaltney	Jana Ortega	Jason St. John
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Jake Chupick	Rhonda Kern	Dan Roberts	Adam White
Jake Cirino	Gary Killingsworth	Michelle Rodgers-keeble	Alisdair Whyte
Mark David	Tyler Laird	Jennifer Rouse	Jay Williams
Supratim De	Lindsay Leach	Karen Ruggiero	Marlon Winik
John Del Bello	Steve Leach	Ghassan Salman	Tom Yarrington
Mike Ebrahimi	Iksoon Lee	David Schaefer	Todd Young

1 YEAR

Robert Adam	John Cronin	Brian Gustafson	Walter Kemp
Oscar Aguilar	Harley Davella	Abbas Haider Ali	Eileen Knight
Imran Ahmad	Clayton Davis	Jack Harrison	Kellie Kriss
Muhammad Ahmad	Ryan Dignard	Raymond Harshbarger	Monia Lapa
Anik Akhund	Dan Dimiero	Robert Heatley	Drew Lawson
Nicholas Allen	Cristiano Dos Santos	Heather Hendrix	Ben Lemmons
Scott Armstrong	Bryan Duke	Samuel Henry	Juyeon Lim
Jake Aziz	Grant Eastley	Gustavo Hernandez	Jasper Lin
Gagan Bains	Risser Estes	Brian Hodgdon	Mike Lodes
Kiran Bains	Julie Finch	Raquel Hoffstot	Heather Loeper
Ryan Barlow	John Finkbeiner	Travis Hoffstot	Gregory Long
Jim Bartenslager	Luke Finkbeiner	Jeremy Howard	James Long
David Bell	Michael Fleetwood	Lynne Hughes	Jose Lozano
Ainsley Benton	Brian Fredrickson	Thomas Hutcherson	Erik Luther
Colin Bester	Michael Friend	Willard Imhoff	Christopher Marcocci
Noleen Bester	Kenneth Fuerstenhaefer	Noel Irizarry	Israel Martinez
Cynthia Blocker	Alberto Galaviz	Hausten Irving	Krista Mcbayne
Todd Borges	Ariyana Galaviz	Jack Ivan	Piper Mccorkle
Darlene Brown	Anne Geistmann	Lisa Jackson	Jennifer McGrew
Ross Brown	Curran Gerstner	Christine Jacobson	Douglas Mcleer
Dallin Brusckhe	Kurt Gerstner	Quincy James	Kristina Mcleer
Arin Bryan	Annmarie Glover	Shervonne James	Froyd Melendez
Robert Buford	Jeff Glover	Samantha Jeffers	Pachy Melendez
Michael Calderone	Robert Gonzalez	Chris Jones	Elaine Mesher
Shelli Callender	Stuart Graham	Jared Josephsen	Stewart Mesher
Charles Choukalos	Alexander Green	Addy Joshi	Lisa Miller
Peter Chrzanowski	Jonathan Green	Christine Keffeler	Ronald Miller
Lillie Crawford	Harold Groendyke	Amy Kemp	Lambros Mournouris

ANNIVERSARIES

1 YEAR

Quintus Murphy
Joel Nakae
Michael Newton
Pathiphan Nichols
Ho Kon Oh
Abhay Panth
Craig Pierson
Michelle Pintek
Mike Pintek
Chris Pokorny
Mary Pokorny
Garrett Porter

Michael Porter
Thomas Potter
Francine Quigley
Michael Quigley
Rick Ramos
Matthew Reid
William Reinders
Max Reisinger
David Rosenblatt
Jerry Rowell
Nick Rowell
Bonnie Russell

Kyle Schroeder
Meryl Schuck
Michael Schuck
Mark Scott
Alex Simpson
Stephen Stites
Jinho Suh
Andrew Swanson
Courtney Tellman
Anne Temple
Michael Temple
Pamela Uglietta

Bryan Urioste
Juan Vasquez
Kathy Vasquez
Sherry Vaughn
Cindy Villarrubia
Aaron Wang
Cong Wang
Ronald West
Kayla Williams-Dinardo
Will Winn
Andrew Yeaton
Celeste Zarpas

5 YEAR

Brian Beale
Larry Beck
Russell Becker
John Benyo
Kathy Brocato
Christian Broussard
Pierre Bulhon
Mike Cochran
Peter Coomaswamy
Joseph Corso
Andrew Cunningham
Juan Carlos Ferrer
Marcy Flora
Jeff Fong
Anastasia Goyen
Robert Goyen
Matt House
Walker Jezek
Edward Martin
Philip McBride
Vedran Miletic
Eric Miller
Christian Nelson
Jason O'Neill
O. Atilla Onan

Heather Otten
Gordon Phillipson
Diane Pierson
Charlie Pitkin
Gabriella Poczo
Brandon Price
Sam Rhodes
Gloria Riley-Schaaf
Shaun Roeber
Harvey Rosenblum
Richard Scott
David Scroggins
Matt Sherman
Brianna Siggins
Jim Sikes
Cody Silva
Vee Skinner
Kirsten Sorensen
Doug Trahan
Kim Trevey
Ken Trevino
Theresa Trevino
Greg Van Wyk
Keithley Wagner
Roger Wong

10 YEAR

Mohammed Abusalih
Becky Bain
Bruce Bain
Mark Billante
Paula Castillo
Ruben Castillo
Ramon David
Ray Demel
Shirley Demel
Matthew Ely
Thomas Emr
Caleb Everett
Helenna Everett
David Goodman
Patricia Goodman
Nels Gunnarsen
Steven Guzman
Gnossos Hebert
Phil Huffstatler
Steffanie Huffstatler

Sally Lawrence
Deborah Mahison
Colin Maitland
Bob Mathison
Aaron McGarry
Rick Naylor
Alan Neiman
Jody Neiman
Glenn Phillips
Stephen Pierce
Thomas Pierson
Terry Rawlins
Shanna R. Read
Steven Read
Jim Rowe
Stacey Rowe
William Skinner
Alex Suarez
Teri Suarez
Mark Tsutsui
Michael Tucker



HCR members volunteering their time at the St. Vincent Food Pantry Charity Event.

ANNIVERSARIES

15 YEAR PLUS

Kathy Altebaugh, 23
George Altenbaugh, 23
Richard Amato, 40
John Baez, 15
Lorie Baez, 15
Jack Bego, 22
Morgan Bego, 20
Ockhee Bego, 23
Margaret Bennett, 17
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Jared Black, 15
Mindy Black, 15
Matt Blankenship, 23
Mimi Blankenship, 23
Joan Bonnington, 15
Cheryl Boudreau, 16
Edward Boudreau, 16
Jeff Brennan, 19
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Sean Brindley, 26
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Michael Butler, 29
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Frank Ciotti, 40
Karen Ciotti, 40
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Cabrach Connor, 22
Caren Cooper, 15
Robert Custer, 35
Aaron Drake, 15
Maruzela Drake, 15
George Drazic, 27
Molly Drazic, 27
Sulan Dun, 22
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Chris Eckhoff, 22
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Jacki Evans, 21
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Steve Greentree, 19
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Tanya Hansel, 22
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Vincent Hauser, 18
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Lisa Hughes, 27
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JC Jammal, 16
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Sheila Kulczyk, 24
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Sophie Lammers, 16
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Sandi Lapp, 31
Amy Law, 22
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Richard Luciano, 17
Kelly Lyle, 22
Robert Lyle, 22
Amit Malhotra, 22
Radhika Malhotra, 22
Trish Mangum, 26
Sherry Marcus, 26
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Stephen Marshall, 33
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Bruce Mason, 16
Tom McClendon, 28
George McHenry, 17

Bruce McNeill, 22
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Maricarmen Miranda, 31
Philip Mitchell, 25
Charis Morrison, 29
James Morrison, 29
John Nagle, 17
Laura Nagle, 17
Carl Nall, 40
Linda Nall, 40
David Oakland, 15
Don Oakland, 15
Bret Olszewski, 33
Dione Otto, 15
David Paez, 15
Richard Pankhurst, 24
Nancy Pecor, 26
Shawn Pecor, 26
Michael Picolo, 16
Geoffrey Price, 18
Robert Price, 18
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Fred Ringness, 32
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Courtney Rivers, 16
Barbara Robbins, 19
Gordon Robbins, 19
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Wally Ruiz, 25
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Erica Seningen, 17
Michael Seningen, 17
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Lacy Seybold, 49
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Robert Smith, 23
Trish Smith, 25
Richard Sobel, 17
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William Stewart, 26
Jim Storer, 26
Terri Storer, 26
Peter Tan, 18
Barbara Tiemeier, 85
Dennis Tiemeier, 25
John Trevey, 26
Jonathan Trichel, 17
Bradley Trotter, 16
William Uhr, 15
Raymond Urbanik, 22
Ervin Vaught, 15
Kim Vazquez, 31
Samuel Vazquez-Agosto, 31
Sheri Von Briesen, 22
April Voss, 29
Matthew Voss, 29
Joe Walker, 25
Veronica Walker, 25
Kevin Webb, 31
Janelle Wenger, 38
Stan Wenger, 38
Reese Williams, 25
Dennis Wilson, 20
Jean Woloszko, 18
Thomas Woloszko, 18
Steven Zinn, 25
Susan Zinn, 25



A gathering from an Informal Get Together.



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GENERAL AUTOMOTIVE NEWS

Highlights from the
Porsche Newsroom



The Porsche plant in Leipzig has last week produced its one millionth Macan. The compact SUV has been manufactured in the city since 2013 and has achieved great popularity worldwide ever since. During the 2024 financial year, 82,795 vehicles were delivered to customers. ▶



Wireless charging has already radically simplified the use of the mobile phone: simply place the smartphone in a charging cradle and the energy flows. Porsche will soon be offering this user-friendly technology for electric cars as well: The company will be the first car manufacturer to bring an 11 kW charging system with a one-box base plate for battery-electric vehicles to market maturity. One-Box means that apart from the floor plate mounted at the parking lot, there is no longer any need to install a wallbox or control unit. ▶



Porsche is presenting the top-of-the-range model of the 911 series at the IAA Mobility motor show in Munich: an innovative twin-turbo powertrain with T-Hybrid technology makes the new 911 Turbo S the most powerful production 911 to date. The sports car, which is available as a coupé and cabriolet, debuts with significantly increased performance, a more powerful design, more intelligent aerodynamics, an optimized chassis and even more exclusive equipment. ▶





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National Porsche
Classic Competition

OVERLANDING CAYENNE

*Written By Horizons Editor
Photos by Porsche Austin*

The Porsche Classic Restoration Challenge is Porsche Cars North America's annual, U.S.-based competition that showcases the craft of bringing older Porsches back to life. Launched in 2020, it's now in its fifth year, Porsche Austin decided to enter the competition. Most would assume that a 911 would be chosen for a Porsche Classic challenge, or maybe the transaxle cars because of their recent

growth in popularity, or possibly even a retro looking 914, but Porsche Austin decided to take a slightly different approach. Through an abnormal confluence of events, Porsche Austin found itself in possession of a face-lift first generation base Cayenne. While in overall good condition, and without a specific plan, leadership within the group chose this as their champion for the 2025 Porsche Classic Restoration Challenge.





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Imperfect is sometimes exactly what you are looking for.

Porsche Centers can choose one of three routes within the competition, each emphasizing a different philosophy of “doing right” by a classic Porsche:

PRESERVATION Keep as much of the car’s original material as possible while improving function and longevity. Think paint correction versus full repaint, refreshing seat covers rather than replacing them.

RESTORATION A full, faithful return to “as-new” condition that closely follows original production specifications. As best restored to factory-correct standards.

INDIVIDUALIZATION Inspired by Porsche’s Sonderwunsch program, this path fulfills a special wish with creative modifications, while staying street-legal and using Genuine Porsche Parts.

After some time, and inspired by a Porsche 911 Dakar in for regular service, the team focused on a plan to convert the Cayenne into a full-fledged overland vehicle with off-road capabilities and a revamped aesthetic. With a build centered toward the individualization category, a team of eight technicians worked to fix exterior bodywork, revitalize interior, and make some overall improvements. The team began the process of outlining the work needing to be completed and then, with a little more freedom provided by the individualization category, started to dream a little bigger.



One of the technicians discusses the project during an HCR Tech Session.





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Steve Schermerhorn with Porsche Austin was the acting project manager during the process. He mentioned that as the project commenced, the excitement started to build once the suspension was replaced, the lower rocker panels were painted black and the more off road tires were mounted. The team could see the beginnings of something special taking place. That's when the ideas started to come in.

Suggestions and brainstorming took on a completely new level. Following the Dakar as inspiration, local partners helped with the graphics and custom roof rack. The tent on the roof rack is straight from the Porsche parts catalog, albeit painted with graphics. The interior updates include adding Apple CarPlay through Porsche Classic's Communication Management — something that can easily increase the usability to aging electronics.

After months of planning, disassembly, reassembly, painting, wrapping, and testing, the Cayenne was shipped off to the regional competition held near Indianapolis, Indiana. As one of several automotive events coupled together, the Porsche Classic Restoration Challenge proved to be a positive experience for all that were able to attend.

Built for the competition, the team has grown to love the renewed Cayenne. Many of the entrants to the Porsche Classic competition as customer cars or vehicles that will be sold later, Porsche Austin plans to keep the Cayenne for different dealer operations. Already amassed over 1,000 miles of different marketing events, car shows, and even as a support vehicle for Hill Country Region events, the Cayenne has proved to be a conversation starter and welcomed member of the fleet! ■





Written by HCR Member and Social Chair, Bill Foster

with 150 cars entered, a Porsche corral, banquets and even a variety of PCA Junior Activities for the kiddos.

On the first night of Parade, members were treated to the introduction of the all-new 2025 911 Club Coupe commemorating PCA's 70th Anniversary. Basically, the Club Coupe is a 911 T with unique packaging featuring PCA badging, the 70th Anniversary logo, custom plaid seat inserts wrapped up in a beautiful new Sholar Metallic Blue exterior honoring PCA founder Bill Sholar. Only 70 of these amazing machines will be made and can be purchased by 69 lucky PCA Members who will be selected from a raffle for the opportunity to buy one. Hopefully, somebody from Hill Country Region will be selected so we can live vicariously through them as they showcase this beauty during our many events held throughout the year.

At the Concours d'Elegance, PCA members entered a variety of Porsche cars dating back to a fully restored 1952 356 Bent Window Coupe all the way up to a brand new 2025 911 S/T and everything in between. Entrants spent hours upon hours cleaning and polishing their cars from top to bottom and everywhere in between. I heard a story of one entrant who drove his classic 911 from the hotel to the Concours only using his parking brake so

For 69 years, PCA National has held its annual flagship membership event in various cities across the country. This year, Parade was held in Oklahoma City at the Omni Hotel alongside the famed Route 66. The event celebrates PCA members' passion for the brand through driving tours, social events, tech sessions, autocross, and a showcase parade of various iconic models from across the Porsche spectrum.

The first Porsche Parade was held in August 1956 at the Washingtonian Motel in Gaithersburg, Maryland and was hosted by what the founders called Potomac Region. In fact, the first 55 Parades were hosted by either a PCA Region or Zone until 2011 when the annual event was adopted by the National Parade Committee. The first Parade had 65 cars pre-registered, and about 120 people in attendance. Fast forward to 2025 and Porsche Parade ran a full seven days with more than 2,000 members in attendance and around 800 Porsche cars from across North America. There were many highlights packed into a week of events including a Concours d'Elegance

as not to get brake dust on his calipers and wheels. How's that for being meticulous? Included in this collection of exceptional cars was HCR's very own Jim Sikes and his 2012 911 Turbo S. Though this was Jim's very first Parade AND his very first Concours, Jim ended up winning 1st place in his category bringing home a Blue Ribbon. Way to go Jim!

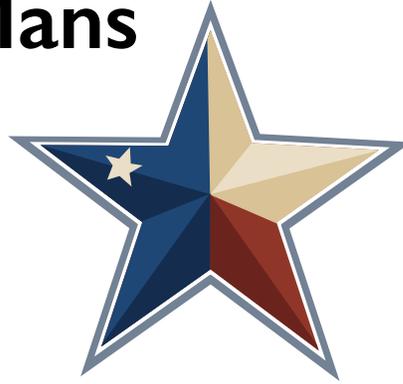
HCR had twelve members attend this year's Parade making the 7-hour trek up to Oklahoma City including our President, Crystal Zarpas and Vice President, Kent Ketterman. In addition to our inspiring team, there were also some very impressive VIPs in attendance including the grandson and great grandson of the Porsche family who even joined us on a driving tour along Route 66 to historic Fort Reno Cavalry Museum followed by a stop at the famous Stafford Air & Space Museum with a lunch stop in between at Lucille's Roadhouse. If you spent any time around the Concours venue, you were also likely to run into Chris Jacobs, host of TV's Overhaulin' chatting it up with Manny Alban and Vu Nguyen. If you haven't had a chance to do so, you can check out our Hill Country PCA Facebook page for many fun photos from this event.

Like most PCA Events, Parade is all about the Porsche community where members with a shared passion — be it track or the open road, manual or PDK — can gather to celebrate the cars they love with like-minded enthusiasts who simply enjoy the experience of owning and driving a Porsche car. If this sounds like you, then mark your calendars for next July to attend Parade in Lake Placid, NY and then Boise, Idaho for 2027. ■



The Sikes and their award winning 2012 911 Turbo S.

Lone Star Le Mans Welcome

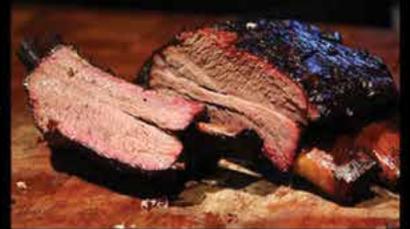


Written by Horizon Editor

Photos by Billy Hawkins

Porsche Austin welcomed a select group of members and customers for an unforgettable evening celebrating the brand's enduring motorsport legacy alongside the World Endurance Championship. The showroom transformed into a casual paddock lounge as guests mixed with Porsche Penske Motorsport personnel—including representatives and drivers from both the No. 5 and No. 6 Porsche 963 entries—who shared behind-the-scenes perspectives on preparation, teamwork, and race-day execution.

A highlight of the night was a rare, locally owned Porsche 962 joining the Porsche 963 display car—an inspired pairing that brought together two icons from different eras of prototype racing. Enthusiasts sipped cocktails, snapped photos, and explored the design and technology that connect past to present, from the 962's Group C heritage to the cutting-edge hybrid capabilities of the modern 963.



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2007 Porsche 911 GT3 courtesy of Porsche Austin

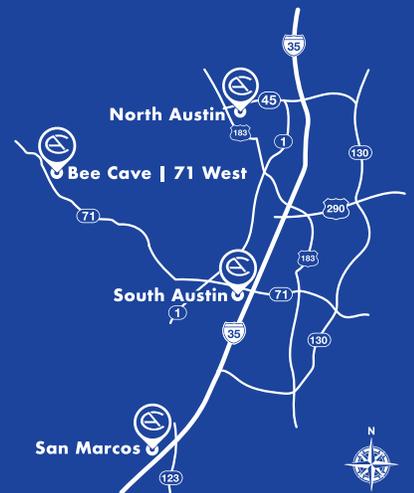
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A crowd gathers around a 963 display listening to Team Penske. Photo by Billy Hawkins.



A 962 was presented opposite the 963 display.

An interactive discussion with the Porsche Penske team anchored the program, offering insights into driver communication, strategy calls, and what it's like to attack a fast, technical circuit like Circuit of The Americas. Attendees left with a deeper appreciation for the human

effort and engineering precision behind Porsche's success on the world stage—and with renewed excitement for the competition ahead. It was a night that perfectly captured Porsche Austin's community spirit: authentic access, remarkable cars, and stories only racers can tell. ■



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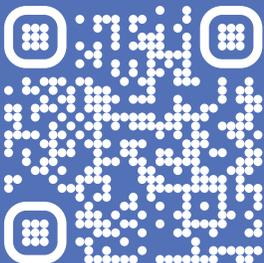
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AUTOCROSS NATIONALS

Written by Steven Tellman



Photo by Sports Car Club of America

It all started in 2002, when I bought a brand new Subaru WRX Wagon. I learned how to drive a manual transmission in the dealership lot. It was trial by fire, but I learned quickly.

The WRX opened a whole new world to me, introducing me to new friends and offering a chance to be involved in actual motorsports. I started autocrossing with the local car club Spokes in 2002. After a 12-year break from autocross, during which I focused on track days, I returned to Spokes in 2021 after the purchase of my 2013 911 Carrera S and dove in head first.

There are two main types of autocross in the U.S. as defined by the SCCA. Solo, which is the autocross we know and love, and ProSolo. ProSolo is a two-course, mirrored, heads-up drag race start autocross. It's unbelievably fun.

I mainly run with the Sports Car Club of America (SCCA), the Porsche Club, Texas Spokes, and the San Antonio Sports Car Association. These clubs make up the bulk of the autocross in Texas.

What makes SCCA National Autocross competition different from a local event? In reality, not much, but the three things that really differentiate them are talent level, site where the course is run, and the run format.

The level of talent at National events varies from novice to multi-time National Champion winning drivers. While surrounded by people who are likely better than you, you can look at it two different ways. There's the "I don't want to be last," and avoid going, or there's the "I want to challenge myself and improve," and try and learn from the best. I will always choose to use the opportunity to improve and will ask for better drivers to ride with

me or look at data. Always take an instructor if one is available! I've made large strides in performance by getting a different viewpoint on my driving. National events are for everyone, no matter their skill level, so take the opportunity to drive at one of the best sites in the nation in Beeville, Texas with the SCCA.

If you've been running with the Hill Country Region PCA lately, you know we've gone through a few sites at this point and ultimately landed at the Travis County Fairgrounds. While that site is convenient and provides enough room, drivers are running in the mid-to-low 30-second range. For comparison, the site that the SCCA uses in Beeville, is an old World War II airplane facility. This allows for nearly 70-second courses with speeds approaching 65 mph at the finish line. The ability to really open up your Porsche and explore higher speed transitions gives a whole new aspect to autocross. The course layout of National events is also a little different from regional events. Fewer cones, more reliance on looking ahead, and a mixing of inputs are hallmarks of a National level course. While this can be intimidating at first, you'll quickly adjust and other courses will feel slow in comparison!

When running an SCCA National event, the run format is slightly different. A National event is typically two days of competition, with a different course each day. While locally the PCA will get at least 8 runs, the National format is 3 runs per course. This means you have a total of 6 runs, and your two fastest runs are added up for your total time. This pushes you to learn courses faster and go quicker sooner in the run cycle.

The ultimate event in the SCCA's Solo calendar is Solo Nationals in Lincoln, Nebraska. It's always the week of Labor Day and it's a week of competition, parties, friendly trash talking, and camaraderie. Think of it as Burning Man for autocross and on a massive airport facility instead of a desert. Nearly 1,400 competitors descend into Lincoln with a huge variety of cars, daily driver Civics, tube frame Camaros, and lots of beautiful Porsches. The Lincoln Airport is another WWII site where the SCCA rents 20 acres of concrete for us to compete. The site is so big most people get around on electric scooters, bikes, and golf carts.

My first Solo Nationals was in 2024 and it was an eye-opening experience. Driving up my 911 from Austin to Lincoln was a bit of a chore, but I broke up the drive by visiting family on the way. Arriving on site Sunday afternoon, I parked in my assigned paddock spot and unpacked while seeing friendly faces roaming the

paddock. I wasn't competing for two days, but still had things to do like getting tech inspection done and checking into registration. Sunday night was capped off by a party event called the "Big Wheel ProSolo" hosted by the Texas Spokes crew. It's basically a ProSolo style autocross event but with adult size Big Wheels. That was a ton of fun, and one of the first parties of the week. Monday is an "off day" so no competition but allowed me to spend some time on the practice course to get a feel of the concrete surface. It also gave me the opportunity to walk the courses to familiarize myself with the flow and tricky spots. Monday evening, a party was held where five SCCA regions cooked food allowing attendees to sample their local fare. I went to sleep slightly early to make sure I could get a course walk in before competition started at 8:15 a.m. the next morning.

Competition days at Solo Nationals are the most fun. No matter if you are driving that day or not, there's always something going on. For me, I was running early in the morning so I could focus on my driving before getting caught up in everything else going on at the site.

Tuesday runs went decently; my fastest run was my third. The course was a great blend of speed and technicality, forcing me to focus on line choice and really trust my Porsche's traction coming out of corners. After inspection and waiting for any protests of results, drivers were free to return to the paddock. After calming down, I had to work the course to pick up cones. The day ended with a party in the paddock with a beer exchange that

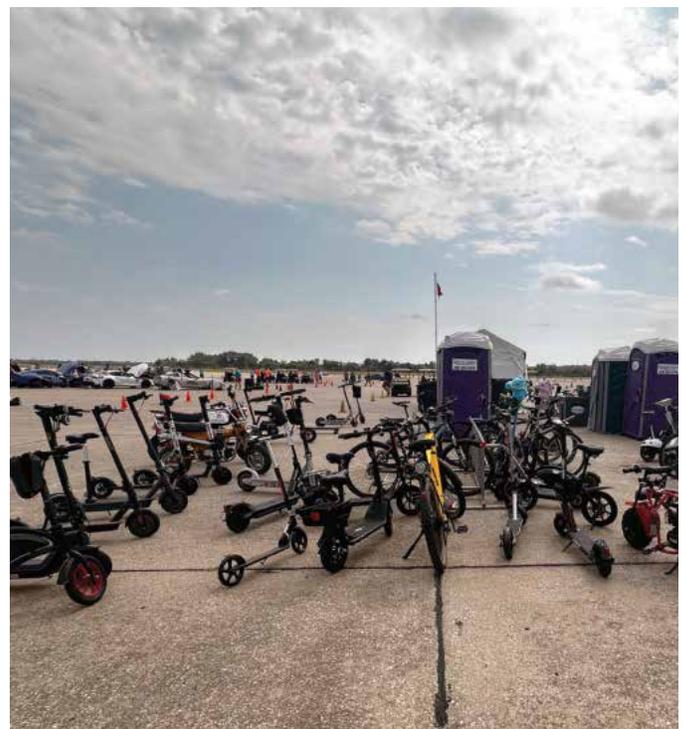


Photo by Steven Tellman

showcased different beers from all over the nation. Wednesday runs also went decently and I picked up 1.3 seconds on my second run, which ended up being my fastest run. This course was much faster with more space between elements and allowed for higher speeds. With those higher speeds, drivers were pushed to control their braking and steering input, ensuring both were smooth. At the end of the second day, I was unfortunately out of the trophies by 0.367 seconds. It was a tight competition! I celebrated with the trophy and podium winners, then returned to the paddock for a rest before getting ready for work. Once competition was over, the paddock lit up again with music and an ice cream social for everyone.

I stayed until Friday to help other competitors but then started back to Austin. About 12 hours later, I was back home with fond memories of my first Solo Nationals. My 911 treated me well the entire experience, from providing a comfortable drive up and back, to offering me a platform that can compete with the best in the nation. Our cars really can do almost anything!

Want to get involved in higher levels of autocross? Porsche Club of America does autocross at Porsche Parade, an event that brings competition from around the nation. If you want to get involved in SCCA National level autocross, check out the SCCA's website and explore their autocross program or find me at your local Porsche Club event (or the HCR Discord!). ■



Photo by Eduardo Moll



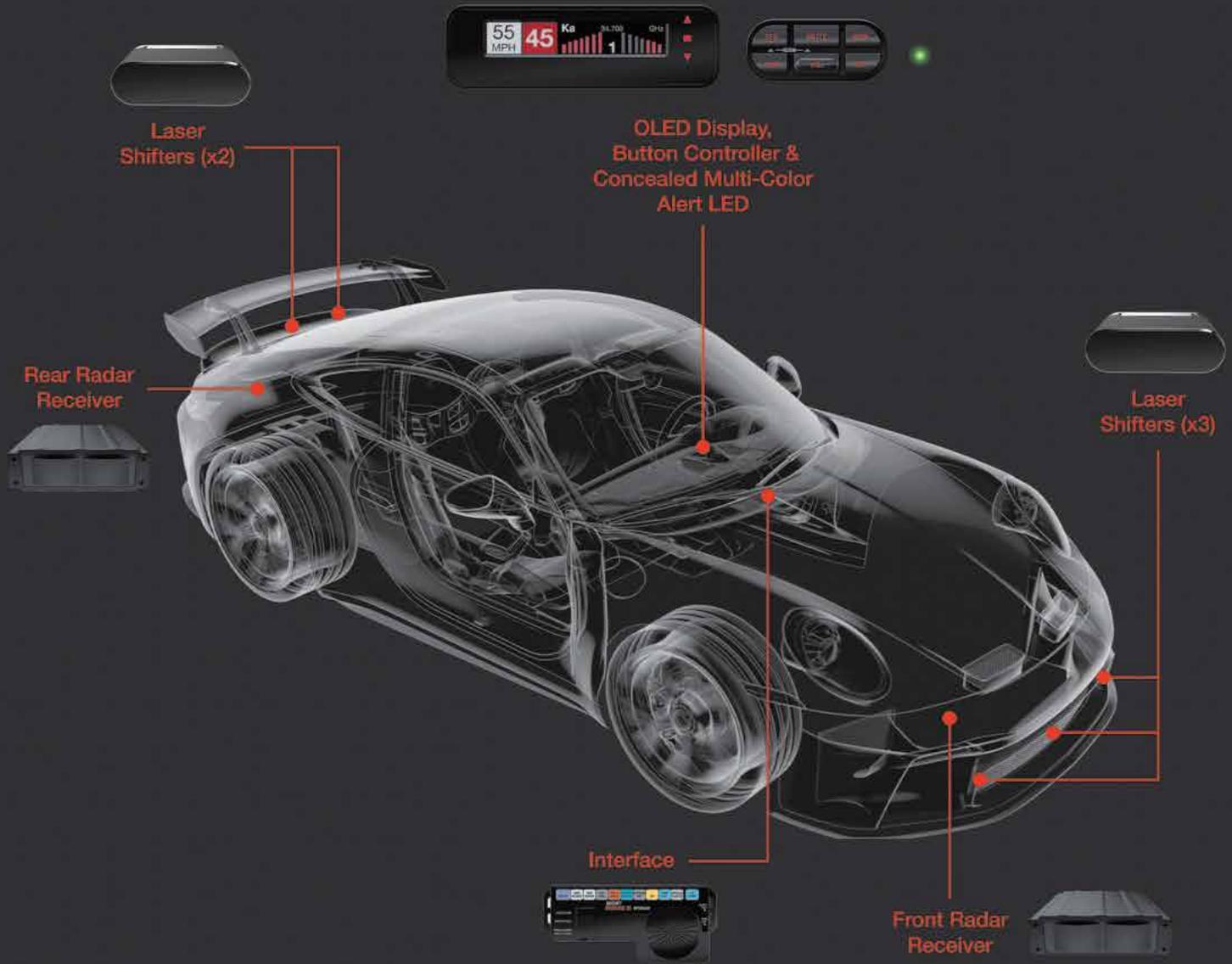
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FROM THE CALENDAR

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!



The informal get-togethers on Sundays at different locations throughout the area are gaining in popularity each month!



We had an amazing Ladies Luncheon at Jack Allen's Anderson Lane location in honor of our current President, Crystal Zarpas. This was the very first event she attended years ago, which jump started her journey with HCRPCA! We're so happy to have her as our President. Ladies Luncheon are always the 1st Wednesday of every month!

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





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GETTING OUT OF THE ZONE

Written by Wendy Schofitt,
Zone 5 Representative

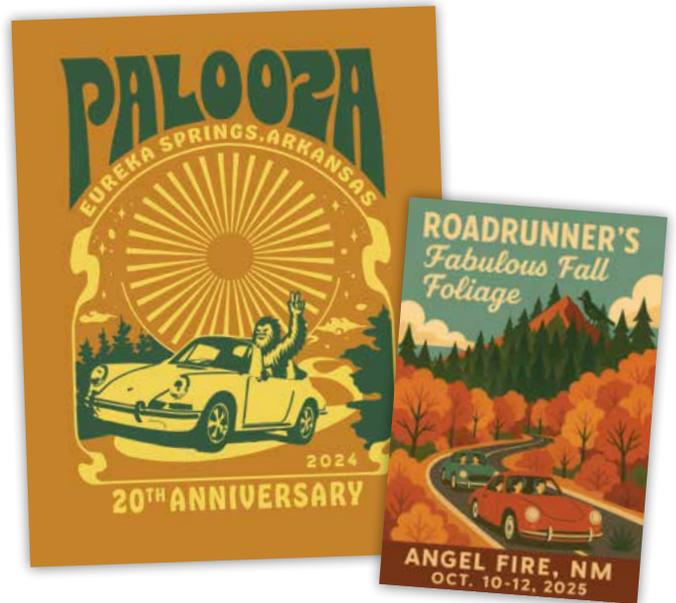


Most PCA members really have no idea just how big PCA is. Did you know that we have over 167,000 members? We started with only 190 charter members back in 1955 and have grown tremendously over the years. We are the largest single marque car club in the world. What started out as only one region (Potomac in the Washington, DC area) has now become 149 regions across North America.

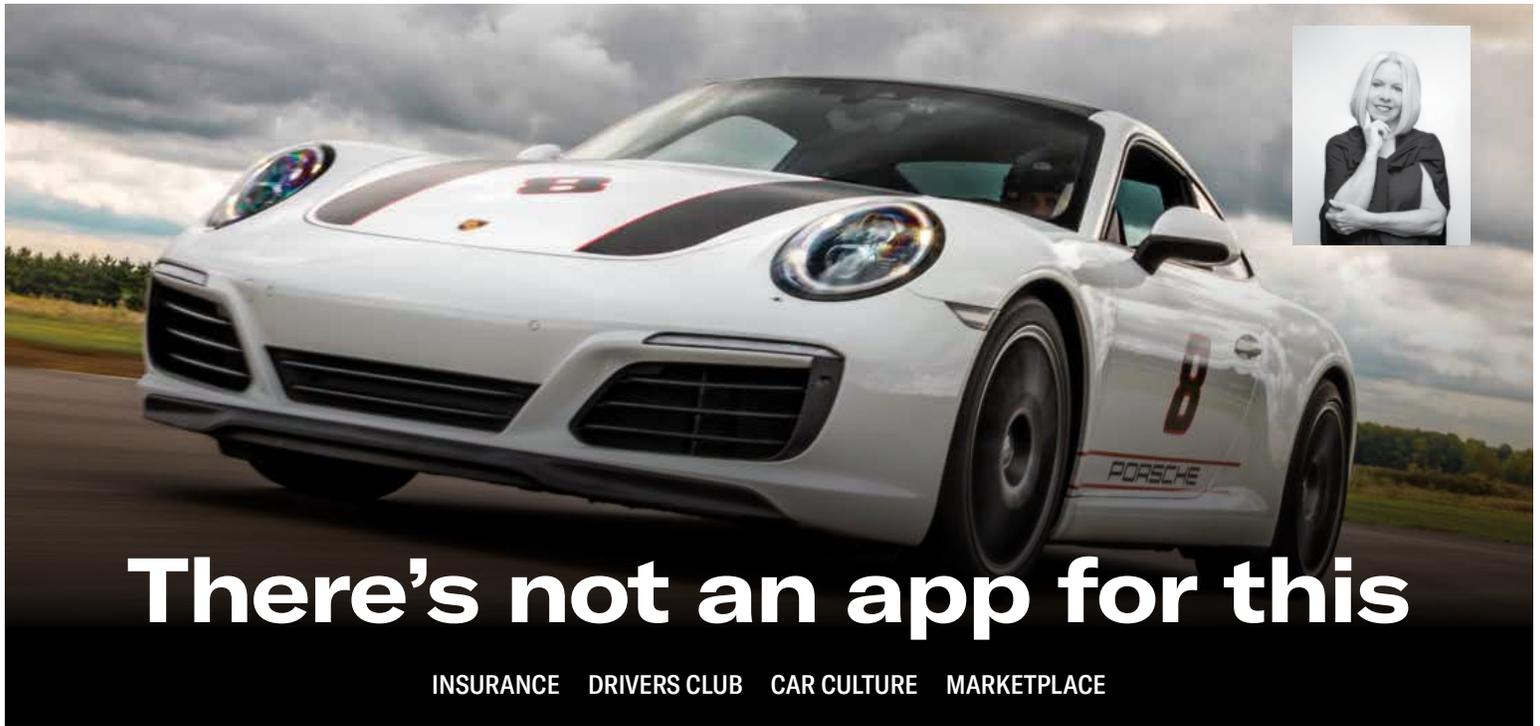
While initially it was a challenge to get enough people organized to form regions, by the end of 1967, there were 67. By 1969, the executive council decided that the regions needed to be organized into zones. At first there were only 8 zones and we now have 14. Organizing this way gives the region presidents a communication liaison (AKA Zone Representative) to work with and be heard. Zone 5 is made up of most of Texas and Oklahoma, and all of Arkansas and Louisiana. We are in Zone 5 and I am your current Zone Rep.

When you signed up for PCA, you probably had no idea of any of this. You probably didn't know when you gave your address that you were going to be automatically assigned to a region and a zone and have a representative. Shortly after signing up, I'm sure you started getting emails, letters, phone calls, and/or a newsletter from your local region, inviting you to attend local events. Hopefully, you started joining and appreciating what your region has to offer. The more you put into this club, the more you will get out of it.

Did you know that you can attend events even outside of your region or your zone? You are not pigeonholed into just going to your region's local drives, even though they might be spectacular! You have the ability to see what other regions and zones across the country are doing and be able to participate! I've been a member for 28 years and have been to more PCA events than I can count, including local, zone, and national ones. I've had an absolute blast doing so! Events across the country can be some of the most fun, as your participation from a distance can be very unexpected!



Check out the PCA website for some events that have been listed across the country. <https://pca.org/events/>. I'll give you some examples of events. Many people in our Zone know about PCA Palooza in Eureka Springs, AR (Nov. 5-9) put on by the White River Region. It's an amazing weekend with 37 tours available on some of the most beautiful roads! The Wilderness Trail Region in North Carolina puts on DrachenFest every year (Sept 11-14) that includes driving legendary roads like Tail of the Dragon. Roadrunner Region invites us to their Fall Foliage Tour (Oct 10-12) in Angel Fire, NM that will include beautiful drives around the Enchanted Circle. How about an HPDE event at Road America or Laguna Seca? Add to that the national events like Parade, Treffen, Ünstock, and Werks Reunion and you will get your fill. Look through the calendar to find something that interests you! Don't just stay in your own regional bubble! This country is huge and there are so many opportunities to experience in your favorite vehicle. Bring your old friends along and make some new ones! ■



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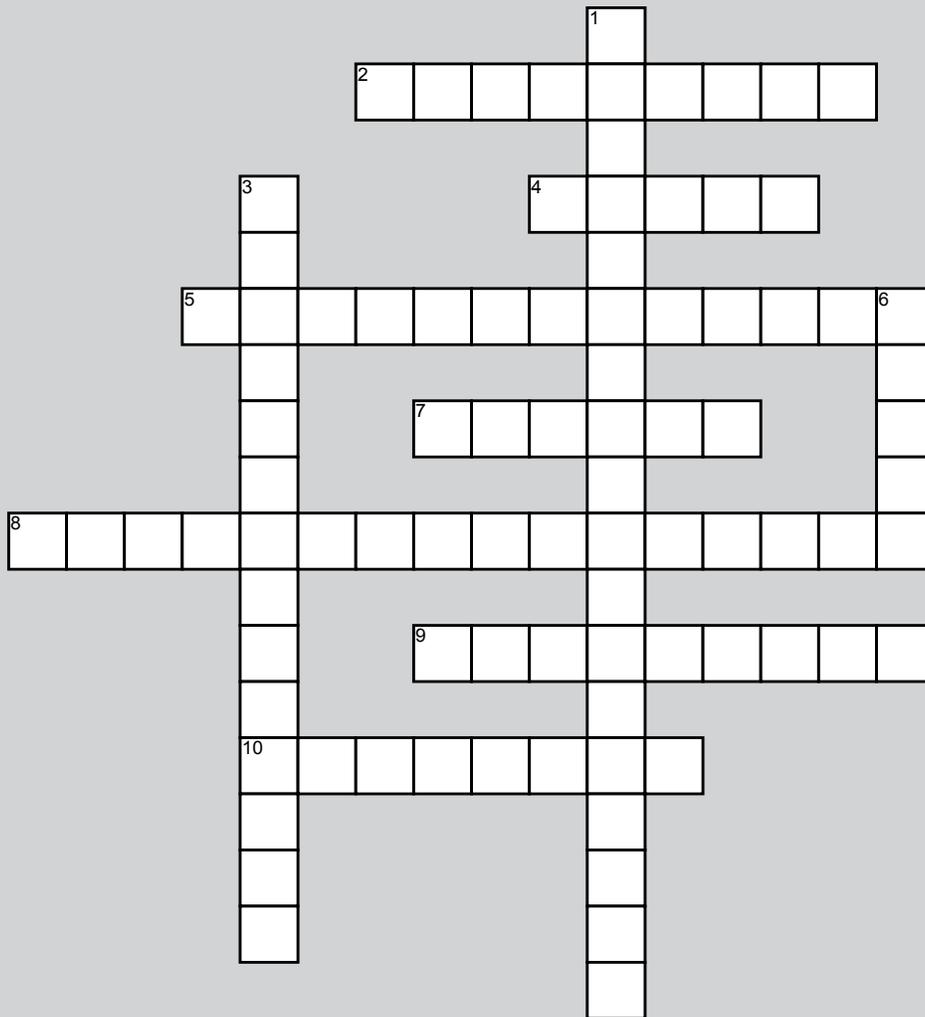


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4. First name of the man who said, "I looked around and could not find quite the car I dreamed of, so I decided to build it myself?"
5. The last generation of Porsche air-cooled engines
7. The first electric Porsche produced in 1900
8. The letters "GTS" stand for...
9. Which new Porsche sprints from 0-100km in 2.7 seconds?
10. The word "Taycan" in Turkish means _____ young horse

DOWN

1. Birth year of the iconic 356
3. Porsche has achieved more than _____ race victories
6. The number of 911 generations produced



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PIT STOP What exactly is a Tune?

Written by Drew Schwarzkopf, Photos by Cobb Tuning

Vehicles are becoming increasingly complex with dozens of electronic modules all communicating at calculation speed that would put our RPM limits to shame. In days past, a new car could be tweaked with nothing more than a bag of tools and some easy to learn knowledge. These days, it feels more like you need a degree in electrical engineering or computer science to change nearly anything on a car. Tuning your car certainly requires a lot of background knowledge but dozens of companies and performance shops are available to bring this science home to drivers in an easy to digest manner. So how does it all work? And how can anyone enjoy modern car tuning to truly push the limits and even break through them?

My name is Drew Schwarzkopf and I've been enchanted by figuring out how things work my entire life. I've built a career as a Vehicle Calibrator at COBB Tuning where I work to reverse engineer and tune Porsches, Volkswagens, Audis, Subarus, and Hondas. I've worked on everything from race cars to daily driven monsters making over 1,000 horsepower. My current project car is a 2003 911 Turbo (996TT) modified with bigger turbos destined to make about 700 horsepower when I'm finished.

The central brain of every electronic fuel-injected car is the ECU. Known by many names (ECM, DME,

PCU, etc.), the Engine Control Unit is responsible for coordinating communications in the car and telling the engine what to do. It reads data from hundreds of sensors and inputs this data into thousands of control tables commonly referred to as 'maps' to determine an output. There are control tables for commanded torque, airflow, fuel injection, and every function in the engine so everything runs smoothly. When working on a modern car, manipulating these tables in a few ways can increase engine output or allow modified parts to work as intended. The simplest and most common method of modification is known as reflashing. Reflash tuning is praised for its simplicity and the ability to retain factory functionality, as well as the ability to easily revert changes back to factory settings.

Most cars that utilize electronic fuel injectors will have some sort of ECU. On older models, such as a Porsche 944, we're typically limited to a dozen or so control tables, mostly controlling fuel only. On newer models, we can tune the ECU for more engine power, the transmission control module for enhanced transmission shifting, or even the body control module for fine tuning suspension and traction control. Even hybrid and electric vehicles can be tuned. Many Porsche shops even utilize the Porsche factory computer (PIWIS) to adjust settings for minor changes. When tuning a car, more horsepower



Tuning is usually accomplished by a calibrator with a laptop sitting in the car while analyzing data.

might be the first goal one thinks of, but the entire vehicle can be calibrated. A tuned car doesn't always need to be a race car, it can sometimes be a daily driven Cayenne where the owner just wants some more power when they stomp on the pedal. Tuners will take care to tune the car to the liking of their customers.

their actual abilities to sell for a specific price and custom tuning can be a cost-effective approach for owners to unlock that potential. A knowledgeable tuner will ensure that factory limits are only raised enough for the desired output and not simply disable the protective thresholds and safety software on the vehicle.

Driver Clutch Torque (Sport) Demand									
Accel Pedal (%) - Reflash-only									
	0.000	8.984	16.016	23.828	31.250	40.234	55.078	99.609	
500.0	0.0	67.7	131.9	200.6	215.4	219.0	229.5	256.7	
1388.5	0.0	46.4	72.4	138.6	223.6	293.5	302.0	325.9	
1723.0	0.0	33.3	62.6	121.8	201.3	299.7	376.7	402.4	
1995.5	0.0	28.5	56.1	111.1	183.5	268.3	407.2	508.0	
2499.0	0.0	23.7	48.4	96.0	160.2	246.6	375.3	630.5	
4004.0	0.0	18.4	37.0	69.6	112.0	175.2	283.8	639.6	
7197.0	0.0	13.8	23.6	41.2	62.6	98.6	178.1	518.2	
8000.0	0.0	13.5	23.6	41.2	62.5	98.5	177.1	502.6	

Engine Speed (RPM) - Reflash-only

Torque (ft-lb) - Reflash-only

An example of a control table in the ECU of a 992 Turbo S. This table uses RPM and Accelerator Pedal Position as inputs to determine a torque target for the engine.

On the surface, this might sound like it's bordering on sacrilege. Why would some tuner in a garage think he knows better than the team of engineers at Porsche, BMW, or Ford? The simple answer is that engineers don't solely decide how fast or powerful to make a car. Vehicles are typically designed below

Fortunately, drivers and owners rarely need to drive and make calibrations themselves without help. In a two part method, aftermarket companies have already done the difficult task of navigating ECU security and while technicians develop the files specific to each car. Many companies offer at-home flashing, allowing owners to connect to a car via a cable in the OBD-II diagnostics port and then follow instructions in a laptop program or handheld to reflash the ECU. This removes the guesswork and ensures that mistakes aren't made. For more complex projects, a dynamometer can be utilized to make fine adjustments to engine and transmission mapping for specific use cases. It is even possible for a technician to successively update a vehicle's mapping through email based on data logged through driving the vehicle. With so many customizable settings, it's worth noting that tuning can't fix mechanical problems on a car. If you're getting poor fuel economy due to a leaky fuel injector, a tune won't fix the issue. You or a mechanic will still need to ensure

Cayenne GTS Stock vs Stage1 93



The potential for power gains is impressive on the 9Y0 Cayenne models. This graph shows the difference between stock and tuned torque and horsepower on an otherwise stock Cayenne GTS. The tuned power is even higher than a stock Cayenne Turbo which is mechanically identical.

the engine is physically functioning as designed. There are also some myths that can be dispelled or at least qualified about tuning. Tuning typically won't significantly alter fuel-economy. However, if you suddenly begin driving more aggressively thanks to a faster tune, your heavier right foot might lead to higher fuel consumption. It's also common to hear that tuned cars are always less reliable. It's certainly possible to tune a car poorly and cause a myriad of problems, but cars that have been modified and tuned correctly and responsibly should be no less reliable than completely unmodified cars. Asking for more power out of a car doesn't necessarily mean that limits are being exceeded and a good tuner will be mindful of stock engine components and their capabilities while calibrating the vehicle. Another big reason many people choose not to tune their car is to retain their factory warranty. Anecdotal stories will relate

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simplified tales of a warranty being voided because a dealership tech suspected a car was tuned. However, there's usually more to the story than meets the eye. I recommend having an honest discussion with your preferred service advisor if warranty is a concern.

At the end of the day, tuning is simply another tool we have to work on our cars. Like any modification, it's a personal choice that drivers can make to pursue, but it's absolutely an amazing tool for unlocking the incredible potential that our cars are capable of, be it a track car that is setting faster lap times or a daily driver that we want to feel more connected to while driving to soccer practice. Just because the concepts behind it are getting more complicated, it's just as accessible as it's ever been. We don't need to shy away from embracing changes to personalizing our cars. With the right tools, we can go faster in safer, more economical ways. ■



Despite the difference in stock power and price, a Macan can often pick up more power with tuning than a GT3. Tuning turbocharged vehicles can turn the small SUV into a fun backroad carver, with room to bring plenty of friends and family along for the ride.



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Legacy Timing for Modernized Driving

Porsche began incorporating a chronometer into their production cars in 2006 with the introduction of the 997.1 GT3 and the Sport Chrono Package. Those Porsches with a chronometer visible on their dashboards have provided a clear, physical manifestation of a performance upgrade. Even if a driver rarely, or never, uses the timer function, the presence of the dash-mounted stopwatch visually differentiates their car as a performance-oriented model. This has been a tangible and highly sought-after symbol of a model's enhanced capabilities and its connection to the cockpit of a race car. But what about the owners of pre-997 Porsches? Might they also have use for a dash-mounted chronometer? And how might you install it so that it's accessible and visible on the dash to augment the performance feel of the car?

The first known appearance of a chronometer in a 911 dates back to the 1965 Monte Carlo Rally. The numbered 147 Porsche 911, which finished second in its class and fifth overall, had a dash-mounted Heuer Rally Master timer like the one pictured to the right. HCR member Ernesto Del Valle's Beyond Stock story goes back even earlier in time.



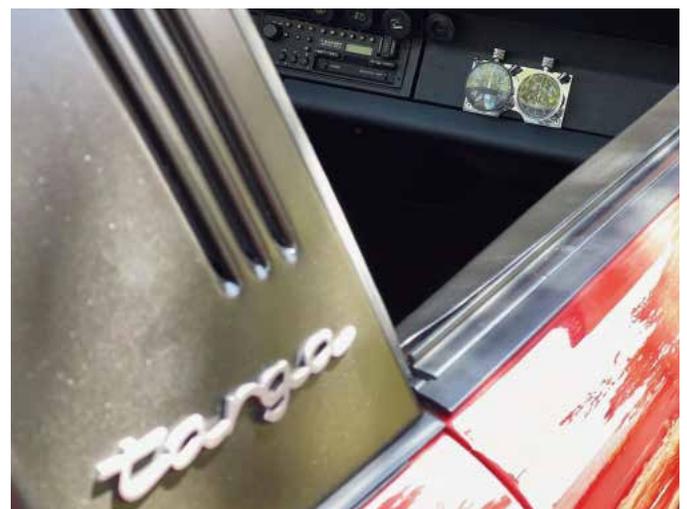
“My grandfather was a total petrolhead. Among his various cars was a 1956 Porsche 356 Coupé in which he installed a pair of Heuer Chronometers. He felt it made the car run faster! After my grandfather passed, the dual chronometer set was handed down to my dad, another gearhead! He installed the chronometers in his Mercedes 300 SL Roadster. Did it make the car faster? No need, it was already the fastest production car of its time! A few years ago, these 60-year-old chronos were pulled out of the drawer and were passed on to me. Unfortunately, they wouldn't run.”

Upon receiving the chronos, Ernesto felt compelled to continue his grandfather's and father's chronometer legacy. He visualized the chronos being mounted in his

own G-Body 1985 Carrera 3.2 Targa. But first, he had to get them working. Having an engineering background and being mechanically inclined, Ernesto wasn't fazed by disassembling the chronos to learn the cause of the problem. The solution turned out to be rather simple — the lubricant had dried out. After some additional research and a little drop of lubricant, Ernesto got the chronos running. The final step was figuring out how to adjust the calibration. Next, he had to install them in his Targa.

Some people choose to make drastic enhancements or personalization to their Porsches. Ernesto's goal has been to only make nostalgic enhancements that enhance the experience while maintaining his Porsche's original look, and more importantly, to make enhancements that are reversible. To easily install the chronometers on the dashboard would have entailed drilling holes into the glove compartment lid. But Ernesto couldn't think of doing such a thing.

“I discovered it's possible to remove the glovebox lid cover and expose the metal backing. I devised a replacement lid that allowed me to make tapped holes to secure the chronometers' backplate. To make this non-original lid look original, I found pigskin in black that exactly matched the pattern of the dashboard. Pigskin? Who knew! The result was incredible; the lid fits seamlessly and with the same pattern as the dashboard.”



Another customization, and perhaps his favorite and most useful was to replace the factory-installed Blaupunkt Monterey tape deck radio with a PCCM (Porsche Classic Communication Management). The new unit fits into the same slot as the factory radio, so it is non-intrusive and looks like it's always been part of the car. The screen is quite small, but the unit maintains all the functionality offered by CarPlay.



“One shortcoming of the PCCM is that the connection to an iPhone requires the use of a physical cable. There are a ton of devices out there that enable wireless, so the challenge became where to keep the phone? Back to the drawing board — I wanted wireless charging that kept the phone secure and also out of open view. Rennline and other brands offer phone mounts, but all entail having the phone higher up on the dash, often leveraging the ring on the dash clock. In keeping with my philosophy to not permanently modify the look of the car, I devised a plate that would take the wireless charger and attach it to the console on the footwell. Since charging heats up the phone, I added a little set of air-cooling fins. The special bracket is attached to existing tap points on the console and holds the phone out of the way.”



If you have an F or G Body 911 and have an interest in learning more about the enhancements that Ernesto has made to his Targa, email him at delvallehne@gmail.com or chat with Ernesto at an HCR event. ■

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