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EDITOR

VIPUL DARJI

EDITOR@HCRPCA.ORG

ASSISTANT EDITOR

JEFF MOORE

ASSISTANTEDITOR@HCRPCA.ORG

ASSOCIATE EDITOR

JONATHAN HAGGAR

ASSOCIATEEDITOR@HCRPCA.ORG

ADVERTISING & MARKETING

JOHN BOUTSIKARIS

ADTEAM1@HCRPCA.ORG

Visit Our Website:

www.hcrpca.org

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On the cover: A 1971 911 2.5 S/T. Image courtesy of *newsroom*.

For more on the story of this '72 LeMans winner, please go to:

<https://newsroom.porsche.com/en/history/porsche-history-restoration-911-st-le-mans-techno-classica-12412.html>



THE DRIVER'S SEAT

BY TUFFY VON BRIESEN

Hello everyone! This is my first column as incoming President of Hill Country Region (HCR) and I want to thank everyone for an outstanding 2017 that laid the groundwork for 2018. I especially want to recognize outgoing president, Tracey Gross, for her work during the past three years. Thankfully, Tracey remains active in HCR and on the Executive Council. Her experience and knowledge will help all of us to continue the momentum.

We do face a challenge to maintain our recent momentum as we move into 2018. Hill Country has become a dynamic mid-size region that ranks among the best. As evidence of this, we nominated HCR for the prestigious Ferry Porsche Award presented to the Porsche Club of America (PCA) Region of the Year. As the submission was being drafted it was apparent that HCR is a very active region with a wide diversity of activities supported by a strong group of volunteers.

We orchestrated over 90 activities during 2017. Our 2018 calendar already has almost 90 activities scheduled. I remember the first HCR annual meeting I attended in January 2016 where HCR welcomed our 1000th member. As I write today we are about 1240 total members. That is a fantastic 20% growth over two years. This is momentum.

Another challenge is to maintain the quality and diversity of what we do, and at the same time identify new and different events and activities that will appeal to the region's membership. We'll continue all the things you're familiar

with: the driving tours, the Lunch Bunch, the Happy Hours, the Tech Sessions, Street Survival, social activities and the track events. The newsletter crew will continue to publish an outstanding Horizons.

However, we'll look for some new things. We're currently planning our first overnight driving tour. We plan on finding additional unique restaurants for our tours, Lunch Bunch and Happy Hours. We'll try some new events where our members can get together in a social setting. We'll provide new and interesting venues for our tech sessions. And, at the same time, we'll work to improve our infrastructure.

We are actively working to upgrade our website. We want to document the history of HCR and have launched a review of our bylaws to reflect current standards. The Horizons team is always looking for ways to improve our newsletter and continues to seek new contributors.

We can't do this without you. We want your input, whether positive or negative, and we value your ideas. Many of the new things we are doing are based on suggestions from our members.

The commitment to you from the Executive Council and Board of Directors is that we'll be responsive and listen to what you have to say. Thanks for giving us the opportunity to work with you. We look forward to a banner 2018!



MEMBERSHIP REPORT

BY STEVEN GUZMAN

ANNIVERSARIES

5 Years

Lynn & Larry Friedman

10 Years

Carolyn & Larry Braxton

15 Years

Danielle & Weston Walter
Kamal Khouri
Mike Brecheisen

MEMBERSHIP TYPE	Nov'17	Dec'17	Jan'18
PRIMARY MEMBERS	833	830	838
AFFILIATE MEMBERS	384	382	390
TOTAL MEMBERSHIP	1217	1212	1228

HCR Executive Council & Chair Members

President
Vice President
Treasurer
Secretary
Past President

Tuffy von Briesen
John Boutsikaris
Bruce Harris
Steven Guzman
Tracey Gross

president@hcrpca.org
vp@hcrpca.org
treasurer@hcrpca.org
secretary@hcrpca.org
tracey@hcrpca.org

Chief Driving Instructor
Club Race Co-Chair
Club Race Co-Chair
Community Relations Chair
Driver Education Chair
Dealer Liaison Chair
North/Central Happy Hour Chair
South/West Happy Hour Chair
Lunch Bunch Chair
Membership Chair
Social Media Chair
Tech Session Chair
Test Drive Chair
Tourmaster Co-Chair
Tourmaster Co-Chair
Troubleshooter
Webmaster
Zone 5 Representative

West Dillard
Andrew Seifert
Michael Stein
Jon Hornaday
David Gross
Tuffy von Briesen
Rika Preuss
Steven Guzman
Bob Hieronymus
Steven Guzman
Jennifer Anderson
Winslow Mankin
Gordie Robbins
Ron Todd (RT)
Chris McChesney
Alex Suarez
John Deviney
Jon Jones

cdi@hcrpca.org
clubrace@hcrpca.org
clubrace@hcrpca.org
pr@hcrpca.org
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tourmaster@hcrpca.org
tourmaster@hcrpca.org
alex@alexsuarez.com
webmaster@hcrpca.org
zone5rep@pca.org



Left to Right:
Bruce Harris,
Tracey Gross,
Tuffy von Briesen,
John Boutsikaris,
& Steven Guzman

2018 ANNUAL MEMBER MEETING HIGHLIGHTS

BY JEFF MOORE

About 60 members attended the Porsche Club of America (PCA) Hill Country Region (HCR) Annual Meeting January 20, 2018 at Mimi's Café in the Hill Country Galleria in Bee Cave. The Annual Meeting traditionally is the first formal HCR event for the new Executive Council (EC) and Board of Directors (BOD), provides a forum to brief members on the prior year achievements and an update on the plans for the upcoming year.

Incoming HCR President Tuffy von Briesen opened the meeting by introducing the 2018 EC and BOD. The 2018 EC consists of Vice President John Boutsikaris, Treasurer Bruce Harris, Secretary Steve Guzman and Past President Tracey Gross. He also introduced HCR member Lynn Friedman, the PCA National Porscheplatz Coordinator.

Tuffy recapped 2017 by saying it was a stellar year for HCR. The Region sponsored over 90 separate activities that included the first PCA Spring Treffen, Treffen Hill Country. We had an aggressive Community Service program that included support to four community programs as well as a contribution to provide a bench at Zilker Botanical Gardens in memory of Edie Musgrove, a long time HCR member.

The 2017 social calendar included the usual recurring Lunch Bunches, Happy Hours, and three social events highlighted by our Holiday Party. We coordinated our annual Carrera of the Americas Club Race and Advanced DE at Circuit of the Americas. Also included in our DE Program were two additional Schnell Fest DE's at COTA. The track events were unique since they were co-hosted by Lone Star and Maverick Regions, and highlighted the positive

impact of multiple Regions working together.

Another highlight of 2017 was HCR membership growth. Your region grew by over 140 members during 2017. We started January 2016 with 1000 members and by December 2017 we had grown to 1227 members. That's a fantastic 20% increase in two years!

To recognize the efforts of our volunteers and members in 2017, we submitted a nomination of HCR for the Ferry Porsche Trophy for the PCA Region of the Year. The winner and runner up for this prestigious award will be announced at the PCA Parade at Lake of the Ozarks, July 8 - 14, at the Tan-Tar-A Resort, Osage Beach, MO. HCR should also be in the running for a membership award based on our growth. We hope to see a large contingent of HCR members at Parade this year.

HCR recognized one especially deserving volunteer. Outgoing President Tracey Gross was recognized for her service as HCR President from 2015 - 2017. Tracey got a resounding ovation as she accepted the award; an award well deserved!

Tuffy summarized plans for 2018 by stating our challenge is to continue the momentum from past years while raising our level of excellence. We'll do this by seeking new initiatives and implementing new and diverse activities. Some examples planned for 2018 are Sunday Brunches and an overnight driving tour. Other activities we are exploring are establishment of autocross and rally programs. We'll establish a Long-Range Planning Committee to review our bylaws and provide some

strategic direction about where we want HCR to be in three to five years. We'll start to research HCR history in an effort locate information about past presidents, past award winners and other relevant information that will provide an archive of the history of the Region as we enter our 41st year.

Tuffy then called on Vice President John Boutsikaris who introduced the 2018 Board of Directors and asked them to provide a summary of their programs.

Treasurer – Bruce Harris

- HCR finances (income and expenses) are balanced, stable and in good shape
- Financial statement available to members upon request

Secretary/Membership – Steve Guzman

- HCR membership as of December 2017 was 1227
- Significant increase in members over past two years
- Focus to retain as many members as possible

Horizons – Jeff Moore & Jonathan Hagar

- 2017 objectives, and continuing into 2018 include a greater emphasis on articles covering technical topics and feature stories of our members.
- Thanks to the contributions of several additional writers and a stabilized advertising base, Horizons has an increased page count and averages 40 pages per issue.
- A highlight of 2017 was that our Fall 2016 issue, featuring the red 356 painting by local artist Shannon Fannin, was ranked among the top 5 finalists in the PCA national newsletter

cover contest.

Webmaster – Mary Ann Cooper/John Deviney/Satya Miller

- Revising HCR website to bring up to current technical and design standards
- Google account reviewed and made current
- Social Media continues to provide up to date information about HCR

Tech Sessions – Winslow Mankin

- The four tech sessions in 2017 were very well attended
- Planning five tech sessions for 2018
- First 2018 tech session is February 24 at Werks11, Temple, TX.

Lunch Bunch – Bob Hieronymous

- Planning on one Lunch Bunch per month, same as during 2017
- Will continue to identify interesting locations with good food and parking

Driving Tours – Ron Todd & Chris McChesney

- Planning on eight tours in 2018
- Working on some new destinations
- Planning on two overnight tours

Public Relations – John Hornaday

- Focus on additional information about HCR published in PCA Panorama

Driver's Education – David Gross

- Advanced DE in conjunction with Club Race scheduled for March- initial registration is strong
- Two additional Schnell Fest DE's planned for 2018- expect both to sell out

Club Race – Michael Stein & Andrew Siefert

- Club Race planning well under way
- Registration is open and is trending well.

Street Survival – Rob Price

- Planning both spring and fall Street Survival courses

- Working with Circuit of the Americas for location

Test Drive – Gordie Robbins

- Test Drive program continues to exceed expectations

North/Central Happy Hours – Rika Preuss

- Starting to identify locations for upcoming year

South/West Happy Hours – Steve Guzman

- Identifying locations for 2018
- Will identify new South/West Happy Hour Chair to take over from Steve Guzman

Trouble Shooter – Alex Suarez

- Alex has assisted HCR with driving tours and is also now helping with website development

Social – Vacant

- Position is vacant. We are seeking candidates!

Safety – Vacant

- Position is vacant. We are seeking candidates!

Historian (new position) – Vacant

- After research into HCR history is completed, we will need to approve and fill this position

Thank you to those members who attended the meeting. We seek and encourage all our members to be involved and provide input on our events.

We hope to ensure that 2018 and beyond are successful as 2017 was for us.

Tuffy von Briesen presents outgoing president, Tracey Gross, with an award.



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AN AUTOMOTIVE EUROPEAN VACATION

STORY & PICTURES BY JEFF MOORE



A 356 from Austin at the Gmund Museum.

For us car enthusiasts, a trip to Europe is hardly possible, and certainly ill-advised, without partaking in any number of vehicular attractions.

And so it was that my wife Lisa and I successfully intermingled the region's automotive offerings with other leisurely activities during our recent vacation to Austria, northern Italy, Slovenia and (of course) Germany. We enjoyed three full days of our 13 day trip focused on "car stuff." ...



At the museum.
A 904 Carrera GTS.

PORSCHE DAY

This is now my favorite road intersection anywhere: the three-way confluence of Schwieberdinger Str, Otto-Der-Strabe and Strohgaustrabe in the town of Zuffenhausen just to the north of Stuttgart. This prestigious crossroads is bordered by the Porsche production plant and headquarters to the north, the Porsche Museum to the east, and Porsche Center Stuttgart, a very large, well-appointed and perfectly located Porsche dealer to the west. In the middle of it all, surrounded by a traffic circle, is the 82-foot-tall Porsche sculpture called Inspiration 911 featuring three 911's from different generations, each mounted at the top of steel pillars.

The gate to the factory is surprisingly (although I'm sure deceptively) easy to enter. Our tour group of about 15, guided by a young Porsche software engineer, walked right into the complex and through the maze of walkways and buildings, up and down stairs and elevators, and right alongside the production area. We were amongst Porsche employees going about their jobs, occasionally nodding "Hallo" as we passed in the hall.

This is a historic place— its roots go back to 1938, when Ferdinand Porsche located his new company from central Stuttgart to the current site at Zuffenhausen. The early years focused on design and contract work for other companies. Plant 1 started as a simple

operation consisting of a carpenter's shop, paint shop and sheet metal and assembly shops. Over the following decades, the plant and complex was continually expanded. Plant 2 was built in 1952, followed a few years later by Plant 3. Many of the original plant structures remain. Today, the site includes 6 distinct plant operation centers producing about 200 Caymans, Boxsters and 911s daily and employing almost 8000 people. Looking to the future, during our visit we saw infrastructure under construction to accommodate the upcoming Mission E production.

My initial impressions? The houseplants (plantplants?) located throughout the facility including right alongside the assembly line. The quietness. The intelligent use of limited space. Most buildings are multiple stories, with the different parts of the production line moving between floors and even between buildings. Everything has been thoughtfully connected and integrated for efficiency. The careful balance between automation and human assembly is apparent- even as Porsche's production volumes have increased over the years, the efficiency of automation is weighed against the benefit and occasional necessity of hand assembly.

As we stood by the line and watched the "marriage" of the chassis, engine and transmission with the body, our tour guide explained that this particular configuration and equipment was very recently changed to



BMW Z4 concept at Frankfurt Motor Show.

carefully increase automation and was still in the process of being optimized. A group of engineers stood nearby with clipboards, watched, took notes, and conferred quietly.

After the fascinating and intimate factory tour, we spent some time in the Porsche Museum. The museum is multilevel and the interior path follows the contours of the building structure. The six Porsche “ideas” of Intensity, Lightness, Consistency, Strength, Speed and Innovation are exhibited and explained, and intertwined with the chronological progression of the most notable Porsche vehicles of each decade. There was a special exhibit for the Cayenne, coinciding with the release of the third generation. We enjoyed a lunch at the on-site Boxerstop Café (where we learned that Boxerstop translates to Pit Stop). We exercised restraint in the well-stocked Porsche goody store.

BMW DAY

There is a similarly impressive, although less intimate, road intersection on the north side of Munich and adjacent to the Olympic Complex, where the BMW Headquarters, factory, museum and the “BMW Welt” are clustered.

The BMW factory tour showcased a much larger scale of operations compared to Porsche. The Munich factory produces about 1000 cars and several hundred engines per

day (it is the only BMW plant which assembles both automobiles and engines), and is more highly automated. In the body shop alone over 800 robots conduct almost all the welding of about 8000 welding spots per vehicle. Still, the body shop employs over 1000 people too, and the plant in total over 8000. This is the “mother ship” and the global lead plant for the 3 and 4 series. From its founding in 1922 to 1951, this facility produced aircraft engines and motorcycles. Then came the BMW 501, Isetta and the 2002 which finally launched BMW into the big-leagues. Even as production volumes increased progressively over the years, this plant also had the honor of producing the hand-built Z-1 and Z-8 limited production vehicles.

As with Porsche, the theme of continuous improvement and attention to the smallest of details is evident. Our guide pointed out specific improvements identified and implemented by employees- something as simple as a slightly different arrangement of tools on a workbench to reduce employee movement time can add up to big efficiencies across the multitudes of processes, not to mention the benefit of improved ergonomics for employees. The numbers are staggering: each day, suppliers deliver 1.3 million parts in 300 trucks, all of which are unloaded, sequenced, and sent to specific parts of the production process “just in time” to meet up at exactly the right time and place to become part of the finished vehicle. Amazing.

THE FRANKFURT MOTOR SHOW & PORSCHE MUSEUM AT Gmund

As if “Porsche day” and “BMW day” weren’t enough, we had two additional automotive experiences. Coincidentally, the day we arrived in Frankfurt was during the 67th biannual Frankfurt Motor Show- arguably the largest auto show in the world. So, needless to say, we spent our first day at the Frankfurt show before driving south to Stuttgart. The scale is massive – 8 large buildings totaling over 800,000 square feet, plus dozens of acres of outdoor exhibition space.

The clear emphasis and dominant presence (naturally) were the German companies- BMW (with Mini and Rolls Royce) had an entire building to itself, and revealed the new (still concept) Z4, the new 8 series and the X7 concept. Mercedes had a very flashy display and show, highlighting the concept Project

One, a road-ready Formula 1 vehicle with over 1000 horsepower.

Porsche displayed the new Cayenne, Panamera wagon and the 911 GT4 Touring. Silver was the preferred Porsche color at the show, with splashes of blue. Audi introduced the all-electric "aicon" concept. We also enjoyed learning about the marques we don't see in the US, including Chery, Citroen, Renault (our rental car was a brand-new Renault Talisman- quite impressive, but a bit wide in the shoulders for narrow European roads)

Later in our trip, on the way from the Brda wine region of Slovenia to Salzburg, we stopped in the small Austrian town of Gmund, home of the privately-run Porsche museum located in the building which housed the Porsche Headquarters and operations from 1944-1949.

Porsche had temporarily relocated its fledgling operations from Zuffenhausen to avoid the wartime air raids targeting the industrial areas in Germany at the time. It was here that the first production car bearing the Porsche name and crest was designed and built- the 356.

We arrived at opening time on a weekday, and had the place to ourselves. It's a small museum, but with displays and vehicles not found elsewhere. A strong group of 356's included a 1962 356B which was acquired from an owner in Austin back in 1987. Also, intriguing was the 1956 Jadgswagen 597, a military style vehicle produced while Porsche was ramping up its focus on sports cars. Also displayed were a wide array of small tools, artifacts and photographs from the factory.

Future trips will be needed to explore the many other temptations of the region- the Porsche factory at Leipzig, additional BMW and Audi factories, Motor Valley in Italy including the Ferrari and Lamborghini factories, and of course there's the Nurburgring....



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PORSCHE SPORT DRIVING SCHOOL

STORY BY
GEORGE HANSEN

PHOTOS COURTESY OF
PORSCHE N.A. &
BARBER MOTORSPORTS

It's been 6 months since I registered. Much anticipation and great expectations, but the day is finally here.

- 16 turns, 2.38 rolling miles of asphalt – Barber Motorsports Park, Birmingham, Alabama
- 30 students, 9 instructors – all race experienced, tutors and great personalities to boot
- Porsches – 718 Boxster S (PDK), 718 Cayman GTS (manual), 911 Carrera GTS (PDK & Manuals), 911 Turbo S (PDK), & Cayenne for some off-road diversion

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Learn skills you won't learn on your own or by reading any "how to be a racer" book (believe me; I've studied several over the years). With

afternoon of both days, and by splitting the class, everyone spends time on skill building exercises like the low, low, low friction wet skid pad, autocross, braking and lane control, brake & down shifting coordination – heel & toe if you're a purist, and not to forget, "Launch Control" – 0 to 60 in 2.8 seconds/1.2 G's in the Turbo S. And then back on the track, hoping to not experience the massive oversteer of the skid pad on the race course! Maybe just enough to wake up the PSM - that would be OK.

I mentioned splitting up the class. We were divided into six groups of five each. Half the groups were on the track and the other half moving between the skill building exercises, and then we'd switch off. On the track, we were broken down into four – three or four person drive groups – each led by an instructor. Yes, I did say led, as in Leader/follower. Instructors do not ride with the students –



track time in current model cars provided by Porsche North America, you experience vehicle performance capabilities that you either couldn't or shouldn't try to explore at the limit on the street. When it's finally hot lap time with an instructor running near the limit, you really find out what these production cars on street tires can do, but I'm getting ahead of my story.

Just keep one thing in mind. This experience is like the potato chip commercial – "Betcha can't eat just one!"

After literally hundreds of these classes, the instructor team has the logistics under perfect control. There's minimal time in the classroom, track instruction morning and

they know better than that. Not really. There is reason and logic to the approach. Over time, they've learned that an instructor in the car has an overall, damping effect on student performance, and trying to tell the student what they should have done in the last corner is just distracting their focus from the next corner. After a few laps, when you mess up a corner, you know without being reminded!

So, leader/follower. OK. But with refinements. Each student car is equipped with a radio receiver, plugged into the AUX input of the car's audio system, and the instructors have mobile radios. They can talk to their drive group, but students can't talk back – also a function derived from experience I suspect.

So while we're riveted on proper 9 & 3 hand position, looking into our turn points, maintaining trail braking, smoothly transitioning back into the gas and tracking out into full throttle, the instructors are tooling along one handed, one eye on the track ahead, one eye on the pack behind and keeping up a radio flow of commentary aimed at improving our performance and consistency.

Just one more aspect of the leader/follower drive groups, called "Rotation". After a couple of laps, as we turn into the front straight, the instructor's command comes over the radio "Rotate". Student car in the first follower position pulls left, all the others pull up and the first pulls back in line in last position, all executed with precision before we create a shamble going into turn 1. This way, we all get to follow the instructor's proper line, and not blindly follow a fellow student who may be gallivanting all over the track.



From what I saw, most students got in the groove. Not much gallivanting, much less any off-road excursions.

As if we needed a diversion, let's load up in the Cayennes and do some off-road driving. Off-Road? I think the last vehicle on these tracks was branded Caterpillar. You simply cannot believe what the Cayenne is capable of. Turn up the air suspension control to maximum clearance; engage 4 wheel and descent control and you're ready for the Rubicon. The only accommodation for this craziness was fitting all season tires, and dropping the air pressure a few pounds. Probably no Cayenne owner in his/her right mind would ever subject their vehicle to this kind of terrain.

Ok, enough diversion. Back to the track on day two. What's different? Other than you've played the day one mental tapes over and over in your head all night. That was a real homework assignment, but not intended to consume all your sleeping hours. So, yes, now you have the track imbedded in your cortex, turn by turn, uphill, downhill, turn in points, apex, you're ready for it all to come together, and you know, it does. I would advise, strongly advise.... do not sign up for just the one day performance driving school - you will want that second day so badly.

Now here's what's different about day two. You compete against the other students in your original team of 5 in autocross. Fastest laps and overall team time including driver changes. Our team had potential, and we picked a really cool team name. Then, two of our guys mowed down at least 1/3 of the cones on the course. After we finished, spouse LD who had watched our "performance" suggested we rename ourselves the Cone Heads - we did - and no, we did not win a prize for most cones killed, but we had a lot of laughs doing it.

But the best part of day two on the track was the recording of all our drives. Each car is fitted with a "Race-Keeper" system that records front camera, cockpit camera, and audio, as well as vehicle data - speed, RPM, gas, brake & G's. Each student was issued a USB memory stick that we carried from car to car, plugged in and recorded the entire day-2 track driving experience. I've watched my final 10 laps several times on our 60" LED TV screen at home, and I get better every time! It's wonderful.

By the end of day two's second track session, you're feeling pretty good. Then comes the capper, a real dose of reality, a hot lap with one of the instructors in the 911 Carrera GTS. Now you understand what these production cars can really do in the hands of an expert. Why wouldn't they run the hot laps on day one, first thing up in the morning track session? Carnage!

If you're paying attention, you realize the instructor is executing the same basics that we've practiced for two days, just faster. Probably 10 - 15 miles faster in the corners, initial braking before the corner is much harder, back to gas sooner and deeper as they unwind the wheel and track out, and as a

result, 20 – 25 mph faster in each section of straight track. But you can feel the tires are at the limit of adhesion, even sliding a bit. No place for a learner to be. No room for error:

A couple of comments in closing ...

What if you have someone who wants to come along, but not register as a student? Perfect. Pay a few dollars more, and your observer, like LD, gets a demo ride on all the exercises, including the Turbo S launch control run, and track rides with the instructors. On my last 10 laps of day two, LD rode in the lead with instructor Larry in the Turbo S, loving every minute.

What happens to the cars after the students are finished with them? Porsche NA replaces cars “periodically”, I think so students always get tempted with the newest and best of the family.

The gently used cars are fitted up with new tires, brakes and rotors, cosmetics adjusted, and shipped back to the port of Jacksonville. From there your local Porsche dealer can bid on any of the inventory. Would you really, really



like to buy your favorite driver school car? It is possible. Let your dealer know by model, and specific VIN, that you're interested and let the negotiations begin. My favorite was a Lava Orange 911 Carrera GTS with the manual, VIN....wait a minute; I'm not telling you the VIN, that one's mine!

If this adventure sounds great it is. It's better than great! If you want more information or to check out the calendar of courses available, point your web browser to:

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THE PACE

BY CHRIS MCCHESENEY

The Pace is a street driving technique that not only keeps street drivers alive, but thoroughly entertained as well.

The Pace focuses on car control and de-emphasizes outright speed. Full-throttle acceleration and last minute braking aren't part of the program, cornering momentum is the name of the game, stressing strong, forceful inputs to place the car correctly at the entrance of the turn and get it flicked in with little wasted time and distance.

Since the throttle wasn't slammed open at the exit of the last corner, the next corner doesn't require much, if any, braking. It isn't uncommon to drive with our group and not see a brake light flash all morning. If the brakes are required, they are applied smoothly, quickly and with a good deal of force to set entrance speed in minimum time.

Running in on the brakes is tantamount to running off the road, a confession that you're pushing too hard and not getting your entrance speed set early enough because you stayed on the gas too long. Running The Pace decreases your reliance on the throttle and brakes, the two easiest controls to abuse, and hones your ability to judge cornering speed, which is the most thrilling aspect of performance street driving.

YOUR LANE IS YOUR LIMIT

Crossing the centerline at any time except

during a passing maneuver is intolerable, another sign that you're pushing too hard to keep up. Even when you have a clean line of sight through a left-hand kink, stay to the right of the centerline.

Staying on the right side of the centerline is much more challenging than simply straightening every slight corner, and when the whole group is committed to this intelligent practice, the temptation to cheat is eliminated through peer pressure and logic. Though street driving shouldn't be described in racing terms, you can think of your lane as the race track. Leaving your lane is tantamount to a crash.

Exact car control has you using every inch of your lane if the circumstances permit. In corners with a clear line of sight and no oncoming traffic, enter at the far outside of the corner, turn the car relatively late in the corner to get a late apex at the far inside of your lane and accelerate out, just brushing the far outside of your lane as you exit the corner.

Steer your car forcefully but smoothly to minimize the transition time. Since you haven't charged in on the brakes, you can get the throttle on early, before the apex, which balances and settles your car for the drive out.

More often than not, circumstances do not permit the full use of your lane from yellow line to white line and back again. Blind corners,

oncoming traffic and gravel on the road are a few criteria that dictate a more conservative approach, so leave yourself a three or four foot margin for error, especially at the left side of the lane where errant oncoming traffic could prove fatal.

Simply narrow your entrance on a blind right-harder and move your apex into your lane three feet on blind left turns in order to stay free of unseen oncoming traffic hogging the centerline. Because you're running at The Pace and not flat out, your controlled entrances offer additional time to deal with unexpected gravel or other debris in your lane; the outside wheel track is usually the cleanest through a dirty corner since a car weights its outside tires most, scrubbing more dirt off the pavement in the process, so aim for that line.

A GOOD LEADER, WILLING FOLLOWERS

The street is not a racing environment, and it takes humility, self-assurance and self-control to keep it that way.

The leader sets The Pace and monitors his mirrors for signs of raggedness in the ranks that follow, such as tucking in on straights or crossing over the yellow line.

If the leader pulls away, he simply slows his straight speed slightly but continues to enjoy the corners, thus closing the ranks but missing none of the fun.

The small group of three or four drivers I ride with is so harmonious that The Pace is identical no matter who's leading. Make no mistake, the driving is spirited and quick in the corners. Anyone with a right foot can hammer down the straights; it's proficiency in the corners that makes The Pace come alive.

Following distances are relatively lengthy, with the straightaways taken at more moderate speeds, providing the perfect opportunity to adjust the gaps. Keeping a good distance serves several purposes, besides being safer. Rock chips are minimized, and the police or highway patrol won't think a race is in progress.

New driver indoctrination takes some time because The Pace develops high cornering speeds and newcomers want to hammer the throttle on the exits to make up for what they lose at the entrances.

Our group slows drastically when a new car joins the ranks because our technique of

moderate straightaway speed and no brakes can suck the unaware into a corner too fast, creating the most common single car accident.

With a new driver learning The Pace behind you, tap your brake lightly well before the turn to alert him and make sure he understands there's no pressure to stay with the group.

RELAX AND ENJOY IT

But the machine isn't the most important aspect of running The Pace because you can do it on anything capable of getting through a corner. Attitude is The Pace's most important aspect: realizing the friend ahead of you isn't a competitor; respecting his right to lead the group occasionally and giving him credit for his driving skills.

You must have the maturity to limit your straightaway speeds to allow the group to stay in touch and the sense to realize that racetrack tactics such as late braking and full throttle runs to redline will alienate the public and police and possibly introduce you to the unforgiving laws of gravity.

When the group arrives at the destination after running The Pace, no one feels outgunned or is left with the feeling he must prove himself on the return run. If you've got something to prove, get on a racetrack.

The racetrack measures your speed with a stop watch and direct competition, welcoming your aggression and gritty resolve to be the best. Performance street driving's only yardstick is the amount of enjoyment gained, not lap times, finishing position or competitors beaten.

The differences are huge but not always remembered by drivers who haven't discovered The Pace's cornering pureness and group involvement. Hammer on the racetrack. Pace yourself on the street.

This is based on an article written by Nick Ienatsch and originally published in the November 1991 issue of Motorcyclist Magazine.

TECH SESSION AT AUSTIN INTERIORS

STORY & PICTURES
BY JONATHAN HAGGAR



The final tech session of 2017 was hosted by Austin Interiors on December 9th. Held at their impressive facility in Round Rock, it was one of the most well attended sessions in recent memory.

HCR members were greeted by a generous selection of breakfast tacos, Round Rock donuts and coffee. A mid-morning surprise featured Mimosas, and was followed by a lunch that included sandwiches, snacks, beer, wine and soda.

While the Austin Interiors name may reflect the start of their business in trim and leather repair, they've grown over the years to become a full service provider of complete restoration, enhancement, and protection systems.

Kelly Gerry, responsible for corporate development, describes the business as asset preservation. He notes they're always looking to expand and will soon be adding window tinting. In addition to automobiles, Austin Interiors offers services for marine, aviation and commercial sectors.

Founder and President Ryan Langston introduced his team to the large gathering of HCR members, before splitting the participants into groups to rotate through three informative sessions focused on different areas of car care. The informal setting provided members an opportunity to learn and ask questions about their car care needs.

Josh Bengoa and Christian Bennett discussed leather and upholstery repair. They showed some leather examples to help demonstrate which conditions can be repaired versus those requiring new leather. They also described their capabilities in dyeing and color matching.

Interior and exterior care was covered by Chris Simon with help from Hector Alfaro. Simon described modern three-stage paint which is comprised of base coat (primer), color coat and clear coat. He stressed the importance of using appropriate cleaning products which depends largely on their acidity or alkalinity. Do you remember the pH scale from chemistry class?





Wheel cleaners are slightly acidic with a pH of 5.5 to 6 to aid in removing brake dust, while a degreaser will be alkaline with a pH of about 9.5. Car wash soap needs to have lubricity to avoid scratching, but should not be alkaline as that would strip wax and risk damaging the clear coat over time. This is why dishwashing soap, which is formulated to degrease, shouldn't be used to wash your car.

Simon also touched on common types of wax. Carnuba wax is lauded for its shine, but is most appropriate for show cars because of its limited durability. Modern synthetic waxes offer far better protection and are recommended for any car you drive somewhat regularly.

Langston led the discussion on Ceramic Pro coatings, which offer protection for both interior and exterior while requiring less maintenance than untreated surfaces. Once cured, the ceramic coating is much harder than paint which prevents minor scratches to the clear coat and acts as a sacrificial layer. Surface scratches can be removed with light polishing while maintaining the original

clear coat. UV protection in the coating provides additional resistance to fading.

The coating is hydrophobic which is a fancy way of saying it's smooth and slick. Its low surface tension prevents contaminants from bonding to the surface. This also allows water to more easily remove dirt from the surface.

As part of the event, Austin Interiors gave away two Gold Level Exterior detail packages to lucky HCR members! Hill Country Region would like to thank Ryan Langston and the Austin Interiors team for their generosity in providing an excellent, informative and interactive tech session.

For more information visit:
austin-interiors.com



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Upon completion of my inaugural year serving as Porsche Austin's Customer Experience Manager, I thought I'd take some time to reflect on the past twelve months, and follow up on last year's submission to the Horizons newsletter.

If you were "fortunate" enough to read my first article "The 718 Experiment," written for Volume 18, Number 1 in January 2017, you are familiar with my background and should have a pretty good idea of where the baseline for my knowledge and experience was, regarding Porsche. If you missed that piece of literary excellence, let's just say I knew very little about the performance segment of the automotive industry, let alone the Porsche brand.

Since then, I've experienced world-class training that would impress the best of the best in the industry. I didn't intend on discussing the Experience Center and Porsche's training program in such depth, but I must recognize the enormous impact that my training in Atlanta had on me. Porsche provides us with some of the most talented instructors, presenters, and coordinators that I've ever worked with, as well as exciting and relevant content, developed by some of the most acclaimed corporate trainers in the nation.

While participating in my first training course, held in Atlanta at One Porsche Drive, I had the amazing opportunity to experience the full Porsche model range as a driver and as a passenger. Experiencing these deliberate machines on the 1.6-mile purpose-built driver development track opened my eyes and deepened my appreciation for what a Porsche is truly capable of.

Sidebar: The Cayenne... wow! I used to scoff at those commercials with the \$100k luxury "off-roading" SUVs, trudging through treacherous terrain. "Who, in their right mind, would spend \$100k (and usually more) on a luxury vehicle, and then take it off-roading? Not me," I thought to

myself. But then...I experienced the Cayenne. The off-roading course at the Experience Center was perfectly designed to show off the unbelievable capabilities of Porsche's one and only full-sized SUV...and it delivers every time!

Both the classroom and hands-on training, and the opportunity to exercise a Porsche to the full extent of its performance potential surpassed my expectations. While the excitement of unleashing a Porsche's speed on the track is a given, the Porsche Experience Center goes far beyond speed; from demonstrating how to maneuver a 911 in and out of hydroplaning, to handling a Cayenne in an off-roading adventure.

If you haven't had a chance to visit the Porsche Experience Center, you are missing out! If you don't want to miss out any longer, feel free to contact me for details on vouchers at a discounted rate (plug intended). In all seriousness, attending my first training course solidified my enthusiasm and hunger for more of anything, Porsche.

I drank-in Porsche in Atlanta, and continue to guzzle it daily; with so much to love about Porsche, even beyond the luxury and the handling high, who wouldn't demand bottomless refills? Porsche's commitment to excellence in multiple tenets is worth admiration. Being exposed to the world of motorsports and the excitement of the track,

I have had the opportunity to feel the passion of Porsche's motorsports enthusiasts, as Porsche continues to perfect motor sports technology. Purists revel in the tradition and history, while preserving the roots of Porsche's rich heritage. Welcoming a more diverse demographic into the Porsche tribe with the launch of the Macan and Cayenne several years ago, has proven successful. Even the greatest nay-sayers are discovering that they don't have to compromise luxury, power, and performance, for space for the whole family

(don't forget about the later introduced model, Porsche's Panamera!).

With the release of Porsche's Mission E on the horizon, the Porsche brand will continue to expand their target demographic, to specifically incorporate those of us who value both environmental sustainability, and prestige, class and performance. Recently, I discussed the upcoming model with a visitor in our showroom who had been a long-time Porsche enthusiast and owner. After wrestling with their convictions on the environmental impact of the oil and gas industry, as well as the effects tracking the car had on emissions and the ozone, they traded their Cayman S, in favor of an electrically powered vehicle. They are thrilled that they will soon be able to return to the Porsche fold, with a model that supports their lifestyle, without compromising their values.

As the Customer Experience Manager, I have had the privilege of working with you and your fellow members, to improve and strengthen Porsche Austin's involvement with PCA, and vice versa. When I joined the team at Porsche Austin just over a year ago, we had limited engagement and lacked a strong relationship with Hill Country Region. Fortunately, with the addition of my position, came an official and active HCR liaison, and so our connection has deepened. Porsche Austin has enhanced our support by contributing Porsche goodies for several recent HCR events and providing pace cars for events at Circuit of the Americas. We are especially proud to be the primary sponsor of the upcoming 2018 Carrera of the Americas Club Race at COTA.

I came to Porsche Austin to assist in providing the best customer experience possible. It's been a year of growth and calibration, and continued admiration for the brand that captured my attention a year ago. We are excited to take on this next year and look forward to continuing to cultivate our relationship.

THE FOLLOW-UP

ONE YEAR LATER

BY
ARIELLE VAUGHN,
CUSTOMER
EXPERIENCE
MANAGER,
PORSCHE AUSTIN





MEMBER
PROFILE:
CHRISTOPHER
ANSTED-
BOYLAND

INTERVIEW & PICTURES
BY JONATHAN HAGGAR





We met Christopher Ansted-Boyland and his wife Katie at the Franklin Barbecue private dinner in June 2017. Over dinner, we discussed many topics including his 1989 944 Turbo and their ongoing search for a late model Cayman. Ansted-Boyland spoke with us recently about his 944 and interest in Porsche cars.



Horizons: When did you join PCA Hill Country Region?

CB: Early 2000's

Horizons: How and when did you acquire your 944 Turbo?

CB: I acquired it from my parents. My father purchased the car new from Porsche in Princeton, New Jersey, where I lived from 5th grade through graduating high school. He passed the car on to me 2 years ago as it had been sitting for a number of years.

Horizons: What makes your car unique?

CB: The color, Linen Metallic, and that 1989 was the last production year for the Turbo in the U.S. The car is full of amazing memories beginning with picking it up at the dealership to watching it roll



off the car carrier, to finally running the way she should, flatout at Circuit of the Americas.

Horizons: What is your favorite thing about your car?

CB: Analog, no computer to guide my driving or provide synthetic experience, great acoustics, wonderful handling, balance with the engine up front and the transmission in the rear. Beautiful, timeless, and unique body styling. I completely forget where I stop and she begins.

Horizons: Tell us about a notable drive or road trip?

CB: Our friend David invited us to HCRPCA Driving Tour No. 5. We spent a fantastic day flowing through beautiful countryside on amazing roads, in amazing company, and wrapped up with lunch and beers! HCR puts on fantastic driving tours.

Horizons: What makes this car special to you?

CB: Its history from my childhood and family - and its performance and drivability. The smile which becomes plastered across my face while up/down shifting and throttle steering through sequences of corners, regardless of speed. It's all fun!

Horizons: Has your car had any restoration?

CB: Yes, she is about 65% through restoration. Next up is to refresh the clutch and turbo as well





as have the car painted, and address the infamous Porsche dashboard cracks. I am hopeful of finding a local company in Austin who can provide a fix to the dash cracks so I don't have to pull the whole dash out.

Horizons: Have you done any modifications?

CB: Rebuilt the suspension to modernized MO30 coil-overs and corner balanced - considering an upgraded turbo.

Horizons: How did you become interested in Porsche?

CB: I was age 11 and my parents brought me along on a trip from Stuttgart Germany to Italy in the family's first Porsche, a red 1983 944. My father purchased the car in Germany where he worked for a few months every summer. This was my first ever trip to Europe, and on a plane - it was a Pan Am! My parents blew my mind by taking me along for their weekend holiday to Italy.

I enjoyed the Autobahn, and being an automobile enthusiast, spent many hours staring at the countryside of Germany, Austria and Italy. I clamored constantly about all the different automobile makes, models, colors and horsepower. Then, as my father was teaching me about driving etiquette and I gazed out the rear 944 canopy, my own visual experience lab, I spotted a distant triple headlight flash. After relaying this information to my father, he swiftly pulled over a lane and within seconds we were overtaken by a white Lamborghini Countach, the exhaust howling, the car flying! My breath caught as I watched the taillights vanish quickly into the distance.

Dad began to explain that when faster cars pass slower ones, the slower car seems to be standing still - and that you always need to be vigilant, smooth and relaxed. I prattled for the next few hours how about amazing our trip was, tossing out dozens of questions to my parents, and eventually fell asleep.

The adventure continued once we climbed through the Alps. I awoke as we neared the summit, and became captivated with the view as we stopped for a leg stretch and photos. Hours melted together and I had never been happier as a child. I knew on that drive that I would one day own this car, or one like it.

We arrived at the coast for transport to one of the Aolean Islands - and drove onto a large ferry which turned out to be a hydrofoil! After arriving on the island, we drove up to the same white Lamborghini Countach - I had memorized the license plate, hopeful of seeing it again. I walked around the car and crawled on my hands and knees as I compared it to ours. This is one of my most cherished and powerful childhood memories, cementing Porsche as an icon in my life.

Horizons: What do you love most about Porsche cars?

CB: My childhood experience, the cockpit, the sound, the feeling. My father and mother who had matching 944 Turbos, I snuck the keys a few times but more often were given them. They are uniquely timeless, elegant, stylish, and reliable if maintained.

Horizons: Do you own others?

CB: A 1987 944 Turbo and 2014 Cayman we bought for my wife Katie. I previously owned a 1992 Carrera 4 that was submerged in a flood in Florida.



Horizons: Which was your first?

CB: The red 1987 944 Turbo, very Sixteen Candles.

Horizons: Which is your favorite of the Porsches you've owned?

CB: The 1992 Carrera 4. The first drive off the lot and onto the highway entry ramp was surreal with all 4 corners gripping and pulling through the turn. It locked me into all-wheel drive.

Horizons: What is your dream Porsche to own?

CB: Cayman GT4 or GT3RS

Horizons: Do you participate in autocross, DE events, club racing or track days?

CB: Yes, absolutely. DriveWay Austin, Schnell Fest, some others as schedule permits.

Horizons: What is your favorite PCA related memory?

CB: The 2005 Laguna Seca HPDE. The feeling of community, comradery, support, and the amazing people. We slept in a tent surrounded by beautiful cars, and an orchestra of rumbling exhaust, boost blow-off and screeching tires.



SHIPPING YOUR PORSCHE: AN ESSENTIAL GUIDE

Hill Country Region and Horizons would like to thank Consumeraffairs.com and Kate Williams, PhD, who authored this article and for allowing us to reproduce portions.

You can find additional information on this topic at www.Consumeraffairs.com

INTRODUCTION

Porsche owners frequently find the need to ship their vehicles from one city to another, one state to another, and on occasion internationally. Porsche owners might need to ship a car in conjunction with a move, purchase of a car in another city or state or purchase or sale of a rare or classic Porsche. No matter your reason for having your vehicle shipped, you want to find the best deal for the shipment while guaranteeing your vehicle is delivered safely and on time. We hope this article will provide you some advice on how to find the most cost effective method of shipment based on your budget and the how to find a good carrier. This article will be particularly useful for vehicle owners who are considering hiring an auto transport broker or auto transport carrier for a cross-country move; owners of rare or classic cars who want to take their vehicle to a different state without adding unnecessary miles; and lastly for anyone shipping a car internationally.

METHODOLOGY

The author consulted with Troy Green from the Federal Motor Carrier Safety Administration (FMCSA) for an unbiased opinion on what consumers need to know to arrange transport, and consulted with Jim McCabe, Special Projects Manager for the Henry Ford Museum about transporting classic cars. The author also consulted over a dozen websites to get general information about auto transport.

HOW TO FIND THE RIGHT COMPANY TO SHIP YOUR CAR

There are a lot of options out there for shipping your car, so how do you choose who to entrust with your vehicle? There are two main types of vehicle transporters: auto transport brokers and auto transport carriers.

Auto transport brokers do not actually ship your vehicle. Instead, they charge you a fee for shipping your vehicle,

then find a shipper for you. The benefit to using a broker is selection. Brokers have access to a wide range of vehicle transporters and can often get you a better rate than you could find on your own. Because of their flexibility in choosing from several carriers, using an auto transport broker usually results in having your vehicle picked up quicker than when calling an individual carrier. One disadvantage is that you communicate with the broker, not the carrier. You may not have the most accurate information when it comes to scheduling and the time in between pickup and delivery.

Auto transport carriers do the heavy lifting of loading, transporting and delivering your vehicle to its final destination. When you work with an auto transport carrier, you work directly with the carrier. You will have a more accurate idea of pickup and delivery times, overall costs and insurance information. The downside is that you will do all the work to confirm price, availability, and shipping details.

You'll need to make a determination which method is best for you. Factors influencing your decision could be the urgency of the situation and other things such as being in the middle of relocation. If you want someone to handle all the details, you should consider a broker.

AVOID BEING SCAMMED

Shipping your Porsche is a major undertaking, so take your time selecting your broker or shipper. Don't trust your vehicle to just anyone who claims to be an auto transporter. FMCSA advises to be suspicious of any web site where it is not clear whether the company is a broker or a transporter. This could indicate the company uses fraudulent business practices.

Federal law requires both brokers and carriers to be registered with FMCSA so be sure the entity you are considering is registered. Registered brokers and carriers are given a six-digit number called their MC Docket number, which should be prominently displayed on their website. FMCSA recommends that consumers actively avoid doing business with any auto broker or auto carrier company that does not have their MC Docket number prominently displayed online as there is no way to guarantee they are legitimate.

Additionally, use online reviews, such as those on ConsumerAffairs.com to research brokers and carriers. FMCSA has a database that consumers can use to determine whether a broker or carrier is registered with the FMCSA. You can also view a broker or carrier's complaint records and history.

WHAT AFFECTS YOUR SHIPPING COST

The national average cost to transport a small compact coast to coast is about \$600 - \$1,000. The national average to transport a small van, pick up or SUV is about \$800 - 1,000. These are averages only and the cost to transport your Porsche could be more. The final cost of shipping your Porsche will depend on the following considerations:

Shipping Options

Door-to-door is probably the most convenient option. Door-to-door shipping means the carrier picks your vehicle up from your preferred location (usually your home or place of work) and delivers it to your final destination. Because it involves extra time on the road for the driver, this method of shipping tends to cost slightly more than other options. Keep in mind that some home or work locations are inaccessible for carriers who cannot navigate narrow roads with their equipment, so you may need to compromise and set up a delivery point close to your final destination.

Terminal-to-terminal requires you to take your Porsche to a shipping terminal. From there, your carrier drives it to another terminal as close to the final destination as possible where you claim the car.

Open transport means that your car is transported on an unenclosed trailer and is exposed to the elements. This is the most economical way to ship a vehicle but not recommended for classic vehicles.

Enclosed transport means that your Porsche is transported in an enclosed trailer. The advantage here is that your vehicle is protected

from outdoor elements. This is recommended for rare, unique or classic vehicles that need added protection. This shipping method can be 60% more expensive than open transport.

Another factor affecting shipping is whether or not the vehicle is operable. An operable vehicle can be driven directly onto the truck or trailer, making it easy for shippers to load and unload your vehicle. An inoperable will require the carrier to use special equipment to load and unload the vehicle from the truck or trailer. Be sure to alert the broker or carrier well in advance if your vehicle is inoperable so they will have everything they need to load the vehicle when they come to pick it up. The added time and equipment to load and transport an inoperable vehicle could also increase your cost.

Vehicle Type

The size of your vehicle will make a difference in total shipping cost. For instance, it will cost on average \$650 - \$850 to transport a sedan between New York and Florida. The same company will charge \$800 - \$1,100 to transport SUVs, vans and pickup trucks the same distance.

Distance

Obviously the further your vehicle needs to go, the more it will cost to get it there. Shipping rates fluctuate between brokers and/or carriers. Contact several brokers or carriers, depending on how you want to handle our shipping, to get cost estimates. Here is a general estimate of domestic shipping times:

- o East Coast to West Coast - 5 to 14 days
- o Midwest to East Coast - 3 to 8 days
- o Midwest to West Coast
 - or Midwest to East Coast - 3 to 8 days
- o South to North or North to South - 3 to 8 days

Timing

Expect to pay more during peak months such as the June - September summer vacation season. Transport costs in the summer months can increase as much as \$200 - \$300 per trip.

Ask if your carrier or broker offers discounts during the offseason since this could significantly reduce your shipping cost.

Insurance

A reputable broker or carrier will include insurance in their quote. Make sure you know whether their insurance is primary or secondary to yours. Consult with your personal insurance carrier to determine if they will cover any damage that could occur during shipping. Keep personal items and valuables out of your vehicle as these will not be covered under car insurance policies in the event of damage or theft. Finally, find out if the shipping company's insurance comes with a damage deductible. Keep written copies of everything related to insurance in the event of an accident.

Delivery Time

Expect to pay more if you need your vehicle delivered quickly. A general estimate is \$200 - \$500 more for a quick delivery. Expect to pay less if you are flexible about when your vehicle will arrive at the final destination. Generally you will be given a three day window for pick-up followed by a reasonably accurate date for delivery.

Payment Methods

While most shipping companies should accept all forms of payment including cash, check, and credit cards, some will charge a two to three percent surcharge when you use a credit card. Most transport companies will charge a deposit before they pick up your vehicle that will be applied to your total upon delivery. Many carriers offer a 100 percent refundable deposit, while brokers tend to deny refunds. If you are concerned about getting a refund for any reason, this might make going with a carrier a better option for you.

SHIPPING A CLASSIC, RARE OR UNIQUE PORCHE

Shipping a classic, rare or unique Porsche takes some additional consideration. In addition to all the above factors, you will need to find a

carrier that understands the specific needs of your Porsche. The Henry Ford Museum in Dearborn, Michigan, has a wide variety of classic cars coming in and out of its doors, which means they need to use different carriers who understand the intricate needs of different cars.

“In general we like to work with companies that understand the uniqueness of many of the vehicles in our collection, and who are attentive to our instructions for handling and securing the vehicles,” says McCabe. Some features they might request from different carriers include:

- Climate control for vehicles that have heat-sensitive materials, finishes or adhesives
- Trailers with flat-floors for vehicles that are not running
- A moveable upper rack that can be made high enough to fit tall vehicles

Whether you are in the business of shipping a wide variety of classic vehicles or just want to buy a classic car from another state you can drive around on weekends, it’s essential that you choose an auto carrier that has experience shipping classic cars and can make sure your vehicle arrives to its destination safely.

SHIPPING YOUR VEHICLE TO THE U.S.

Porsche of course, has its European Delivery Program that will take care of most of the details of shipping your Porsche to the U.S. But if you are shipping a car purchased from a private party or company, here are some things you need to know about shipping a Porsche to the U.S. These guidelines were created primarily to ship a Porsche from Europe to the U.S. but can be applied to shipping from other international locations.

Find a legitimate broker or carrier who will take care of the transport for you and make sure your vehicle is ready to go once it arrives in the U.S. Many U.S. brokers or carriers have relationships with their counterparts outside the U.S. to arrange shipment.

You will need to locate and organize all your legal documents. Make sure

you have all the documents required to present to a customs broker or U.S. Customs and Border Protection to ensure efficient clearance of your vehicle into the U.S.

Taxes

According to U.S. Customs and Border Protection, non-American vehicles (both used and new) transported into the United States pay duty at the following rates:

- Auto: 2.5 percent
- Trucks: 25 percent

However, the following can import their vehicles duty-free:

Military/civilian U.S. government employees who are returning to the U.S. after an assignment: They can include a conforming vehicle among their duty-free effects provided they meet all the qualifications set by the U.S. Customs and Border Protection.

Non-residents: Non-residents can import a non-American vehicle duty-free for up to one year as long as the vehicle’s import is part of their arrival into the country.

U.S. Citizens who were employed abroad and/or government employees who are returning to the U.S. on TDY or voluntary duty. These returning American citizens can import a non-American car without paying duty as long as they are entering the United States for a short visit. They must also claim nonresident status and export the vehicle upon their departure from the U.S.

Gas-guzzler tax

Yes, there is such a thing as a national gas-guzzler tax, and your car might be liable for it when you import it into the U.S. if its estimated fuel economy is less than 22.5 miles per gallon. The tax factors in both urban and highway gas economy are provided by the Environmental Protection Agency (EPA). Note that the rating determined by the EPA might differ from the manufacturer’s fuel-economy ratings, so you may end up paying this tax even if your

vehicle’s manufacturer claims a fuel economy of 22.5 miles per gallon or higher.

License plates

Contact your local DMV to find out your state’s requirements for getting a new license plate.

SHIPPING YOUR CAR FROM THE U.S.

Exporting your vehicle from the United States requires a lot of logistics and paperwork. Fortunately, most brokers or carriers have experience in the details of exporting vehicles from the United States. They can handle most of the details for you, including dealing with U.S. Customs and Border Protection and taking care of the actual transport of your vehicle.

The following information is based on shipping your vehicle from the U.S. to a European Union country but generally could be applied to shipping to other international destinations.

Make sure your documents are in order. Even with a broker or carrier taking care of the leg work for you, you still need to provide the right documentation to prove that you own your vehicle legally and that it can leave the country. You will need the following documents:

- o Notarized title
- o If it exists, a letter from the lien holder
- o Shipper export declaration form (available online or from your broker or carrier)
- o Declaration of dangerous goods form (this is also available online or from your broker or carrier)

Call your insurance company to determine if they provide coverage for overseas transport of your vehicle. Find out if you need to you need to purchase shipping insurance separately. If you plan to drive your Porsche while overseas, ask your carrier if your insurance coverage includes driving in a foreign country. If it doesn’t, then now is a good time to start shopping for insurance that will cover you while you’re driving abroad.

Locate a reliable broker or carrier.

You can use online reviews to find the best broker or carrier for your international shipping needs. You will want to take a few things into consideration such as cost, accessibility and, of course, positive reviews from consumers.

Learn the customs regulations for the country to which you are shipping the car. Most brokers and carriers can do this for you if you are shipping the car to a purchaser. If you plan to drive the car overseas temporarily or in conjunction with a relocation, determine the destination country's policy about taxing your vehicle. Some countries, like Germany, don't charge tax if you are moving your car there as a permanent resident.

If you are importing your vehicle into Europe for your own use, you will have to pay duty on your vehicle

before it can clear customs. You can expect to pay about 10% duty. In addition to paying duty, you will also need to pay import tax, which will vary from 19 percent to 22 percent Value Added Tax (VAT) depending on the country.

If you plan on using the car overseas, using an auto transport company will simplify the process of clearing your car through local customs. However you will still need an accurate customs declaration prepared upon the arrival of your vehicle, which will include the following:

- o Accurate description of the vehicle (including year, make, model and any other relevant information)
- o Description of the vehicle as a gift, personal or commercial item
- o Value of the vehicle (this is typically your purchase price)

It is crucial to work with a reliable

broker or carrier to avoid delay in the delivery of the car. This is the case whether you are shipping the car to a purchaser or shipping the car for your own personal use. Some companies or importers might decrease the value on your customs declaration in order to reduce or eliminate the amount of taxes that you pay. However, getting caught for providing fraudulent information on your customs declaration can result in delays and seizure of your vehicle. You are ultimately responsible for your customs declaration, so do this part yourself, and make sure it is accurate.

For more information on this topic and other motor vehicle related topics go to www.Consumeraffairs.com

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PORSCHE PALOOZA 2017

BY CAROLYN BRAXTON

Porsche Palooza is an annual PCA multi-region event sponsored by White River Region PCA, Cimmaron Region PCA and Ozark Region PCA. It is held during the second weekend in November each year in Eureka Springs, Arkansas, also known as the Little Switzerland of the Ozarks. The Best Western Inn of the Ozarks Convention Center is the host facility. Activities include many beautiful drives, local food, tech sessions, Palooza Fest, Show and Shine, and the Parade of Power through Eureka Springs. 2017 brought over 600 Participants from 29 regions in 16 states and over 330 Porsches! This has grown from the inaugural in 2005 with 57 cars. Wow!

Eureka Springs is a beautiful setting for Porsche Palooza. If you haven't been to a Palooza you really need to try one! It's a more casual atmosphere than Treffen, with fun driving tours and the local food is

son in their 1985 air-cooled 911. Like they say in PCA, "It's not just the cars, it's the people..." and it definitely is! This was David and Rika's third year, James's second year and the rest of us were enjoying our first year. We all got together in advance for a planning meeting at the Braxton's for the benefit of us newbie's and exchanged emails and cell numbers to stay in contact on the road.

The Braxton's and James left on Tuesday about 1 ½ hours apart with James leaving first. The Braxton's somehow arrived at Lakeview Lodge on Beavers Bend Lake near Broken Bow Oklahoma 15 minutes after James. Hmmm! Our weather was not bad with overcast skies mostly. At the lodge the view of the lake would have been great without all the fog and clouds but it was still a very pretty view. After a quick breakfast at the lodge the Braxton's and James headed out Wednesday morning and drove into Eureka Springs Wednesday

rear view mirror. What James couldn't see was us grinning at James trying to catch the Smart Car! According to James it had wide tires and a modified motor but we won't know that because he could not catch it! Thursday the Braxton's and James did the Buffalo River Tour off AR 21 and ate at the same place in Jasper they did on the way into Eureka Springs. Food was great. Along the way back we stopped to see Elk.

David Rika, Phil and Steffanie left Wednesday morning and had some really nasty weather the first few hours running through serious gully-washers. Phil had not had a chance to drive in heavy weather in the 911 but noted that he was quite impressed with the way it sliced through all that water. When they reached the Lodge he had a much higher confidence in the car and how it handled in wet weather. The next morning they were up at daybreak and went down by the lake



great! This year HCR had nine attendees. Larry and Carolyn Braxton in a 2011 911 S Cabriolet, James Dilling in his 2011 Boxster, Phil and Steffanie Huffstatler in their 2008 Porsche 911 S, David Jurkowski and Rika Preuss in a 2014 Cayman, and Jeff Callender and his

afternoon. We had lots of really nice twisty turns from Hagarville thru Ozark National Forest to Mount Judea past Arkansas Grand Canyon, thru Jasper and across Little Buffalo River. James was leading most of the way with Larry and Carolyn grinning in James'

to get some photos and enjoy the quiet. David, Rika, Phil and Steffanie drove in to Eureka Springs later Thursday afternoon with a slight detour over to a winery and picked up a few bottles of wine that they were able to squeeze into their cars. They proceeded into Eureka

Springs through the twisty highway the Braxton's and James drove the day before. Stef was a bit apprehensive on some of the corners, as she could see down into the valleys with ease, and Phil was concentrating on keeping up with David and Rika. Most of us stayed at the Tradewinds Lodge which was a delightful little B & B just down from the event hotel.

On Friday, James did the "Boston Mountains Tour" and was chasing the black 1988 slant-nose 930 piloted by the naval aviator and his wife from Arlington Texas he had met the day before.

There were various dinners and Happy Hour gatherings throughout the 3 days. The "Palooza Fest" Cookout and Welcome Party included BINGO as the finale. Rika predicted from past years that all HCR members at her table would win a prize! Larry was trying to be a good sport, but he obviously tired of being the lone loser! Late in the game, he was so astonished that it took him at least five seconds to blurt out "BINGO!" So now he appreciates and trusts our HCR group's luck.

There were many great cars at the Show and Shine including a Black RUF 911, Silver 718 RSK replica, a Martini 918 and a Red 2018 GT3! At the Porsche Parade we all were given a Porsche Flag to wave as we went through the town. Eureka Springs basically shut down for about an hour while we rolled through the streets. Most everyone enjoyed seeing all the cars and waved.

At the Banquet the entire HCR gang, including Jeff Callender and his son (who arrived late in the tour) sat together. Again, we all won door prizes due to Rika's enduring luck! Larry won the silent auction for a 918 Porsche Mosaic Panorama Print containing 10,206 tiles composed from 5546 images from Porsche PCA Palooza 2015-2016. One thing Larry didn't think about as he kept upping the bid was how he was going to get it home? Carolyn finally managed to stuff it on top of the windscreen and padded it with towels so it did not poke a hole in the top. At that point there was no putting the top down and Larry had to drive with the seat up further than he wanted for two days.

Sunday, we all headed out, but not without a brunch with the gang at Local Flavor. After brunch we all went together and ran the Talimena Scenic Byway and stayed that night

at the Wilhelmina Lodge. The night consisted of a nice dinner at the Lodge with a hilarious waiter- we all were in stitches! Afterwards we went up to Steffanie and Phil's room to watch F1 in their King Suite. Lots of fun was had by all.

Monday morning Larry and Carolyn left early to get home that last day. The rest of the group left after breakfast and made several stops for photo ops. We all made it back safely and all are in agreement that it was a fantastic time and plans are underway for next year. So come on HCR members: let's see how many we can get there in 2018!

2017 HOLIDAY PARTY

BY LISA MOORE



Over 100 of our members gathered for the Hill Country Region's 2017 Holiday Party on Saturday, December 2, at the Lakeway Resort and Spa.

It was a beautiful setting with a bonus of the Annual Lake Travis Holiday Boat Parade floating past while we enjoyed cocktails.

Besides a delicious dinner, the evening included awards, games, and two piñatas in the shape of BMW's. It had been many years since most of us took a swing at a piñata, and it was a laughing good time.

The evening ended when two City of Lakeway police officers arrived - but thankfully only to collect the toys everyone brought to the party and donated to the Green Santa program for families in need in the Lake Travis area!

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Please, support these HCR-friendly organizations and mention you found them in HORIZONS!



THE EDITOR'S DESK

Hello fellow HCR members! This year marks the start of many new changes for our club. We have a newly elected executive team, and we have added new chair member positions to better reflect the diverse needs of our growing membership community.

We still have some open positions available for any HCR members who would like to volunteer: Safety Chair, Webmaster, SW Happy Hour Chair, & Horizons Advertising. If you are interested, please contact any of our members for more information.

Here's some fun news ... three of our HCR chair members have initiated and undertaken a project to investigate and document our region's history. Jon Hornaday, Gordie Robbins, & Jonathan Haggart are collecting and reviewing old newsletters, documents, photos, and stories that capture the milestones and important events in our club history. If you have anything that you would like to contribute to this effort, please contact me or any of our editors.

Speaking of history, we have an important correction to the "Hill Country Region History" article that appeared in our last issue. Our long-standing member, Jon Hornaday, brought to our attention that prior to our region being formed, we were incorporated into what was called the 'Longhorn' region. Jon writes, "When I first joined PCA in 1973 or 1974, after purchasing my 1973 914. 2.0, I joined what was then the Longhorn Region, and then in 1977 I automatically became a member of the newly formed Hill Country Region."

Also from our prior issue, author of the "Dirty Dozen" article, Tommy Thompson, asked that we include a note in this issue to acknowledge Carla Coleman for her assistance with editing the article.

I hope you enjoy this issue as much as we've enjoyed putting it together for you. Have fun out there!

Cheers,
Vipul Darji

HCR EVENT CALENDAR

DEC JAN FEB **MAR APR MAY** JUN JUL AUG SEP OCT NOV

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				MAR 2018	2 HCR Club Race & Advanced DE	3 HCR Club Race & Advanced DE
4 HCR Club Race & Advanced DE	5	6 HCR BOARD MEETING @17:30	7	8 LUNCH BUNCH @11:30	9	10
11	12	13	14	15 SW HAPPY HOUR @17:30	16	17
18 BRUNCH @11:00	19	20	21	22 NC HAPPY HOUR @17:30	23	24 DRIVING TOUR #2
25 F1 WATCH PARTY	26	27	28	29	30	31 BREAKFAST & TOUR @ 09:00
APR 2018	2	3 HCR BOARD MEETING @17:30	4	5	6	7
8 F1 WATCH PARTY	9	10	11	12 LUNCH BUNCH @11:30	13	14 TECH SESSION
15 F1 WATCH PARTY	16	17	18	19 SW HAPPY HOUR @17:30	20	21 DRIVING TOUR #3
22 F1 WATCH PARTY	23	24	25	26 NC HAPPY HOUR @17:30	27	28 MEMBER PARTY @18:00
29 F1 WATCH PARTY	30	MAY 2018 HCR BOARD MEETING @17:30	2	3	4	5
6	7	8	9	10 LUNCH BUNCH @11:30	11	12 DRIVING TOUR #4
13 F1 WATCH PARTY	14	15	16	17 SW HAPPY HOUR @17:30	18	19
20	21	22	23	24 NC HAPPY HOUR @17:30	25	26
27 F1 WATCH PARTY	28	29	30	31		



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