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PORSCHE CLUB OF AMERICA • HILL COUNTRY REGION

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CHARLES LAM'S 2014 TURBO S IN GT SILVER METALLIC

PHOTO CREDIT:
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TABLE OF CONTENTS

THE DRIVER'S SEAT	03
MEMBERSHIP REPORT	05
MEMBER PROFILE: LAM	07
A PORSCHE TALE	17
911 CLASSIC UPGRADES	21
UPDATE: ALAN MENTI	24
IN HINDSIGHT	25
PHOTOSHOOT WINNER	29
TREFFEN GREENBRIAR	33
VIRTUAL CRUISE-IN WINNER	37
50 YEARS: PAUL HARMATUK	39
RILEY DICKINSON	41
HCR CALENDAR	49



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We are still on this roller coaster ride that is the coronavirus pandemic. Needless to say, we are all ready for it to be over! The recent news regarding vaccines is certainly encouraging. In the meantime, I have my mask at the ready and have become very adept at physical distancing.

As the pandemic continues, I want to still urge you to donate blood. In the Austin area, We Are Blood is still in need of donations especially if you have recovered from the virus. Go their website for more information or to donate.

I'm pleased to update that HCR, Lone Star and Maverick Regions hosted a HPDE in late October and another is planned the week before Thanksgiving. The HPDE management reviewed insurance submissions from other Regions and now believes we can host an HPDE that will follow the COVID-19 guidelines in our area, as well as PCA guidelines.

As you know, we have started to use Zoom to host our Distinguished Speaker Series. events. HCR Membership Chair Gordie Robbins hit another

home run when he arranged for T. J. Campbell, Tire Information and Testing Manager for Tire Rack to be our most recent speaker. This was one of the most interesting presentations we have had in this series. Gordie, Lenny Zwik and Carl Rossi did a great job of organizing the presentation. Once again, we opened this up to other Regions and we had participants from HCR, Lone Star and Maverick Regions. Gordie has also arranged with a representative from Kelly Blue Book to participate in our next DSS in mid-November.

I wanted to update you on our relationship with Riley Dickinson who drives the number 53 Moorespeed Porsche in the Porsche GT3 Cup Challenge by Yokohama. HCR reached a new level of engagement to work closely with Riley and Moorespeed to support Riley during the 2020 IMSA Porsche GT3 Cup Challenge Series. He finished third in the championship last year as a rookie, and just wrapped up the current season second in the standings. Riley received the prestigious IMSA 2020 Hurley Haywood GT3 Cup Scholarship and has been coaching at the Porsche Track Experience at Barber Motorsports Park at Hurley Haywood's request.

Earlier this year, Riley and David Moore, the owner of Moorespeed and a long time HCR member, offered to display the HCR logo on the hood of Riley's #53 Porsche GT3 Cup starting with the VIR race. We agreed to this. Having the logo on the car during the IMSA season provides both PCA and HCR with national recognition.

Our part of the agreement was to identify ways to help Riley defray his considerable expenses for his racing team. The team is entirely family funded except for what Riley received from the Hurley Haywood Scholarship. In collaboration with Riley, we evaluated how HCR could assist him with funding, with the understanding that Riley wanted to ensure it was mutually beneficial. We know Riley loves to coach, and he is already coaching youngsters involved in Go Kart racing. Then HCR HPDE Chair David Gross

helped us come up with a solution. He suggested we invite Riley to our upcoming HPDE's and introduce Riley to the drivers. David will let the drivers know Riley is available for coaching, and Riley can then make his own arrangements for coaching. Please join us in supporting an HCR member with a bright future ahead of him. For an interesting interview with Riley, please see the article in this issue of Horizons starting on page 41.

How is HCR doing during all this adversity? Quite well considering all the challenges. Our finances are in good shape. Our membership is back around 1500 members. We continue to achieve several new members per month. I know that there are groups of members that are talking with one another, so the camaraderie is still going strong. Keep it up!



THE DRIVER'S SEAT
TUFFY VON BRIESEN

MEMBERSHIP REPORT

GORDIE ROBBINS

	JUL 2020	AUG 2020	SEP 2020
PRIMARY	1020	1005	1005
AFFILIATE	475	476	479
TOTAL	1495	1481	1484

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30 Years	Juergen Koehn Gregg Peterson
25 Years	Rocky Howard
20 Years	Philip Mitchell John Boutsikaris Wally Ruiz
15 Years	Aaron Combs Franklin Kalk
10 Years	Aaron Drake
5 Years	E. Maurice Domengeaux Darrel Holmquist Bob Mathison Alan Neiman Steven Read William Skinner Bill Liao Stephanie Renea Jed Rogers Der-Yi Sheu Alex Suarez Phillip Ulberg
1 Year	Robert Bardo William Bishop David Cersonsky John Hughan Josh Lucas Mark Martin Marc Musick Melissa Noel Chris Rogers Edward Whittle Matthew Woodings James Zimmerman Daniel Brooks Zain Ghani Aldo Grados James Kennedy Kevin Kushner Aaron Marhue Keith McDonald Christian Nelson Jose Perez

PLEASE WELCOME OUR NEW HCR MEMBERS

Dylan Aksomitas	2015	Cayman GTS
Nicholas Alejandro	2013	911 Carrera S
Amber Ashy	2001	911 Carrera Cabriolet
Pierre Bulhon	2000	Boxster S
Noel Del Rosario	2018	718 Cayman
Erik Diebolt	2020	911 Carrera
Jeff Fong	2008	911 Carrera
Troy Fuller	2016	Cayman GT4
Dayton Hunn	2013	911 Carrera S
Raymond Kaminski	2015	Cayenne Diesel
Eli Mendoza-Altamira	2019	911 Carrera GTS
Mahesh Nair	2016	Panamera GTS
Jeff Ozmen	2007	911 Carrera 4S
Brandon Price	2017	911 Turbo S Cabriolet
Harvey Rosenblum	2011	911 Carrera GTS Cabriolet
Patrick Saunders	2002	911 Carrera
Doug Trahan	2015	Cayman GTS
Ron Williams	1986	944 Turbo
Brian Wyatt	2020	718 Cayman GT4

TRANSFERS

Henry Blechl	911 Carrera	Ark La Tex
Bill Bunker	911 Carrera Cabriolet	Shasta
Donny Elkins	944 Turbo	Roadrunner
Brian Flippo	911 Turbo	Golden Gate
James Guidry	Cayman	Lone Star
William Gwinn	911 Carrera	Lone Star
Michael Mott	911 Turbo	Lone Star
William Skinner	911 Carrera 2	Lone Star

Charles Lam attends many of our Tech Sessions and track events. He always greets people with a smile and is genuinely interested in how others are doing. Lam shared his Porsche story along with his current car, a 2014 Turbo S in GT Silver Metallic.



MEMBER PROFILE: CHARLES LAM
INTERVIEW & PHOTOS BY JONATHAN HAGGAR



When did you join Hill Country Region?

CL: I was an HCRPCA member for a year in the 80s and like many of us, new family additions became priority. When the timing was right, I joined back in 2016 - and it's been terrific. Each time I come to an event, I meet new members and we all have such storied backgrounds. There's great camaraderie - it's more than just our passion for Porsche.

How long have you lived in the Austin area? What brought you here?

CL: I grew up in Texas and moved to San Jose, California in the 90s at the advice of my sister and her husband, both in the tech field. They suggested I move out there and look for a job. A couple of years later, my manager said, "oh by the way, our team is relocating to Austin, Texas - you coming?" I said, "you bet" as I'd been trying to figure out how to get back 'home'. That was in 1992 and I've been happily in Austin ever since.



The photographs for this story were done while both member and photographer wore masks and maintained appropriate distance. The photo of Charles without a mask is the only time a mask wasn't worn, and the photographer maintained a distance of approximately 8 feet.



How and when did you acquire this Porsche?

CL: I had a Carrera S and wasn't looking for a different one. Bob Freeman, a fellow HCRPCA member, was buying a new 911 Turbo S. He made me an offer on his 2014 Turbo S that I couldn't refuse. He made my decision a pretty easy one. I was just thrilled, as I had admired his Turbo S for quite some time and thanked my lucky stars that I had the opportunity to acquire it.

What drew you to the Turbo S?

CL: Most reviews I've read about the Turbo S are pretty much right on. Great balance, civil, and when you push it on a launch or tracking, it literally takes your breath away. I haven't driven many street supercars, but the Turbo S is so technically balanced, it makes you seem like a better driver than you are. A wolf in sheep's clothing. And it's a pretty darn good-looking sheep.

What's your favorite thing about your car?

CL: In addition to being so technically balanced and the performance, I really like the color combination - GT Silver with Bordeaux leather interior. It's traditional and reminds me of a classic in a modern-day Porsche.

What makes this car unique or special to you?

CL: In a dream if money is no object, it's natural to think about what other cars we'd like. One that thrills you on a great winding road or just a fun night out with my wife. For my driving experience level and

running chores, I end up in the same place - for me, the Turbo S is just right.

Does your car have any special features or modifications?

CL: It doesn't. And that's part of what I enjoy about it. I thought about tuning and exhaust, but in the end, I came back to just leave it alone - enjoy it just as Porsche engineered it.

How did you first become interested in Porsche?

CL: I've had numerous VWs in high school through college, and always admired Porsches. Then one day I saw cars flying around cones in a parking lot and it was a Spokes SCCA club autocross. As I walked around, I ran into a friend who I didn't know had a 914 and was in the event. The more we talked, the more my eyes lit up. I just knew I had to be a part of that.

What do you love most about Porsche cars?

CL: For myself, it's the brand and goes beyond the car. That Porsche, the company, is dedicated to international racing and excellence. Porsche constantly innovates and you can see the racing qualities in our cars. Years ago, I would never have thought Porsche would build a 4 door car, and now we have sedans along with SUVs & EVs. I sense Porsche won't enter a market unless they can lead it, and now I think most anything is possible. How about a baja truck?



Autocross event at Highland Mall

What was your first Porsche?

CL: My first was a '74 914, 1.8. I sold my VWs, worked extra hours to get it in part for autocrosses. I was blown away how balanced and flat it was on a spirited country drive. And it was easy working on them. For autocrossing, it was woefully underpowered, but I could make up time on corners. Once I had the 914, there was no turning back.

Which is your favorite of the ones you've owned?

CL: My favorite is the one I have now. Porsches just get better and better. I'm very happy with the Turbo S, but I'm also looking forward to what Porsche has in store.

Do you regret having sold any of your cars?

CL: No, not really because I was so excited about getting the next one - I blame Porsche.

What is your dream Porsche to own?

CL: Well, the 2021 Turbo S technical specs are pretty insane along with the subtle design updates. Typical Porsche evolution. But ... I'm very happy with mine, as I should be. I still find myself staring at it!

Tell us about a notable drive or road trip?

CL: When I lived in California, I went camping with my sister, brother-in-law and one of their friends at Big Sur. He arrived with an older 911 and we took two cars to Big Sur. You can guess which one I was in - the drive along Highway 1 just takes your breath away. I couldn't wait for the camp night to be over so we could drive back.

What is your favorite Porsche or PCA related memory?

CL: In the mid-1980s, I participated in several HCR autocross events and joined for a year just to be able to race. They were held at Highland Mall in the Foley's parking area, and at Burger Stadium. What a thrill! When I dig up the old pictures and 35mm negatives, I mostly see 914s, but also 928s, a Sepia Brown Carrera RS maybe, and other 911s. And a Ferrari Daytona who wished it was a Porsche.

But my favorite memories are the people. Members come and go, but the camaraderie hasn't changed through today. Great people, common bond, help one another and for good causes.

Do you currently participate in driving events (i.e. tours, rallies, autocross, HPDE track days, club racing)?

CL: I haven't since I joined back, but I'm sure planning to. The COTA parade laps just whet my appetite and I'm looking forward to my first track day event. And would be a blast if our region might have autocross events in the future.

What other PCA events do you enjoy?

CL: I really enjoy the tech sessions and related social events. And I look forward to participating with charity events. It's fun catching up with old friends and especially meeting new ones. All in a setting we're so enthusiastic about.





Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

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A PORSCHE TALE: THE 984 ENTRY-LEVEL TWO SEATER

STORY FROM: 1 1 1 PORSCHE STORIES THAT YOU SHOULD KNOW BY WILFRIED MULLER

PHOTO CREDIT: CHRISTOPHORUS MAGAZINE, ISSUE 368, PORSCHE.COM

Concept cars, test vehicles and prototypes are often created and evaluated but seldom make it to the production line. The Porsche 984 is one such example. Inspired by a previous development taken on for Spanish automaker Seat, the 984 project progressed to the prototype stage - and one example remains today at the Porsche Museum in Stuttgart-Zuffenhausen.

Internally known as the "Junior", the Porsche Development Center developed this lightweight roadster between 1984 and 1987. Intended as a relatively inexpensive sports car, the design goals included spirited handling and low fuel consumption achieved via a lightweight aerodynamic design. Selling price was expected to be 14,000 US dollars.

The engine was an air-cooled, rear mounted 1984cc four-cylinder boxer with output of 120-150 hp. Weight would be 1,940 lbs. with a top speed of 136 mph. The convertible body featured an innovative folding hard top made of hard plastic - and brakes were to be borrowed from the 911.

July 31, 1987 was the prototype's first outing on country roads around Weissach. A sharp fall of the dollar led to a decrease in sales and unfortunately an early end to the 984 project. A few years on in 1993, Porsche would show another roadster which launched in 1996 as the Boxster.

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HAGERTY INSURANCE	19
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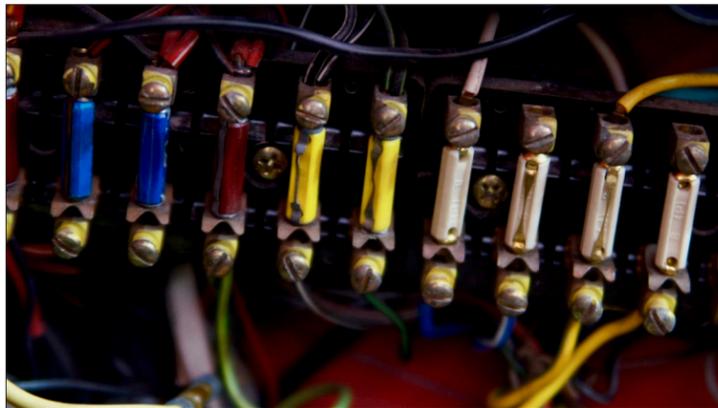


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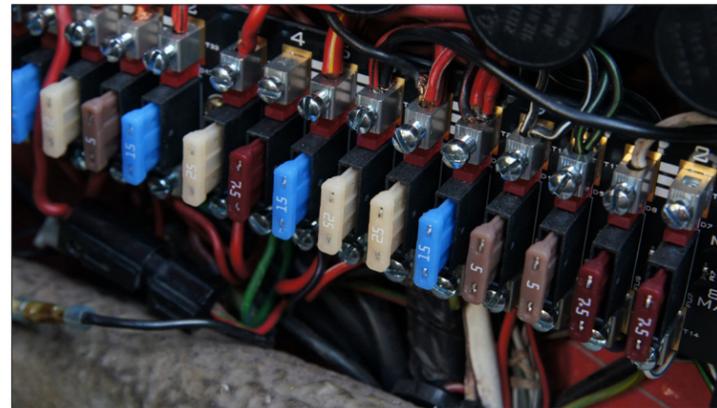
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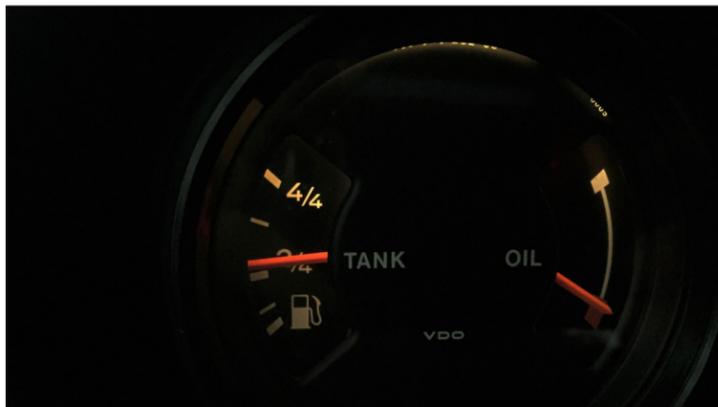
STORY & PHOTOS BY DON DOMINICK



OLD FUSES



NEW FUSES



BEFORE



AFTER

I have recently completed two upgrades to my 1983 Porsche 911 SC which have made a big difference in practicality, safety and enjoyment.

A More Reliable 911

Ceramic fuses served my 911 well over 36 years, but after a couple of failures, I decided to upgrade to Classic Retrofit's blade fuse panel. The conversion doesn't require modifications to the original wiring loom or metalwork and uses the original Porsche fuse panel cover for a standard appearance.

Made in the UK, (<http://classicretrofit.com/911-front-fuse-panel-1974-1989/>) the kit includes a 21-slotted fuse panel, LED fuse failure indicators, integrated headlamp relays, mounting kits and a pack of fuses. The 21 fuse slots are labeled as per the Porsche numbering system on the fuse box cover. It also has dedicated relays on the high and low beam headlamp circuits. It's sold in the U.S. by Pelican Parts (\$399) and fits 1974 - 1989 911s.

Playing with wires is not my thing, so I opted to have Eurosport Automotive in Colorado install it before shipping the car to Georgetown. According to Dave

Marshall of Eurosport, "the panel is the best I've ever seen, and while installation is not as simple as the manufacturer claims, the end result is excellent." All Pelican reviewers did the work themselves and all gave the upgrade five stars. I also had the 3-Fuse Panel Upgrade installed in the engine compartment.

While pricey, I'm happy with the quality and the end result and would recommend the conversion. My H4 headlights are even a bit brighter as a result of the new fuses.

PS... if you have a question and contact Classic Retrofit via email, don't be surprised if you get a personal phone call from the UK by Jonny Hart, Classic Retrofit's owner... I did.

A Brighter 911

Like air conditioning and cup holders, instrument and interior lights weren't Porsche's priority for their 1973 to 1989 G Series 911s. The interior lights are so dim at night that drivers are more likely to locate the ignition switch by feel than by sight and the gauge "lights" aren't any better.

Fortunately, a number of Porsche parts vendors have retrofit lighting solutions, including Sierra Madre Collection who sells a 12v LED Instrument Bulb Set for only \$26.62 that dramatically increases the brightness of the instruments for night driving.

Porsche made the LED upgrade easy by making the gauges simple to pull out of the dash by hand. It takes about 20 minutes to replace the existing incandescent bulbs with the LEDs.

Here are some installation tips based on my experience:

- Start with the left fuel gauge. Use a small screwdriver or a thin plastic pry bar to lift the edge of the gauge far enough to grab it with your hand.
- Once you have removed the gauge, use a knife to remove the bulb holder from the back. Press in the old bulb, twist and remove it from the holder. Reverse the process to insert the new LED bulb.
- Before pressing the gauge back in place, reach through the hole and push out the next gauge. This is easier than prying them out.
- Note that the center three gauges require two bulbs each.

Updating your interior lights is even easier using two 1.73"/44mm wide LEDs sourced from Amazon for just \$9.95. Remove the interior light from the headliner with your hand and replace the bulb with the new LED. It's tricky popping the LED in place, as you may need to bend the wires to create a snug fit. Adjust the LED so it faces the interior and place the light back into the headliner.

You'll probably spend more time marveling at how bright your 911 gauges and your interior are than it took for you to retrofit LEDs in place of 30-plus year-old bulb technology. It is likely the easiest upgrade you'll ever make.

More light may not make your 1973-89 911 go faster, but it will make night driving more pleasant.

Exterior lighting is my next project. To get started, I found Carmagic to be another good source of LED conversion parts for classic Porsches. They have an extensive selection of LED "bulbs" from headlights to side markers to turn signals.

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ALAN MENTNI

PHOTO FROM IMSA.COM

ALAN METNI WINS THIRD STRAIGHT MASTERS CHAMPIONSHIP

HCR member Alan Metni competes in the Platinum Masters division of the IMSA Porsche GT3 Cup Challenge. The Masters Championship is conducted in Platinum class - for current 991 Gen 2 GT3 Cup cars - and consists of drivers 45 years of age or older. A former skydiver and founder of iFly indoor skydiving, he drives the No. 99 Kelly-Moss / AM Motorsports entry.

Metni recently won his third straight Masters championship at the season ending contest at Sebring International Raceway. In August, he took an overall win with an impressive drive at Virginia International Raceway, besting all contestants in the GT3 Cup Platinum class.

IN HINDSIGHT: HOMETOWN HERO

STORY BY HANS FALK, PHOTOS FROM KEVIN TRIPLETT



George Souders pre-race photo of his winning Duesenberg

Everyone loves a hometown hero, someone a community can look up to, idolize and admire. It is to such people that monuments are built, streets are named, and legacies are commemorated and memorialized for posterity. On the other hand, there are some historical figures who, for whatever reason, find themselves forgotten, lost in the dusty pages of time, until their memory is once again unearthed decades later, possibly by some obscure historian from a car club, self-quarantined and isolated, pining away in the midst of a COVID-19 pandemic. Such is the person of George Souders. Once a resident of Austin, Texas, and winner of the 1927 Indianapolis 500. Perhaps it is time we re-discovered this remarkable man and his remarkable accomplishment at the brickyard, all those years ago.

George Souders was not born in Texas, he was a (dare I say 'Yankee?') transplant. Born on a farm in

rural Indiana outside Lafayette in 1898, George had a promising future in front of him. Despite his family's humble circumstances, George excelled in school, was voted Class President of his Senior year in 1918 and went on to enroll in nearby Purdue University to study Mechanical Engineering. His future seemed secure. Then tragedy struck. Just two years into his studies his father died, and young George had to drop out of school to help support his mother and younger brother. He took a job working in a local garage in Lafayette and while there, befriended another young man who in 1921 fortuitously invited him to his first automobile race. It was more than just an invitation to spectate however as George's friend was a race car driver who was unable to take time off from his work to race that day at the local Fairgrounds. "Would George help him out?", his friend wondered.

The car's owner, a one-time racer himself by the

name of Earl Warwick, now turned Chevrolet dealer was hesitant at first to let this 'greenhorn' behind the wheel of his car, but he was more than a bit relieved by the end of the race when George came in second place, demonstrating a skill that belied his inexperience. George began driving for Warwick thereafter, first as a relief driver for his friend and then later in his own car. He placed second once again in a feature in 1923, and thereafter began winning repeatedly the year after. Thrilled with their successes, the two friends convinced Earl Warwick to move them down to Texas to compete in the lucrative AAA-sponsored Southwest 'circuit', where a good driver could net a purse of over \$2000 in a single day.

In those days the AAA Contest Board was the motorsports division of the American Automobile

Association, which had been sponsoring motorsports events since their formation in 1902. They enforced standards over race promoters and tracks to safeguard the industry and keep any unscrupulous promoters from disappearing with the purse. The AAA attracted the best drivers in the country and the best race teams. They also sanctioned the most prestigious race then in America, the Indianapolis 500.

Throughout 1924 and 1925 George could be found racing his Earl Warwick number 401 Chevrolet Special all over the Southwest - Oklahoma, New Mexico, Arizona, as well as tracks here in Texas - Abilene, San Antonio, as well as a virtually forgotten track on the grounds of Austin's own Camp Mabry. If his car was running, George was winning, racking up points for the much-prized AAA National Championship. His success brought him to the attention of a California tycoon named Bill White who took a keen interest in the young man. Having made his millions in oil and real estate, 'Hollywood' Bill decided he would enter a car in the Indianapolis 500. He had already bought a two-year old Duesenberg that had appeared at Indy once before. All he needed was a good driver. He later commented that his reason for not hiring a veteran driver was because "...George didn't know how really tough it is to win this race."

Racing always has its rivalries, now as well as then. The top drivers of that era were veterans Pete DePaolo along with his nephew Ralph DePalma, 'California Phenom' Frank Lockhart and others. In comparison to this crowd, George was unceremoniously described on the eve of the fifteenth running of the Indy 500 as the "...darkest of the dark horses." The manufacturers also had their rivalries, just as they do today. Duesenberg, three-time winner at the brickyard was being challenged by the engineering duo of Harry Miller and his gifted engine builder Fred Offenhauser. Together these powerhouses - both drivers and car builders - squared off against each other that 30th day of May in 1927. Besides Bill White's private entry, Duesenberg had brought two of their own factory cars with the latest in innovations, such as an offset driveshaft, lowered engine mounts, and radically improved aerodynamics. Miller meanwhile had their ace driver, Frank Lockhart, pole-sitter, and race favorite ready to go.

George Souders on the other hand, the rookie, in a two-year old car, looked antiquated and hopelessly outmatched. His team was plagued by issues during the month of practice preceding the race. Afterwards George would comment that "...he lost count of the number of times they took that Duesey apart and rebuilt it". As a result of the numerous issues he turned

in a late practice time and barely qualified in 22nd position on the grid of thirty-three cars. But once the race started, George was anything but tenacious. He moved up steadily in position reaching ninth place by lap 30. At lap 50 he was sixth, at lap 110 he was in third place. At lap 119, Frank Lockhart, who had led the race from the very beginning, dropped out with a broken connecting rod. At lap 150 George Souders, the rookie driver from Austin, Texas took the lead. Part of his success was that unlike other drivers with larger engines, George did not need to stop for fuel. His little 91 cubic inch, supercharged, overhead cam, straight eight ran 400 miles before he had to pit for a splash of gas and fresh tires. Quickly retaking the lead after his pit stop, George went on to win by a full eight laps over the second place veteran Pete DePaolo, the largest margin of victory since 1913.

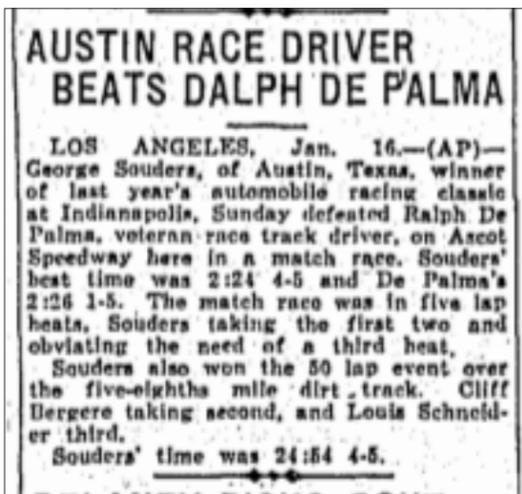
Besides the margin of victory, there were many notables at the 1927 Indianapolis 500. Not only was it won by a rookie driver (the fifth time that had happened), it was won by the smallest displacement engine ever (no racer would win Indy under 100 ci ever again), and George was the first racer to win without a relief driver (he stayed behind the wheel the entire 500 miles and did not use a ride-along mechanic). That same year would also mark the last win by a Duesenberg at Indy, the last year a yellow car would win, the first year featuring a car running

straight ethanol instead of a gasoline mixture, and it would prove to be a milestone for the famous track as it was sold in 1927 for the first time in its history to famed WWI ace Eddie Rickenbacker.

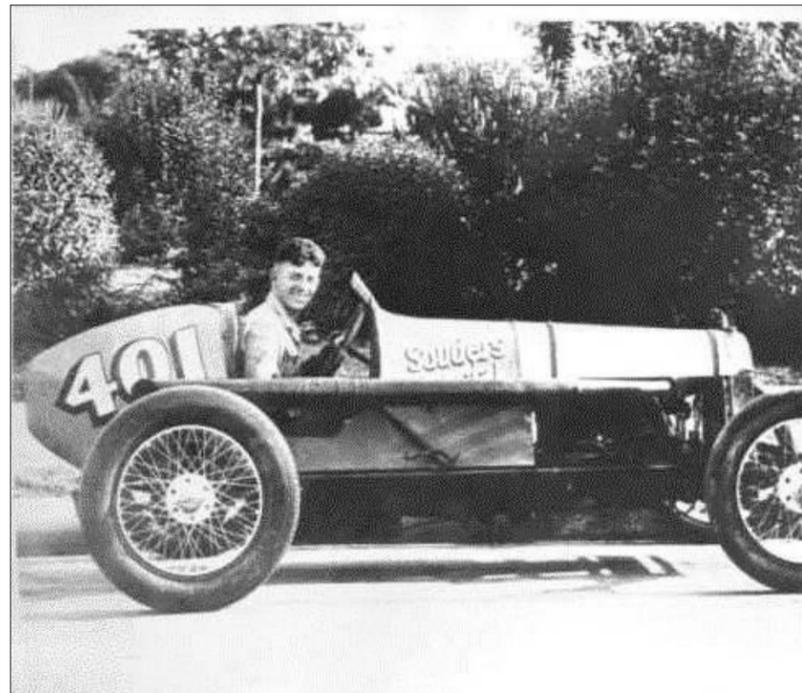
The following year George entered the Indianapolis 500 again, but this time driving a Miller. Despite leading the race for 16 laps, tire problems plagued his efforts and he finished an honorable third place. Years later when asked about his choice of car in 1928 George commented, "I should have had my head examined for not choosing the Duesey". George went on to continue racing AAA sponsored short ovals both in California and the East Coast. His rivalry with Frank Lockhart and Ralph DePalma continued and in 1928 one could find an article in the Austin Statesman commenting on his win against DePalma in a California race.

Later that same year George suffered a serious crash at a race in Michigan, leaving him unconscious in a Detroit hospital for many weeks. His injuries never properly healed, and he was finished as a driver, just seven years after his inaugural race. He passed away in 1977 in his hometown of Lafayette, Indiana and while his home state honored him with a plaque in Indianapolis, his 'adopted' home of Austin has all but forgotten him over the years. A sad ending to a remarkable achievement that deserves to be remembered.

The author wishes to thank Kevin Triplett for much of the information in this story. Images sourced from tripletttracehistory.blogspot.com



Austin Statesman January 16, 1928



George Souders, 1926, in his Chevrolet Special



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PHOTOSHOOT WINNER

HCR member Scott Whitman won a photo shoot of his Porsche in the charity raffle held at our 2019 Holiday Party. The photo shoot was donated by Horizons photographer Jonathan Haggan. Here is one of the images of Whitman's 2018 GT3 & Lotus Exige.



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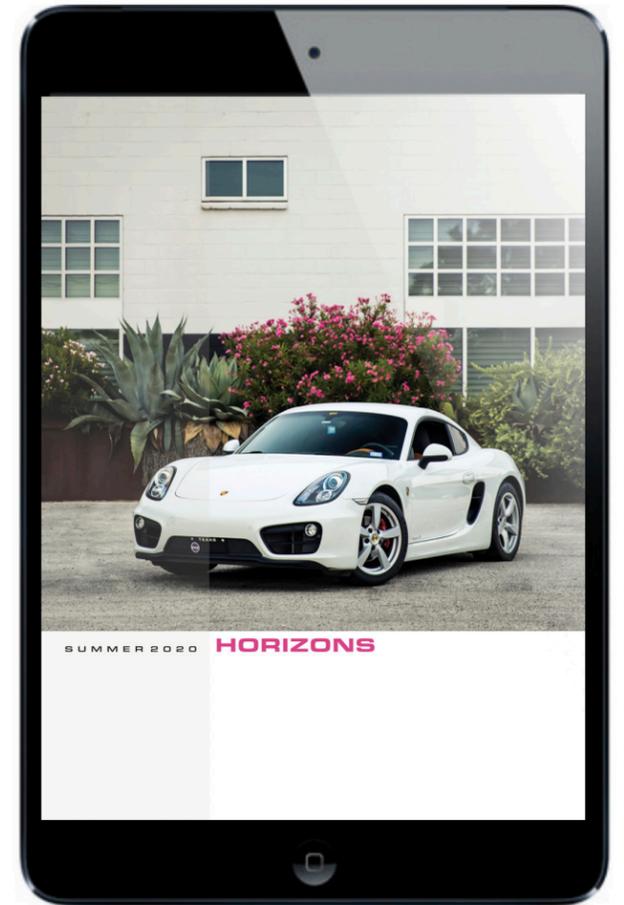
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TREFFEN GREENBRIAR: WILD & WONDERFUL

STORY BY JOHN HORNADAY

PHOTOS BY JOHN HORNADAY & CAROLYN AND LARRY BRAXTON

Longhorn, and six others from Zone 5 regions- two each from Mardi Gras, War Bonnet and Cimarron.

There were reserved parking lots for PCA members a short walk from the hotel. Registration for Treffen was well organized, with safe distancing and of course masks required. You received a handsome tote with several items, including a his and hers vest with PCA and Treffen logos, an official Porsche porcelain "Coffee to Go" cup, and more. Free stuff is always good, especially when it is both nice and useful.

Treffens put the emphasis on interesting, fun drives, social events and great food, starting with the Wednesday welcome reception on the terrace and grand lawn behind the hotel. There was a full breakfast each morning, including made-to-order omelets.

Thursday and Friday were devoted to a selection of six well-planned tours, exploring the Allegheny Mountains, nearby resorts and historic sites, natural attractions, ski areas and Virginia's Back of the Dragon drive, with 32 miles of 438 curves, switchbacks, hairpins, and slaloms, with 3,500 feet of elevation change. The Braxtons did this drive on their own, twice. All tours ended with lunch at a special place, so you could stay and enjoy the end destination or take a leisurely drive back to the hotel in White Sulphur Springs. Like the event itself, tours sold out quickly, but detailed directions for each were available at the Treffen information desk, so you could do any of the tours on your own. Each tours driver's meeting reminded drivers that radar detectors are illegal in Virginia.

On Thursday, the Hornadays and Braxtons drove the New River Gorge Tour through West Virginia's white-water territory to view the 3030-foot bridge spanning the gorge, with an interesting rest stop at a state park with rock-strewn streams and the Glade Creek Grist Mill. The tour ended with lunch at Smokey's Cast Iron Grill, perched on the rim of the gorge.

Friday saw the Braxtons take the Natural Bridge Tour into Virginia to visit the historic 215-foot tall bridge, driving along scenic roads, through Goshen Pass and the Blue Ridge Parkway. The bridge was bought by Thomas Jefferson in 1774 from King George III and is located in a 157 acre state park. Jon and Rhoda opted for the Allegheny Highlands and Historic Lexington, Virginia tour, taking them along scenic roads and valleys with a stop in Hot Springs, Virginia, and the noted Homestead Resort. Sam Snead, who was born nearby, was the resort's first golf pro. The tour ended with lunch at the historic Robert E. Lee Hotel in Lexington. Some also toured Washington & Lee University and the Virginia Military Institute Museum.

On Saturday, the Braxtons and Hornadays did separate on-their-own tours. The Braxtons joined the Greenbrier to Homestead tour. Jon and Rhoda especially enjoyed a stop at a delightful little state park and the historic covered Humpback Bridge.

While the weather was generally mild and pleasant, rain managed to cause the Thursday opening dinner to move from the nearby outdoor Founder's Park to a hotel ballroom, but it was still a well-received event with an amazing buffet, including two very large roasted pigs as well as roast beef and a good variety of other food.

Friday evening's social event featured heavy canapés with culinary treats from the Greenbrier chef. While it was a "dinner on your own" night at the hotel's numerous restaurants, it was easy to make a fine meal with various delicious snacks offered. We especially enjoyed the opportunity to visit with other Porsche folks.

Saturday was Navigator's Day Off, with a selection of activities ranging from a falconry demonstration to Jeep off-road tours to special tours of the long-kept secret bunker built under the hotel during the Cold

"Wild and Wonderful" declares the West Virginia license plates and both the state and Treffen at the Greenbrier lived up to the claim.

The Appalachian Mountains and the well-maintained and twisty roads of West Virginia and nearby Virginia proved to be great playgrounds for the 321 Treffen participants and some 160 Porsches. The majestic and historic Greenbrier Hotel made certain that everyone felt welcome, safe and well fed. It was a great tribute to the PCA Treffen team and to the hotel management and staff that the event was able to happen, and without a hitch.

Upon arrival at The Greenbrier gate, your temperature was checked, and you were given masks. This was repeated each time you returned. Masks were required throughout the hotel except when eating or drinking, and hand sanitizers were everywhere.

Hill Country Region was represented at the September 16-19 event by Carolyn and Larry Braxton in their 2020 Lava Orange 992, and Rhoda and Jon Hornaday in their 2019 Agate Grey Metallic 718 Cayman. When registration opened, this Treffen sold out in 8 1/2 minutes. There were three others from Texas regions- two from Lone Star and one from





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War to house Congress should there be a need to evacuate Washington, DC.

Saturday was the closing dinner in one of The Greenbrier's most iconic ballrooms. An elegant plated dinner, with six places set at a table for 12, featured an entree duet of petite filet and seared sea bass. Speeches were at a minimum but with appropriate thanks given and door prizes awarded. We didn't win the set of Pirellis, but Larry Braxton won a set of Coco Mats. Coincidentally, Carolyn had won a set at a previous PCA event.

Many thanks to the PCA, the national Treffen team, headed by Roadrunner Region volunteer Harry Season, and the many volunteers of the Zone 2 host regions, First Settlers, Potomac, and Shenandoah. They did a great job, under especially challenging circumstances. Next year's Treffens are at resorts in Scottsdale, Arizona, May 5-9, and Kohler, Wisconsin, Oct. 13-17.



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**BILL BECKENBAUGH WINS
THE VIRTUAL MONTEREY CRUISE-IN**
STORY BY JONATHAN HAGGAR
PHOTO BY BILL BECKENBAUGH

The 2020 Classic Motorsports Virtual Monterey Kickoff Cruise-In Presented by Hagerty & eBay Motors was held in August. Entrants submitted a photo of their car that included a prop that recalled good times on the Monterey Peninsula. Hill Country member Bill Beckenbaugh entered an image of his Polo Red 1966 Porsche 912 and won the Best Air-Cooled Porsche category.

Beckenbaugh purchased the car in Hollywood, CA in 2009 while working in the Anaheim area, and he soon joined the PCA Grand Prix Region. His 912 has a numbers matching 1600cc motor and 4-speed gearbox. Restoration was undertaken by Patrick Motorsports in Phoenix, AZ.

Wanting to bring the car back to original factory specification, the project started from a bare shell and included full chassis, suspension and drivetrain. Interior details included period-correct square-weave carpet, headliner and black leather seat coverings. All brightwork including window frames were re-anodized and chrome plated - and a set of five matching steel wheels were found and re-chromed.

A move to Houston saw Beckenbaugh join the Lone Star Region - then in 2017, he moved to nearby Chappell Hill. With friends and relatives in Austin, it was a natural fit to join Hill Country Region. He found that all three regions have a full schedule of events, and he enjoys the great camaraderie among members.

Beckenbaugh has shown the 912 in many concours events including Werks Reunion in 2016 and 2018 - receiving first and third respectively in the 1965-1969 Short Wheelbase 911/912 class. He especially enjoys club drives, and parades with his grandkids aboard.

The winning photo submitted by Beckenbaugh features three props. First is a pair of cowhide belting leather Hartmann train cases which fit in the front trunk or back seat area with leather straps. Next are his favorite knit and leather driving gloves - helpful for gripping the slender steering wheel of the day. To complete the Monterey theme, Beckenbaugh proudly included his first-in-class trophy and placard from Werks Reunion 2016. Congratulations are in order for a beautiful restoration and winning photo.

Paul Harmatuk with Art Acevedo. Harmatuk's son is a 25-year APD veteran.



A 50 YEAR ADVENTURE WITH PCA: PAUL HARMATUK

INTERVIEW BY JONATHAN HAGGAR

PHOTOS BY PAUL HARMATUK

Hill Country member Paul Harmatuk celebrated 50 years as a PCA member this past July. We asked Harmatuk to share some of his history with PCA and the Porsches he has owned.

You first joined the Mid-Hudson (NY) Region of PCA in 1970. Are you originally from the Hudson Valley area of New York?

I was born and raised in the Bronx, a borough of New York City. My college days were spent at West Virginia Institute of Technology, a division of WVU. My father was a friend of George Moss, owner of Rallye Motors on Long Island. In my junior year at college, George located a 1956 Porsche speedster so I could scoot around the hills of West Virginia. Unfortunately, I ran it off a mountain road with four people in it - no injuries but crushed the body. I installed a Devin body over the speedster shell and sold it when I graduated.

For the next two years, I worked at Grumman Aerospace on Long Island. That was an adventure - Lunar Module, F-14 Tomcat, F-111, AWACS and many more. After a layoff, I was hired by IBM in East Fishkill, New York.

What other Porsche cars have you owned?

My second Porsche purchase was a super clean 1966 911 that I found in the Hudson Valley and drove for many years in New York State. I joined the PCA club in 1970. One of many PCA adventures was going to the PCA nationals in upstate New York. I camped out with a good friend and remember getting flooded out of our pup tent when the rains came.

Porsche purchase number three. A very close college friend, Alan Crossland, moved to the West Coast and became an excellent factory Porsche mechanic. He worked with many of the West Coast Porsche racing teams. Dick Barber Racing had a used 904 GTS for sale. Alan arranged the purchase, then freshened up the four-cam motor and rebuilt the gear box. He arranged shipping to my home in LaGrange, NY so I could continue my Porsche adventure.

After joining the PCA club, I met fellow IBMers Dick and Marylu Hyland. He was one of the founders of that region, and I assisted him in procuring many parts for his 906. Sadly my 904-014 was heavily damaged in several racing accidents. At my stage in life, cost was prohibitive for a complete and correct restoration. So it went on the block to the next owner. It's my understanding the car is now totally restored and living in New Jersey.



Harmatuk's 904 GTS in the early 1960s

I moonlighted at Uniondale Body Shop, not far from IBM, where I rebuilt Porsche and VW motors. I found a 1958 sunroof coupe with Rudge wheels that would be my next project.

But life moved on as I soon transferred to IBM Lexington, home of the Selectric typewriter. From 1968 through 1975 I volunteered and technically assisted at numerous PCA events. In 1981 I packed my tent again and moved to Austin Texas to finish my IBM career, again volunteering at numerous events and enjoying the tech sessions.

Which was your favorite Porsche?

My favorite would have to be the 904 GTS. If funding were available, I would love to build a 904-GTS replica. At that time in racing history, that fiberglass bodied Porsche was a far superior vehicle to anything in its class.

What is your current automotive project?

In my garage now is a 1963 Corvette Grand Sport replica project. It was the car to beat the Cobra. Now when my Dodge Magnum gets tired, I might have to wander up 360 and look at a Macan GTS.

So, stay tuned, 50 years with PCA and still trucking.



Paul's close friend, Alan Crossland, who worked on his 904

RILEY DICKINSON: HAYWOOD SCHOLARSHIP WINNER

INTERVIEW BY JONATHAN HAGGAR
PHOTOS PROVIDED BY RILEY DICKINSON

HCR member Riley Dickinson races in the Porsche GT3 Cup Challenge USA series which is part of the IMSA championship. He drives the No. 53 Moorespeed Porsche GT3 Cup car in his second season with the team. Dickinson is also winner of the 2020 IMSA Hurley Haywood GT3 Cup Scholarship. He just completed the sixteen race 2020 season by finishing second in the standings, with 4 wins and 14 podium finishes.



When did you first start racing?

RD: I started out racing Go-Karts when I was seven years old, I'm eighteen now. How I got started is a pretty cool story. I was your typical kid trying all the "ball" sports, but I never really latched onto anything. One Saturday night I had just finished up a baseball game, we had just gotten beat, so I was crying and letting all the emotions out. The thing was, as you leave the baseball field you must drive by Hill Country Kart Club which is our local karting track. I looked at my parents and said, "I'm done with baseball, I want to go do that!". The following weekend my dad bought my brother and I a couple of karts, a small race trailer and we were at the track soon after. I've never even thought about looking back since.

How did the opportunity with Moorespeed come about?

RD: In 2018 I decided to begin my transition from karts to cars. I started that process through a Miata at Harris Hill Raceway in San Marcos. We quickly connected with a driver coach and through that, I learned the basics and became comfortable in the car. My coach was an acquaintance with David Moore who owns and operates Moorespeed, and through that we connected. In August of 2018, we did a one-day test at MSR Houston and I immediately fell in love with the Porsche 911 GT3 Cup car. Then shortly afterwards we decided to go ahead and sign for the full 2019 season with Moorespeed.

What was the biggest adjustment or challenge in moving from karting to race car?

RD: The weight of the car. Going back to my first test at MSR Houston, I quickly felt right at home driving the Porsche 911 GT3 Cup car. When I was driving the car for the first time, even though everything that was happening was completely new to me, all the general basics that I learned from karting still applied. Driving lines, braking, throttle, rolling speed through the corners,

etc. However, what I had never experienced in kart racing was having a suspension and then the weight of the car to throw around. In karts, we don't have suspension, and everything is rigid. Typical racing karts only weigh about 300lbs.... not 2700lbs. With that beginning said, hands down the toughest adjustment was learning how to manipulate the weight of the Porsche 911 GT3 Cup car.

What is unique about driving a Porsche GT3 Cup car?

RD: What makes the Porsche 911 GT3 Cup car so unique and quite honestly fun to drive, is that there are no driver assists. I run in the Platinum Class, and the car has no traction control or ABS. In the Platinum Masters class, you can run with ABS, but for the vast majority of drivers there aren't driver assists to give you a helping hand when you need it. That's why Porsche has the premier single-make driver development series in the world; these cars have a funny way of extracting the very best out of you as a driver. Reason being is because in order to be quick you must drive it right at the absolute limit and at times, just over it.

Your first year in the GT3 Cup Challenge series with Moorespeed resulted in one win and seven podium finishes from 16 races. What did you learn from your first year?

RD: An unbelievable amount. At the end of last year, it was fun to reflect and watch all my races from the year and see the progression. From round one at Barber to round sixteen at Road Atlanta, I became a completely different driver. The season was filled with ups and downs, but ultimately because of the downs I was able to learn from them and grow as a driver. Also, I was able to drive and learn eight of the most iconic tracks in North America which was obviously a bonus on the learning curve.





**What are your goals for the current season?
What about longer-term?**

RD: This year with being the recipient of the 2020 IMSA Hurley Haywood GT3 Cup Scholarship, my main goal is to represent the scholarship well but also Hurley himself. I know that if I put my best foot forward each and every time, I'm out on track the results will come, and if not, then quite simply we go back to work. The long-term dream that I have is to become a part of the Porsche family in the capacity of a factory driver. It would be an unbelievable honor to be a factory driver, but also to be following in the footsteps of Patrick Long as the next American factory driver would be very special.

What has been your best moment in racing thus far?

RD: In 2017 which was my last full-time year in karting, I won the SKUSA Pro Tour National Championship. That entire year is extremely special to me for a multitude of reasons. Up until 2017, forget about a championship, I didn't have a National level win or podium to my name. In 2017 I was fifteen years old and had been racing on the National scale for about five years. At the opening round of the season, I checked off the win and the podium. Then when I won the championship at the end of the year, I honestly can't fully describe the emotions because finally all the work that I had put in paid off and it wasn't in a small way. So far, that championship weekend is my favorite memory.

How do you prepare for an upcoming race?

RD: For this season, unlike last year, when we arrive at all the tracks this season, they aren't going to be completely new to me. With that being said, when I train on the sim and get prepared for the event, I'm able to fall back on some experience. Before all the events I go up to the Moorspeed shop regularly to help prep the car as well as load the trailer. David and I go through data and video from years past so the both of us are refreshed on all aspects of the event. Then we go into creating run plans for the practice sessions in order to maximize our time on track.

What is your fitness regimen for racing?

RD: In the last few months, I've done a complete overhaul of my fitness program. Since 2017 until April 1st of this year, I had been heavily committed to CrossFit. However, I moved away from that and I have been exclusively doing endurance cardio training mainly through running. Since April 1st, I've logged just under 500 running miles. A normal running day now is at least ten miles. Some days it may be just an easy run while others involve workouts that are mixed in. I've completely changed my body over the past few months, and I have leaned out quite a bit which was what I was after. As well as improving my physical and mental endurance inside the Porsche 911 GT3 Cup car.

Do you prefer the challenge or leading or pursuing?

RD: I prefer the challenge of leading. Obviously when you are pursuing you are going to have the "rabbit" to chase and maybe even catch a bit of draft, but I've always liked being in control of the situation on track. When you are leading, you are in complete control of whatever happens for better or worse. Even though at times the level of pressure can be extremely high, I would prefer being in front.

Tell us about winning the Hurley Haywood GT3 Cup Scholarship. What has that meant to you?

RD: First, being the recipient of the IMSA Hurley Haywood GT3 Cup Scholarship is a great honor. To be in the same sentence as Hurley it's surreal. In November and then earlier this year I had the opportunity to spend time with him and being able to listen to a few of the stories he had to tell about his racing days was unbelievable. As far as the season goes, the scholarship itself has made a meaningful difference in my year and I can't appreciate everyone at IMSA, Porsche Motorsport North America, Yokohama, PFC Brakes, OMP, and Racer magazine enough for their support this year.



What drivers have influenced or inspired you?

RD: I don't necessarily have a favorite driver, but I have a favorite type of driver. Without question it's the aggressive ones who will do whatever it takes to win. Of course, it's fun to watch them in their element, but also from my perspective I learn a lot from watching them. It's the Max Verstappen's, the Earl Bamber's, the Kyle Busch's, and the Kevin Estre's. That type of driver is the one who has had the most influence on me.

What would be your dream race car to drive?

RD: I feel like this is common amongst all racing enthusiasts, but Formula 1 has always had my interest. I would love to be able to drive one of the recent Turbo-Hybrid era cars. It's the pinnacle of motorsport and it's definitely a dream of mine to drive one of them.

Is Sim Racing a fun activity for you or does it provide serious training? How well does it prepare you for an actual circuit?

RD: Sim racing has absolutely become a serious

training tool. When I am in training mode on the sim, like most drivers, I exclusively use iRacing. Right now, iRacing is the best driving sim platform out there. Each track is meticulously laser scanned so every little bump that comes through your wheel on the sim is just like the real deal.

With that being said, as far as preparation goes, I'll generally spend easily ten to fifteen hours on the sim getting the muscle memory ingrained and really learning the track. The idea, in a perfect world, is to be able to show up for session one and right out of the gate be up to speed because you already know the track from the sim. In the same breath though, I would be lying if I said that I don't mess around and have some fun.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					JAN 2021	2 9:00 AM - 1:00 PM: CARS & COFFEE
3	4	5	6	7	8	9
10	11	12	13	14 11:30 AM - 1:00 PM: LUNCH BUNCH (POSTPONED)	15	16
17	18	19	20	21 5:00 PM - 7:30 PM: S/W HAPPY HOUR (POSTPONED)	22	23
24	25	26	27	28 5:30 PM - 7:30 PM: N/C HAPPY HOUR (POSTPONED)	29	30
31	FEB 2021	2	3	4	5	6 9:00 AM - 1:00 PM: CARS & COFFEE
7	8	9	10	11 11:30 AM - 1:00 PM: LUNCH BUNCH (POSTPONED)	12	13
14	15	16	17	18 5:00 PM - 7:30 PM: S/W HAPPY HOUR (POSTPONED)	19	20 AUTOCROSS (SAVE THE DATE)
21	22	23	24	25 5:30 PM - 7:30 PM: N/C HAPPY HOUR (POSTPONED)	26	27
28	MAR 2021	2	3	4	5	6 9:00 AM - 1:00 PM: CARS & COFFEE
7	8	9	10	11 11:30 AM - 1:00 PM: LUNCH BUNCH (POSTPONED)	12	13
14	15	16	17	18 5:00 PM - 7:30 PM: S/W HAPPY HOUR (POSTPONED)	19	20
21	22	23	24	25 5:30 PM - 7:30 PM: N/C HAPPY HOUR (POSTPONED)	26	27
28	29	30	31			

ALL CALENDAR EVENTS LISTED ARE SUBJECT TO CHANGE AND/OR CANCELLATION TO ADHERE TO LOCAL, STATE, & PCA NATIONAL GUIDELINES FOR PUBLIC SAFETY DURING THE COVID-19 PANDEMIC. PLEASE REFER TO THE HCR WEEKLY EMAIL UPDATES FOR THE LATEST NEWS AND EVENT UPDATES.

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