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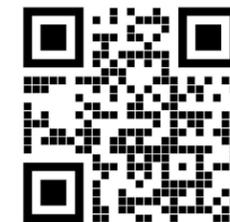
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COVER IMAGE:
BRUCE MASON'S
2009 911 TURBO CABRIOLET

PHOTO CREDIT:
JONATHAN HAGGAR

THE DRIVER'S SEAT

As you read this, the transition within the HCR Executive Council will be complete. Charlie Sparks will have assumed the presidency and I will have stepped down to the Past President's role. As I said in one of my last weekly emails, the HCR Bylaws revision made my term limited. But aside from that, it was time to step down and let new people with new ideas take over and lead the continued growth and progress of the Region. Since this is my final President's Column, Charlie and I decided we would share the space, and this would be a good opportunity for Charlie to speak to the membership about his vision for HCR's future.

I have served on the HCR Executive Council since February 2016, in other Region leadership positions, and in National positions since 2004. Years ago, I remember speaking with Tracey Gross about how to continue HCR's growth not only from a membership standpoint, but also to include new and diverse ideas and activities that would appeal to the HCR membership. Tracey laid the foundation for where we are today, and we are fortunate that our cadre of outstanding volunteers has made HCR's metamorphosis from a small Region to an outstanding medium size Region complete.

HCR has seen so many achievements since I first transferred to HCR in January 2015. I want to take this time to highlight a few and acknowledge the volunteers that made it happen.

Our website underwent a major transformation thanks to the talent and effort of then-Webmaster John Deviney, and it won an award in the PCA National Website contest. Thanks also to Bill Plein, Satya Miller, Mary Ann Cooper, George Hansen, Randy Whitten, and David Schnepf for keeping the website up and running.

HCR's membership growth has continued. Membership Chairs Gordie Robbins and Steve Guzman have done an amazing job shepherding that effort. When I first came to HCR, my wife and I were the 1000 and 1001 members of the Region. Today we hover around 1500 total members. At one point during the early stages of the pandemic HCR led both PCA categories of membership growth.

HCR volunteers have identified and delivered new activities that appeal across a broad swath of our membership. Our Distinguished Speaker Series, New Member Orientations, Monthly Informal Breakfasts, Rally program and the upcoming Autocross are examples. Special thanks to Gordie Robbins, Lenny Zwik, Carl Rossi, David Jurkowski, LD Hansen, Alfred

Freudenberger, Alan Neiman and Scott Whitman for these events.

HCR standards like Lunch Bunch (Bob Hieronymus) and Happy Hours (Greg Harrington and Jen Anderson) continued to be popular and will come back stronger than ever after the pandemic. Tech Sessions continue to thrive, thanks to Charlie Sparks and James Rossie.

Tourmaster Chris McChesney continued to set the bar high on one of our most popular events, driving tours. Chris has come up with new and interesting ways to see the Texas Hill Country. The Horizons crew, Vipul Darji, Jonathan Haggar, Jeff Moore, and Steve Rosebaugh continue to produce one of the best newsletters in all the PCA.

Our DE and Club Race teams, David Gross, Tim Strehl, Jacy Legault and Tracey Gross managed to deliver two outstanding DE's during a time when many Regions could not deliver anything. Mike Stein, Andrew Seifert, David Gross, Tim Strehl and Wendy Shoffit continue the tradition of Carrera of the Americas.

Finally, a shout out to the HCR Executive Council. There is no finer group of persons dedicated to the betterment of HCR. Charlie Sparks, Steve Guzman, Bruce Harris, Lenny Zwik, Rob Price, Gordie Robbins and Carl Rossi were the glue that held all this together.

So, what is my point in all of this? Somewhere someone said that "it takes a village." I was fortunate to be the mayor of our village for three years. But without the village, all the volunteers, none of this would be possible. I am grateful to have had the opportunity to see the accomplishments of these volunteers. They have made HCR one of the finest Regions in PCA.

And I could not go without mentioning the HCR membership. One of the best things about being the HCR President was getting to meet and get to know so many members. You are a great group and deserve much of the credit for taking us where we are. Without your participation and enthusiasm, none of this would have happened.

Now it's time to turn this over to Charlie. We are well placed for our future.

Tuffy von Briesen

First, I'd like to give a huge "thank you" to Tuffy for his three years of service as HCR President. Under his leadership, we continue to have a thriving club despite the best efforts of COVID to shut down our activities. Tuffy truly built a high-performing team on the Executive Council and Board.

For those members who do not yet know me, I've been a PCA member (along with my wife, Jane Ann) since 2007. Originally, we were members of Cimarron Region, then transferred to Hill Country when we moved back to Texas in 2013. After retiring from a career in commercial banking, I stepped into the Tech Chair position for HCR in 2018, and then served as Vice President in 2020. In 2019, we attended our first national event, Fall Treffen in Vermont, where we met a lot of terrific Porsche enthusiasts. We hope to attend more of these national events.

Looking forward to 2021, we have an established, talented, and dedicated group made up of the Executive Council (EC), Board of Directors, and Event Coordinators that I'm confident will deliver an exceptional experience for our members. Our EC has a ton of experience in club operations, with three past presidents in place (Tuffy, Carl Rossi, and Rob Price). Bruce, Gordie and Steve round out the rest of the EC. I'm happy to also welcome Jeff Moore who is joining our EC team, and Winslow Mankin returning to the Safety Chair role on the Board. We would welcome more volunteers to fill a few open spots on our Board.

My goal for the club is to continue delivering events that are safe and fun for our members, while following PCA, state and local requirements and guidelines. I will strive to serve in the best interests of the overall membership and intend to represent the region at the Zone and National levels as appropriate.

Best wishes to all for a happy, healthy, and peaceful 2021.

Charlie Sparks

	OCT 2020	NOV 2020	DEC 2020
PRIMARY	1009	1014	1027
AFFILIATE	479	484	485
TOTAL	1488	1498	1512

MEMBERSHIP REPORT



ANNIVERSARIES

35 Years	1 Year
Frank Ciotti	Basam Abdallah
	William Baker
20 Years	Jonathan Bard
Steve Kennemer	Henry Blechl
Gary Miller	Kevin Bollinger
Dennis Tiemeier	Dayton Burlarley-Hyland
Joe Walker	Brian Cronin
Steven Zinn	Shawn Culbertson
	Lisa Cutler
15 Years	Douglas Daman
Gary Litwin	Max Dean
Dennis Wilson	Lynette Dimbero
	Mike DiVincent
10 Years	Joni Fields
John Baez	Richard Gorcyca
Wylie Cavin	Anastasia Goyen
Simon Freed	Paul Harrington
Paul Goodwin	Robert Kaplan
Tom Granger	Kenneth Kassabian
John Kafel	Karla Keeton-Page
Don Oakland	Richard Kissinger
William Uhr	Neil Lella
	Heliodoro Lozano
5 Years	Stephen Mack
Mohammed Abusalih	William Maese
Mark Billante	Justin McGuire
Bill Bunker	Jeff Needles
Christopher Cano	Mark Newman
William Crighton	Michael Nisbett
Matthew Ely	Lars Joergen Olsson
Thomas Emr	Jon Paulsen
David Goodman	Everett Plante
Nels Gunnarsen	John Proctor
Steven Guzman	Patrick Randall
Phil Huffstatler	Susan Theiss
David Paul	Joseph Verdugo
Glenn Phillips	Donn Wagner
Thomas Pierson	William Wendes
Terry Rawlins	
Jim Rowe	
Adrian Silva	
James Sroufe	
Mark Tsutsui	

PLEASE WELCOME OUR NEW HCR MEMBERS

Deborah Aker	2016 Cayenne S
Kino Ayoubi	2018 911 GT3
Russell Becker	2013 911 Carrera S
Chris Benwell	2018 911 Targa 4S
John Benyo	2009 911 Carrera S
Travis Benzing	2018 718 Cayman S
Steven Berger	2001 911 Carrera 4
Jerry Bradnan	2008 911 Carrera 4S
Daniel Chen	2008 Cayman S
Mike Cochran	1976 911S
Rodney Cope	2010 Cayman
Lisa Coppel	2020 Macan
Juan Carlos Ferrer	2018 718 Boxster GTS
Brian Gardner	2006 Cayman S
Andy Gluesenkamp	1983 911 SC
Brian Griffey	2018 718 Cayman S
Matt House	2014 911 Targa 4S
Richard Jaeschke	2014 Boxster
Walker Jezek	2010 911 Carrera S
Adam Keys	2007 Cayman
Justin Kim	2012 911 Carrera S
Edward Martin	2013 911 Carrera S Cabriolet
Jorge Martinez	2018 911 Carrera GTS
Ray Mort	2020 Taycan Turbo
Leticia Olivarez	2018 Macan S
Jason O'Neill	2009 Cayman
Gina Osmar	2014 Boxster S
Jason Perry	2015 Boxster S
Mat Peterson	1995 911 Carrera Cabriolet
Hau Phan	2007 911 Targa 4S
Charles Pugh	2016 Cayman
Jonathan Remington	2006 911 Carrera 4S
Shaun Roeber	2013 Cayenne GTS
Clint Rogers	2014 911 Turbo
Allen Sandor	1972 914
Robert Schutze	2009 Cayman
Matt Sherman	2015 911 Carrera S
Jim Sikes	2012 911 Turbo S
Cody Silva	2018 911 Carrera 4 GTS
Kirsten Sorensen	2016 Macan S
Sterling Stagner	2008 Cayman
James Stewart	2015 Boxster S
Daniel Thompson	1999 911 Carrera
Danalynn Traugott	2007 Cayman
Ken Trevino	2020 718 Cayman GT4
Greg Van Wyk	2020 Panamera GTS
Kari Walker	2014 911 Carrera S Cabriolet
Roger Wong	2014 Panamera Turbo Executive

PLEASE WELCOME TRANSFER MEMBERS

COSTAL BEND	
Jason Perry	Boxster S
DIABLO	
Mike DiVincent	911 TurboS
David Lucia	911 Carrera 4S
LONE STAR	
Byron Ellis	911 Targa 4S
MAVERICK	
Justin Ovson	Cayman GT4
Mickey Ray	911 Carrera
MONTEREY BAY	
Steven Hattori	928S

MEMBER PROFILE: BRUCE MASON
INTERVIEW & PHOTOS BY JONATHAN HAGGAR





Bruce Mason frequents many of our tech sessions, driving tours and social events. He has owned several interesting Porsche cars over the last 11 years - from 944 to Boxster to 911. Mason spoke to us about those and his current Porsche, a 2009 Turbo Cabriolet in Racing Green Metallic.



When did you join PCA?

BM: I became a Hill Country PCA member in 2009.

How and when did you acquire this car?

BM: After deciding that I wanted a 997.1 Turbo with the Mezger engine, I searched for several months. There were a few available but none of them were local. I watched the PCA classified website, BringATrailer, AutoTrader, PCARmarket and CarGurus. On CarGurus I found a car listed on a dealer website in North Carolina. The dealer had the car on consignment from a long term PCA member who had a 2020 911 Turbo on order. We negotiated a deal based on a successful PPI. A local independent shop did the PPI for me. Based on their report, I bought the car and had it shipped to me. In non-COVID times I would have flown out and looked at the car in person before purchasing.

What drew you to this particular one?

BM: Two things drew me to this particular car. First is the legendary Mezger engine. The second reason is the color: I love the Racing Green Metallic color and have never seen another Porsche in this color.

Is there anything else that makes it unique or special to you? Does it have any special features or modifications?

BM: The car has forged Champion wheels and a Kenwood radio head unit.

We understand you've owned a few other Porsche cars. Can you tell us about them?

BM: I've had several Porsche's since I became a PCA member. My first was a 1986 Guards Red 944 Turbo. I bought it from the owner of an independent repair shop. It was his personal car - I ended up selling it to another HCR member. I missed not having a Porsche and found a 2003 Speed Yellow Boxster S in Kansas City. I bought it from a private party, flew up and drove it home.

Next I owned a 2004 Silver 911 40th Anniversary Edition. This was a local car from a private seller in Dripping Springs. The 40th Anniversary Edition is a unique and somewhat rare car. Mine was #870 out of 1963 produced. My next car was a 2012 Basalt Black 911 Carrera 4S. I purchased this 997.2 from a Porsche dealership in Chandler AZ. It was a CPO car. I flew to AZ and drove it home.

Do you have a favorite car among the ones you're owned?

BM: My current 2009 911 Turbo Cab is my favorite. I love the Racing Green Metallic color. The horsepower

of the Turbo is excellent and a Cabriolet is hard to beat.

Are there any you wish you had kept?

BM: I wish that I kept the Boxster S. Speed Yellow is a great color, and the Boxster is the best handling Porsche I've driven.

Was there ever a Porsche you tried to buy but missed out on?

BM: I tried to buy a 2016 Cayman GT4 that I found at a dealer in Ohio who specializes in BMW M cars. I knew the dealer as I purchased two M3s from him in the past. He had taken the GT4 in on trade. In my opinion he wanted too much for the car and I couldn't negotiate a deal.

Can you tell us about a notable drive or road trip?

BM: Our favorite road trip was Porsche Palooza in Eureka Springs AR last November. There were 12 of us from HCR that traveled there to participate.

How did you first become interested in the Porsche brand? What do you love most about Porsche?

BM: I've owned several BMW M-cars. Several friends had Porsches and it seemed like a natural transition to the Porsche world. I've always been a fan of German engineering and performance. Both BMW and Porsche manufacture great cars, so buying a Porsche was just the next step for me.





Is there a dream Porsche you'd like to own?

BM: I'm still learning about various Porsche models, but I think a 992 Targa 4S would be a great car. I'm planning on winning the 992 Targa in the PCA Raffle

What is your favorite Porsche or PCA related memory?

BM: Nothing specific, I just enjoy the friends I've made in the Hill Country Region and the various HCR events.

What HCR events do you like to participate in? Do you participate in driving events such as tours, autocross, DE events, club racing or track days?

BM: I do enjoy the driving tours - Porsche Palooza was a good example, but I haven't participated in any DE events or club racing.



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ADVERTISER SPOTLIGHT: GERMAN AUTO CENTER

STORY BY STEVE ROSEBAUGH

PHOTOS PROVIDED BY GERMAN AUTO CENTER

I had the recent pleasure to sit down with Len Gilmore, owner of German Auto Center. My Porsche is still under warranty, but my 10-year-old Mercedes needed some tender loving care. As one of our devoted advertisers in Horizons, I was happy to finally get a first-hand experience, and I was not disappointed.

Unlike the Mercedes dealer, it was easy to get an appointment only a few days ahead. The arrival and check in was easy and relaxed. And when that was done, Len invited me into his office where we sat and talked for about an hour. The first 30 minutes, we simply traded stories reflecting our common passion for high performance cars, and especially our shared history with Porsches. Len's passion is what really explains the long-term success of the German Auto Center. It is the "driving" force of the business and his team.

GAC is known for providing a personal level of service second to none and for handling repairs quickly. Many services can be completed in just a few hours. If you prefer to hang out at the shop, their comfortable and spacious waiting area has Wi-Fi access. Surf the web, check emails or watch a movie online while they work. They understand the inconvenience of having your vehicle out of commission. That's why you can also receive complimentary porter service to take you home, to work, or anywhere else that you need to be. You can also bypass the red tape of insurance companies and take advantage of their loaner vehicles when your vehicle requires extended maintenance or repairs.

The company has also focused on performance upgrades, to meet customer's specific interests. Len has a long history with Porsche having campaigned a GT3 and GT1 car through the 1990s and 2000s. Whether the goal is to increase performance or improve car efficiency, their team can tune your German automobile and improve drivability. This is where their German car professionals get to show off their knowledge and expertise to meet your needs. They can put together a performance customization plan that keeps your current setup and driving style in mind. Personally, I think my Cayman six-speed is perfect as delivered. But I guess I should be open to ideas.



**GERMAN
AUTO CENTER**



Porsche has been around 97 years, with many great models and variants over the years. GAC has experience with most of them – from the Porsches of the 50s and 60s to GT and Sport Utility Vehicles of today. GAC's website even outlines these by model and can be helpful when you are looking to buy one of the classics. You can check out their Porsche Tech Blog at: <https://www.germanautocenter.com>.

Founded in 1979 – 41 years ago – the German Auto Center has moved three times since then, to their current location in North central Austin. Besides routine maintenance, they have the skill to handle tough projects like complete engine rebuilds. When you visit, do not be surprised to see a variety of German luxury and performance cars in the lot and in the showroom. When I was there a saffron yellow metallic GT3, and a 1970 Guards Red 911E and even a lime green Audi R8 were in the lobby.

Len Gilmore says, "Our mission is to be Central Texas' service and repair facility of choice for premium German brands by offering the expertise and convenient amenities of a dealer but with honest, personalized, straightforward and quality automotive services at a reasonable price." When my Porsche falls out of warranty, it's good to know I have this team as an alternative to the dealership. And the money I save will be well-spent on the next track day!



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HCRPCA
Profit and Loss Standard
January through December 2020

Jan - Dec '20

Ordinary Income/Expense

Income

Advertising Income	5,469.70
Charity Donations	605.62
Luggage / Nametag Income	205.37
Rebates	19,369.18
Social Events Income	1,570.85
Sponsorship	15,545.98

Total Income 42,766.70

Expense

Advertising Expense	2,812.00
Administration	1,768.13
BOD Meetings	4,116.30
Charity Expense	500.00
Equipment	252.33
Holiday Party 2020	1,526.03
Nametags	1,071.96
Porsche Austin Sponsorship ...	3,500.00
Social Events Expense	1,502.46
Street Survival Expense	1,000.00
Supplies	459.39
Newsletter	4,894.22
Storage	1,438.00
Tech Sessions	548.34
Website	1,046.60

Total Expense 26,435.76

Net Ordinary Income 16,330.94

Net Income 16,330.94

Vote for your favorite Porsche Photo of the Week

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with Griot's Garage, will be giving away a Concours Lawn Kit to contest winners and a PFM Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo](#)



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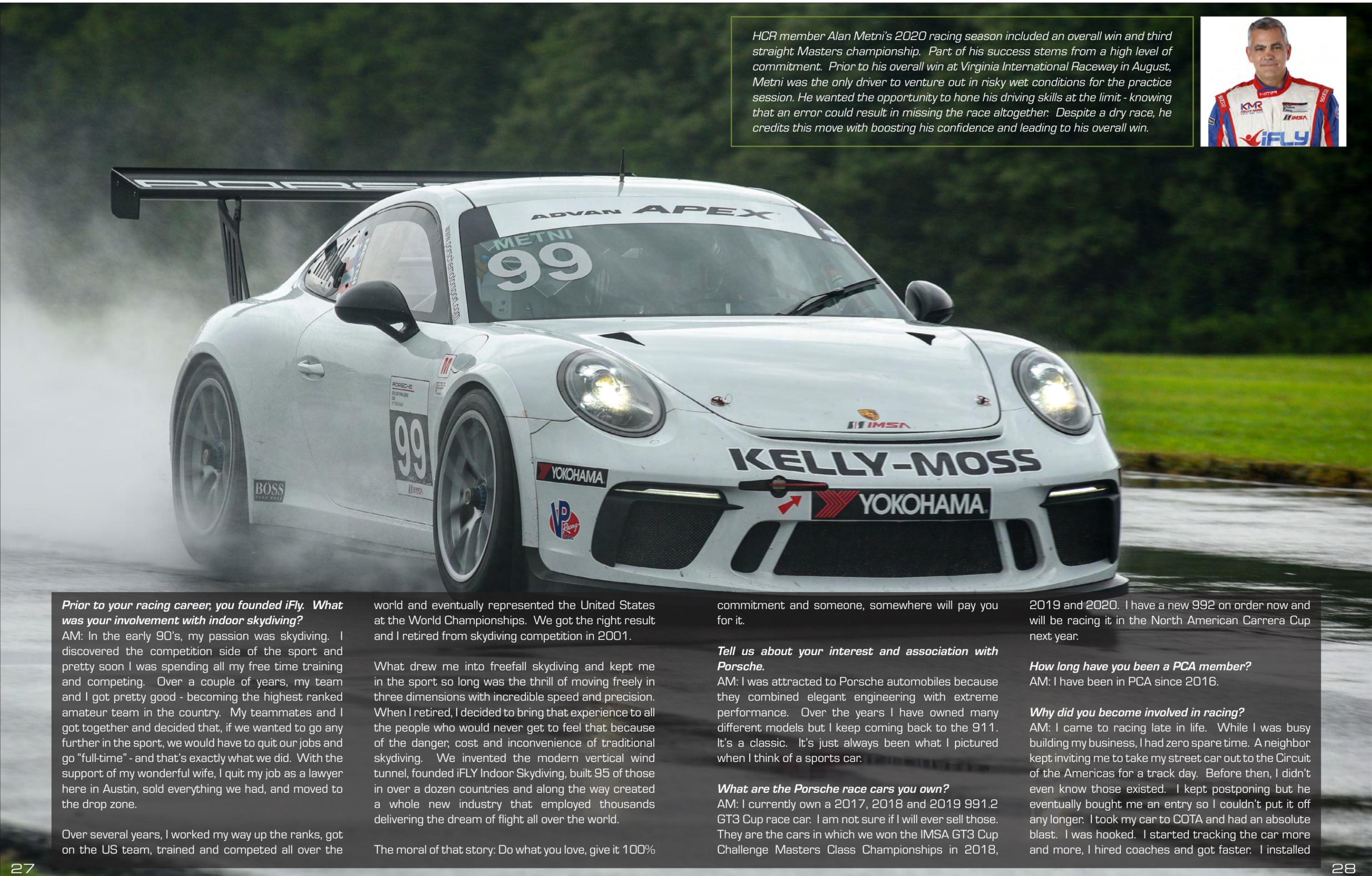
PORSCHE CLUB OF AMERICA



ALAN METNI: IMSA GT3 Cup Masters Champion

INTERVIEW BY JONATHAN HAGGAR

PHOTOS PROVIDED BY ALAN METNI



HCR member Alan Metni's 2020 racing season included an overall win and third straight Masters championship. Part of his success stems from a high level of commitment. Prior to his overall win at Virginia International Raceway in August, Metni was the only driver to venture out in risky wet conditions for the practice session. He wanted the opportunity to hone his driving skills at the limit - knowing that an error could result in missing the race altogether. Despite a dry race, he credits this move with boosting his confidence and leading to his overall win.



Prior to your racing career, you founded iFly. What was your involvement with indoor skydiving?

AM: In the early 90's, my passion was skydiving. I discovered the competition side of the sport and pretty soon I was spending all my free time training and competing. Over a couple of years, my team and I got pretty good - becoming the highest ranked amateur team in the country. My teammates and I got together and decided that, if we wanted to go any further in the sport, we would have to quit our jobs and go "full-time" - and that's exactly what we did. With the support of my wonderful wife, I quit my job as a lawyer here in Austin, sold everything we had, and moved to the drop zone.

Over several years, I worked my way up the ranks, got on the US team, trained and competed all over the

world and eventually represented the United States at the World Championships. We got the right result and I retired from skydiving competition in 2001.

What drew me into freefall skydiving and kept me in the sport so long was the thrill of moving freely in three dimensions with incredible speed and precision. When I retired, I decided to bring that experience to all the people who would never get to feel that because of the danger, cost and inconvenience of traditional skydiving. We invented the modern vertical wind tunnel, founded iFLY Indoor Skydiving, built 95 of those in over a dozen countries and along the way created a whole new industry that employed thousands delivering the dream of flight all over the world.

The moral of that story: Do what you love, give it 100%

commitment and someone, somewhere will pay you for it.

Tell us about your interest and association with Porsche.

AM: I was attracted to Porsche automobiles because they combined elegant engineering with extreme performance. Over the years I have owned many different models but I keep coming back to the 911. It's a classic. It's just always been what I pictured when I think of a sports car.

What are the Porsche race cars you own?

AM: I currently own a 2017, 2018 and 2019 991.2 GT3 Cup race car. I am not sure if I will ever sell those. They are the cars in which we won the IMSA GT3 Cup Challenge Masters Class Championships in 2018,

2019 and 2020. I have a new 992 on order now and will be racing it in the North American Carrera Cup next year.

How long have you been a PCA member?

AM: I have been in PCA since 2016.

Why did you become involved in racing?

AM: I came to racing late in life. While I was busy building my business, I had zero spare time. A neighbor kept inviting me to take my street car out to the Circuit of the Americas for a track day. Before then, I didn't even know those existed. I kept postponing but he eventually bought me an entry so I couldn't put it off any longer. I took my car to COTA and had an absolute blast. I was hooked. I started tracking the car more and more, I hired coaches and got faster. I installed



slicks, a roll cage and some better belts. Eventually I realized that it may not be the safest thing in the world to be moving around the track at that pace in a street car. I decided to buy a race car, just for track days. The next summer I did every track day available in central Texas, usually buying entries in two run groups to get more track time. I went to four different race schools around the country and then to Porsche Ice Driving School in Canada, also buying and driving double entries in those.

The moral of that story: If you are an "all in" kind of person, be careful what you start.

Tell us about your racing history with Kelly-Moss Road and Race and the IMSA GT3 Cup Challenge series.

AM: In 2016, I reached out to a buddy who had raced in the 90's. He connected me with Jeff Stone at Kelly Moss and we spoke several times that summer. I told him what I was trying to achieve, he laughed at me and then realized I was serious. I tested a GT3 Cup car that Fall at Road America and it was awesome. That was the first time I had ever been in a race car. We decided to do a handful of PCA races in the fall of 2016 to get my feet wet and then enter the 2017 GT3 Cup in the Gold class. As you can imagine, that was like drinking from a fire hose. I got my ass kicked, over and over again. The experience was supremely humbling, it almost broke me. But I learned a ton and it laid the groundwork for a lot of future success.

I tested as often as I could. During the off season, I raced everything I could get my hands on - shifter karts, Miatas, lemons, and my 911 in PCA races in Texas and Florida. I went to several more racing schools, and also got some of the best coaching available from Andrew Davis. Derek Easty and I built a simulator from the chassis of a GT3 Cup car (that I had killed earlier that summer). Derek coached me over 100 hours in that simulator and in Miatas at our local track. When 2018 rolled around, we were ready to move up to a Platinum car. We eventually won the Masters class championship in 2018 and then repeated in 2019 and 2020. That was some of the best racing available anywhere. My co-competitors in GT3 Cup taught me everything I know about racing. Several of them and I got together to do some endurance racing and we achieved class wins in the 2018 and 2019 24 Hours of COTA.

I can't say enough about the IMSA GT3 Cup Challenge series. That was an incredible place to learn the art of racing. It does a great job of integrating older guys like myself with young teenagers on their way up, trying to become the pro racers and factory drivers of the future. There used to be only one or two of the "kids" in the series. Lately there has been between five and ten. It's a great mix and creates an incredible level of competition that makes it one of the best learning environments available.

Can you share your personal goals in racing?

AM: Goal setting in this sport has been challenging for me. In the past, when I have encountered a new sport that captivates me, framing things up has been pretty straightforward - I want to be the best in the world at this even if it takes a decade. I discovered motor-racing at 48. It was clear I didn't have enough decades to become a world champion. So here is where I landed: My overarching goal is to be the fastest-learning, hardest-working driver in whatever paddock I am in. As long as I am doing that, I feel like I am moving forward and it is worth the time and money it takes.

Our plan for 2020 was to compete head-to-head with the "kids" in the series. My goals were to be the first Masters Driver (a) to be overall pole in a Porsche GT3 Cup race, (b) to win overall in a GT3 Cup race, and (c) to win the overall GT3 Cup Championship. I am happy to say we achieved the first two of those on our way to winning our third consecutive Masters Championship.

For 2021, I am racing in the Carrera Cup and also in the Lamborghini Super Trofeo series, simultaneously. I will also race in two or three endurance races in the IMSA, SRO or Creventec Series. More than anything, I just want to keep learning and getting faster.

Other than racing, what else keeps you busy these days?

AM: I have an incredible wife and four wonderful daughters. Each is different and spectacular in their own way. I love spending time with them - hanging out, cooking, eating, traveling, hiking, camping, riding, skiing, and scuba diving. I try to spend time doing things with them that they love and they take turns coming out to the track to be with me when I am doing what I love. It doesn't get any better!

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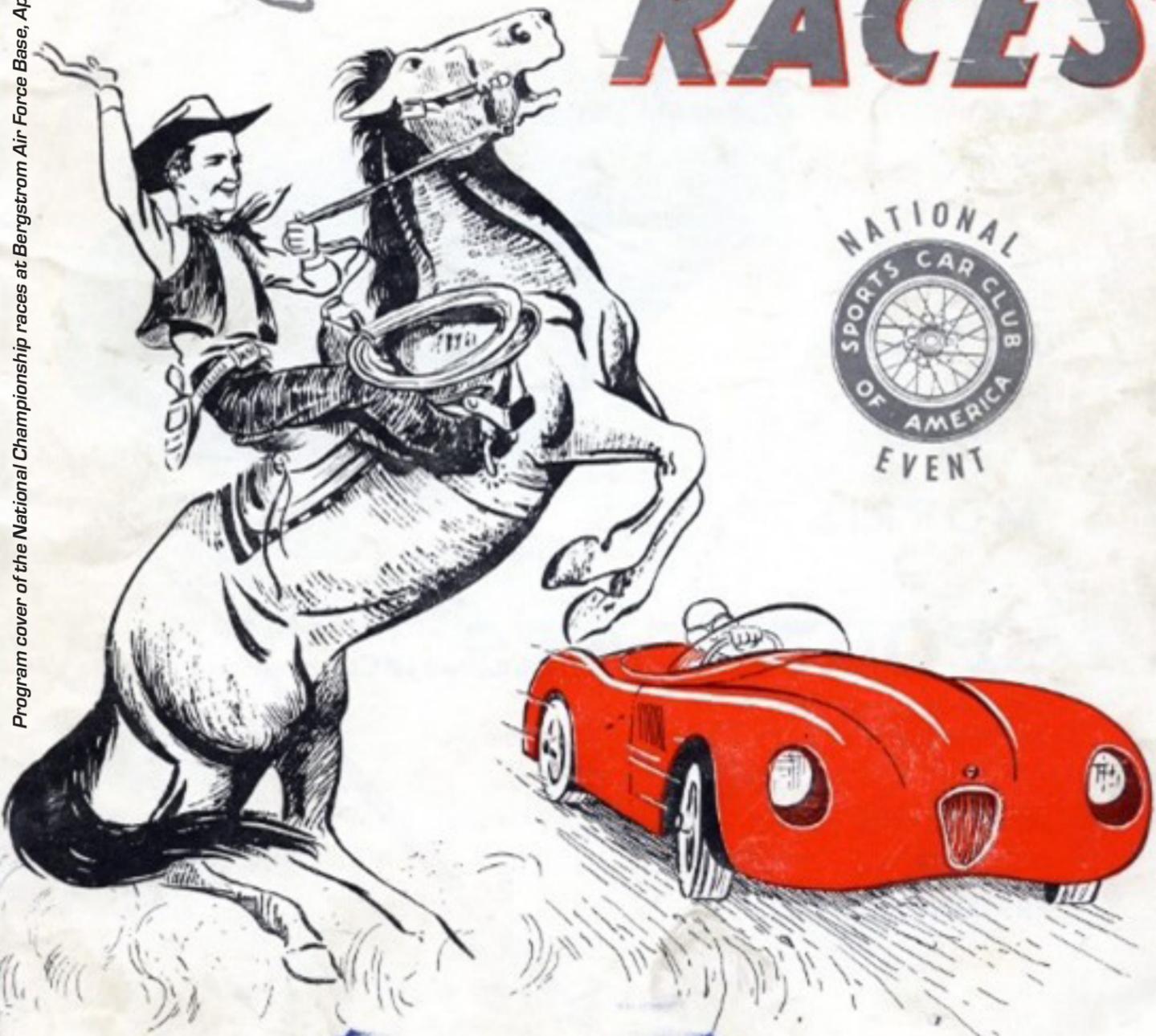
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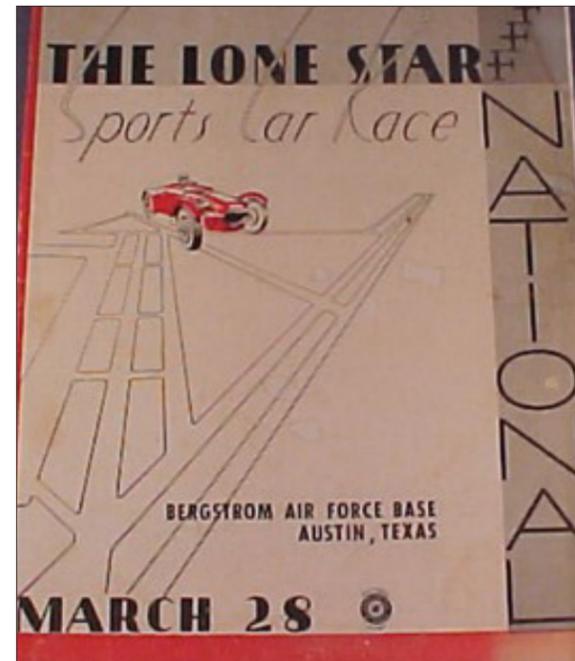
National Sports Car RACES

Program cover of the National Championship races at Bergstrom Air Force Base, April 1953



April 12, 1953
Bergstrom Air Force Base
Austin, Texas

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Program cover of the 1954 Lone Star Championships at Bergstrom Air Force Base

IN HINDSIGHT STORY BY HANS FALK

Prior to the construction of COTA in 2012, the Austin area was not necessarily well known for its racing activity. Sure, we were blessed to have the Texas World Speedway up in College Station for a few decades, plus an eclectic assortment of local tracks featuring everything from Sprint cars to Stock cars, but there was very little to draw national attention down our way or anything to attract world-class drivers and teams to our area. Despite a few meager attempts along the way, we simply were never a consistent part of any major sanctioned 'circuit' or championship. Except that is, for two long-forgotten years back in the early 1950's when Austin rubbed shoulders with the likes of Watkins Glen and Sebring, and reveled in the spotlight of world-class drivers, teams and racing enthusiasts.

At the close of the Second World War the Sports Car Club of America (SCCA), then only a year old, had already become a respected organizer of racing events and found itself facing a golden opportunity - a flood of young speed enthusiasts recently discharged from the armed forces, many bringing home with them the first-hand thrill and excitement of European-style sports cars, paired with a sudden abundance of under-utilized airfields across the country. Oh, for the love of chrome and motor oil, what possibilities this presented! Work began immediately and with the help of Air Force brass in Washington, some of whom had themselves been smitten by the racing bug, sufficient red tape was untangled to allow the SCCA to use a few selected

airfields around the country to lay out a series of organized raceways. There was MacDill AFB in Florida, Moffett Field in California, Turner AFB in Georgia, and right up there along with the big boys - our very own Bergstrom Air Force Base, currently the site of Austin's international airport. For two magical years in 1953 and 1954, the roar of flat-fours and V-12's thundered across the tarmac to rival the Republic F-84's of the 27th Fighter Wing then stationed at the base. In 1953, under a sunny April sky, no less that sixteen separate makes graced the starting line of the inaugural race, from everyone's favorite car, the MG to a rare even back then, Jowett Jupiter.

In the early years, the SCCA membership quickly developed friendly rivalries between clubs, especially those of the East Coast against the upstarts in California. It concerned bragging rights over horsepower and driving skill and a National Championship in 1951 was the logical outcome. Along with a season full of gymkhanas and concours, the Championship became the headline event for all SCCA clubs and brought forth the best drivers and cars then in existence. Many a now-famous racer made their name on the SCCA circuit - racers such as future Formula One champions Phil Hill and Richie Ginther, the celebrated Ken Miles, racing entrepreneur Briggs Cunningham, as well as the up-and-coming legend Carroll Shelby, who entered both an MG and a Porsche 356 for the race at Bergstrom in 1953.



John von Neumann's 'topless' 356 Gmünd SL at the Pebble Beach race, 1953, courtesy of www.sportscardigest.com, "History of the Pebble Beach Road Races", by Art Evans, Aug 9, 2013

The Championship also brought out the best in cars, from the exotic Bugatti and Alfa to the legendary Jaguar XKE. One car in particular that graced the tarmac at Bergstrom and is of special interest to our readers was one of the famous Glöckler Porsches custom-made specially by Walter Glöckler between the years 1951 to 1954. The car that appeared in Austin in 1953, the third of only seven made, competed the year before in Europe and won the 1952 German Championship driven by Glöckler himself and his cousin Helmut. He then sold the car to Max Hoffman, legendary Porsche dealer and racing enthusiast from New York, who immediately imported it to the United States and entered it in the 1953 SCCA National Championship. Driven by his Los Angeles friend and soon-to-be official west coast Porsche dealer John von Neumann, it made quite an impression on American racers, especially after Hoffman cut the roof off of what started out originally as a 356 Gmünd SL coupe. It has been rumored that the images and success of the heavily modified 356 inspired the Porsche factory to build the 550 Spyder and begin focusing more heavily on auto racing (something that the fledgling five-year-old company had initially neglected). The iconic car, driven by John von Neumann, placed second at Bergstrom in the under 1500 cc class, behind a winning Osca. The Glöckler was not alone however as a host of other privately-owned Porsches competed as well, winning several firsts in their respective classes.

The following year saw the little airbase outside Austin once again on the roster of the National Championship,

this time a bit earlier in the season at the end of March, an odd choice given our unpredictable rainy season, but it was run successfully, nonetheless. This time John von Neumann returned, bringing a brand-new Porsche factory 550 Spyder and winning the Modified class outright, along with three other 356's which took 1st, 2nd, and 3rd in the F-Production class.

It was a glorious moment for Austin and sports car racing in general as its popularity spurred the sale of many European imports. But just as quickly as it began the racing suddenly stopped. Darkness fell over the racing world in 1955 and many predicted the demise of the popular sport. The entire year was shrouded in tragedy and heartache as several horrific accidents brought the specter of death to prominent drivers and factory teams worldwide. In May of that fateful year the beloved and popular American racer Bill Vukovich died at Indianapolis while leading the 500; two months later the equally loved and popular Italian Alberto Ascari died while test driving a new Ferrari model at Monza; in June a Mercedes 300 SL careened out of control at Le Mans doing 130 MPH and took out eighty three spectators in the deadliest crash in auto racing history; then in September the life of America's heart-throb James Dean was snuffed out behind the wheel of a Porsche similar to the 550 Spyder that John von Neuman raced so successfully the year before. A death knell rang loudly around the world and many countries outlawed motor competitions outright. The Triple A, sanctioning body for all major racing events in America and then official FIA representative resolved to remove itself entirely

from racing competition activity. But for the SCCA, the proverbial 'writing on the wall' (or was it a 'skid mark on the track'?) had already come much earlier when a competition at the end of the 1954 season at Andrews Air Force Base, just a stone's throw from the bowels of Federal bureaucracy, appropriately named 'The President's Cup', stirred the ire of several congressmen who demanded that such wasteful antics not be supported by the US military. The red tape so expertly cut just three years earlier re-emerged with vengeance and no military base was used for motor racing events ever again. It did not matter that the SCCA had contributed over a quarter million dollars to military charities, the outcry from Congress followed by the uninformed populace the following year was unstoppable and the SCCA found itself once again scrambling for venues to continue the sport.

Oh, how one dreams of the possibilities, had Congress not taken such a negative interest and had the year of 1955 not been so tragic, what an alternative future would sports car racing have had in Central Texas and what thrilling and exciting events the little airbase outside Austin might have hosted. For the Texas racing enthusiast, it was our moment of glory, our share in the spotlight, but before it could grow into

a legend among America's raceways, it was snuffed out all too quickly. Sixty years would have to pass by before the roar of racing engines and the presence of a new breed of world class drivers would once again draw national and worldwide attention to our, not so tiny anymore, little town in Central Texas.

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The first 356 was completed at the Stuttgart factory in 1950. Consistent with the Porsche practice of naming test vehicles, it was named "Ferdinand" and given as a gift to Ferdinand Porsche. This sheet-steel bodied coupe with chassis number 5056 had a 1100 cc boxer engine with 40 hp. Capable of around 140 km/h, this car covered about 300,000 km of testing over the following 8 years.

Porsche used this 356 to test an anti-roll bar and rack-and-pinion steering that didn't appear on production cars until the 911 in 1965. "Ferdinand" also ran on radial tires which were ground-breaking at the time. It was the first Porsche 356 to be powered by a Carrera engine - the four-camshaft power source that was designed for racing.

The Porsche coat of arms was added to "Ferdinand's" steering wheel in 1952 - and appeared in series production cars starting in 1954. It also featured a balsa-wood gear knob. "Ferdinand" now resides in the Porsche Museum in Stuttgart.



A PORSCHE TALE: 356 Coupe "Ferdinand"

Story from 111 Porsche Stories You Should Know by Wilfried Müller
Photo from Porsche Museum Presskit, Presskit.Porsche.de



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AUTOCROSS IS RETURNING TO HCR

STORY BY SCOTT WHITMAN

PHOTO FROM KENTUCKY REGION SCCA, Porsche Louisville

After a long absence, HCR is excited to announce an autocross event on May 8, 2021 at the Travis County Expo Center. Registration opened in January at ClubRegistration.net, with an entrance fee of \$40. A minimum of 35 participants is needed for a successful event, so please sign up as early as possible. No prior experience is needed and HCR encourages both first-time and experienced drivers.

Autocross is a timed set of runs, where drivers navigate a pylon lined course as fast as they can safely go, in pursuit of the lowest elapsed time. While there are limits to the capabilities of a given car, autocross rewards quick thinking, planning, ability to see the course, and car control. Typically, a driver will shift from 1st to 2nd relatively soon and stay in 2nd gear for most, if not all, of the course. The maximum speed is typically around 60 mph but the turns come up quickly and messing up one turn will result in the next several turns being off. Therefore, advance planning and mental preparation are paramount to success. This re-introduction to autocross will allow new

participants to experience their Porsche in the way it was meant to be driven. Experienced autocrossers will enjoy the challenge of a new course and can also help new drivers. The initial event will feature two run groups and all participants are required to work during the event when their run group is not active. Most will be corner workers which involves shagging cones, flagging drivers, and reporting cone hits. Others will work the grid and start, or help with technical inspection. Most importantly, all will have fun.

Each car is required to pass an on-site technical inspection which will take place prior to the start of the event. Information about tech inspections can be found in the resources section below. Drivers also need a helmet that meets the Snell SA or M standard. The current standards are SA2020 and M2020, but helmets that meet the years 2010 and 2015 are also allowed.

On the day of the event, you will want to walk the course as many times as possible before the start, to

get a sense of the driving line. If you're a novice, it will be difficult to get a good time initially - it may feel like each turn comes up quickly. As such, your goal for the first few runs should be not so much elapsed time but instead to learn the course and get a feel for the flow. Try to remember the line so you can pick areas to improve on your next run. You're learning a new skill so give yourself time.

Ross Bentley is a former Indy car driver and world class driver coach. He teaches both driving technique and mental aspects of driving. One of his books is specific to autocross and is referenced below. Visualization is one of the techniques he emphasizes. Start by studying and walking a course - then close your eyes and drive it in your mind. You can repeat the process by walking again, and driving it in your mind again. Teaching your brain to do this will allow the turns to be more predictable and you can concentrate on technique and speed, rather than worry about where you're going.

You might be wondering if autocross is safe. Generally speaking, it is. There are things that can happen, but the event focuses on safety as well as performance. The typical things that can happen are to spin or hit a pylon. If you spin out, get hard on the brakes to bring your car to a stop. Use the "two feet in" approach if you have a clutch - left foot on the clutch and right foot on the brake. A spin may feel odd at first, but autocross courses are set up to allow for "offs", with minimal danger to yourself or others. An autocross course is a much safer place to spin than on the street.

Another question you might ask is whether autocross is safe for your car. As long as your car is in good working order, it's fine. You'll be driving more aggressively than on the street, so expect some wear to tires and brakes even though runs are typically less than one minute long.

Autocross can be fun and challenging, and offers a different experience each time. You will continue to



learn and can try different things to improve. Seek out others with experience and ask for advice on driving technique and finding the line - the so-called perfect path through the corners to achieve the lowest elapsed time. You can learn a lot from others especially if you have a similar car.

Driving autocross will also teach you car control in a manner not possible on the street. When was the last time you came close to the limits of your car? You will learn how your car behaves when pushed for maximum acceleration, cornering and braking. Autocross provides a safe opportunity to learn car control skills that can help avoid encounters in everyday driving.

Oddly enough, trying autocross in the rain can be quite fun. You won't have the lowest elapsed time, but you can learn a lot because of the lower traction available. We can't plan mother nature, but if the tarmac is wet or damp, you will more easily experience understeer and oversteer, and better learn to control your car.

There are different elements that make up an autocross course. These include:

- > Turns - each presenting a different challenge: constant radius, decreasing radius, increasing radius, sweeper
- > Straights - typically not too long to restrict speed and help ensure safety
- > Slalom - cones set up in a line where one alternates driving to the left and right
- > Chicago Box - an element where you drive through a "box" section. These are tricky to get right.

When trying to improve, it's best to focus on one or two turns. There's a lot going on and it's impossible to improve without a plan. Some turns are considered "throw-away" - you choose to go slow in one area to maximize speed where it counts. The most important turn is the one before the longest straight. You want to get to full throttle as quickly as possible to maximum speed down that straight. Another tip is to use a late apex in a turn - meaning the turn-in point is very late. Turn-in refers to when you first initiate

direction change in your steering wheel. Many turns on autocross courses are designed for a late apex but it's counterintuitive to what most people do on the street - and it takes patience to get it right.

While the goal of autocross is to improve as a driver, some people seek to modify their car. Typical changes include better tires, brakes, suspension or setup. While some of these can also benefit street driving, there are trade offs too - better tires and brakes will wear more quickly. Engine modifications are the least beneficial. Autocross can be done in anything from a Smart Car to a Porsche 911 Turbo. You don't need a fast car to have fun.

Autocross Resources:

- > PCA Autocross Safety Inspection Checklist from PCA.org
- > What is Autocross? from Porschenet.com
- > Winning Autocross Techniques (Speed Secrets) by Ross Bentley on Amazon.com
- > Northeast Region PCA Autocross video on YouTube

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PORSCHE AUSTIN

New Porsche Austin Dealership Facility Nears Completion

STORY BY JEFF MOORE

PHOTOS PROVIDED BY STEVE SCHERMERHORN, Porsche Austin

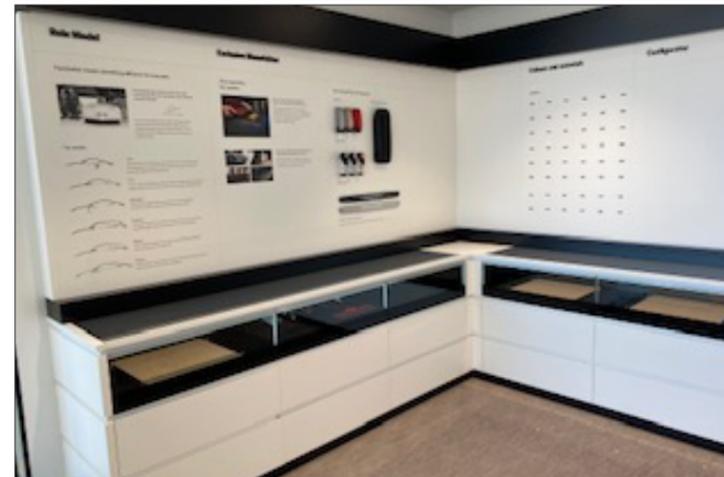
Get ready for the opening of the long anticipated new dealership facility for Porsche Austin! This 8-level facility totals over 200,000 square feet of indoor space. There are many unique features and modern amenities including a two-level showroom, substantially expanded service and parts areas, an enhanced customer lounge, ample covered parking for vehicle inventory, and forward-looking infrastructure for electric car charging. This exciting new facility is planned to be completed and open to customers in early 2021.

The new Porsche Austin facility is located at a high profile and accessible location at the southwest corner of the intersection of US Highway 183 and Loop 360 adjacent to the Arboretum in Northwest Austin. The main entrance will be off the Highway 183 frontage road, with two additional entrances on the other side off Arboretum Boulevard. Customers and visitors will have access to the 60 outside parking spaces, which will include spots for seven customer charging

stations: four fast-chargers (329kw/ 480v), two of which will be available at opening, and three standard chargers (19.2kw).

The main (street) level serves as the primary entrance and has a variety of customer-centric functions. The new vehicle showroom area is over 13,000 square feet and can comfortably hold 9 vehicles for a representative cross section of the Porsche line-up. The recessed customer lounge will have a selection of drinks and snacks and features a large angled expansive window which provides a view into the service area below. There is ample space for the sales consultants and service advisors. Comfortable public spaces and seating encourage informal conversations or just relaxing to enjoy the view. A dedicated two-car indoor new vehicle delivery area, designed as an extension of the showroom, will provide an area to acquaint customers with their new vehicles.

Those arriving for vehicle service will pull into the



enclosed interior service drive, which is also on the main level, and is equipped with two high-speed overhead doors. There are two service lanes and space for 8 inbound and/or outbound vehicles. The service shop is located on the lower level below ground, accessible via a ramp from the service drive. This is a state-of-the-art space, with 28 in-ground lifts, two flat work stalls, an alignment machine, very high ceilings, LED lighting and a vehicle exhaust evacuation system. Each work area will have built-in Snap-On toolboxes and a workbench.

The parts department is another great improvement compared with the current facility- it is five times the size! Easily accessible shelving and a high-density touchscreen-controlled electronic parts carousel system will provide efficient parts storage and accessibility. There is a customer parts, accessories and boutique display area which will greatly expand the selection of merchandise immediately available to customers. Moving through the building is made easy by an elevator to access all eight floors, and an escalator between the first and second floor showrooms. A large wall-size video screen will be visible from multiple vantage points.

Porsche Austin is finalizing and configuring some new technology to improve the customer experience. A license plate recognition system will read the license plates of customer and loaner vehicles entering the service drive. This will trigger an alert to the customer's service advisor, meaning the customer will be served promptly and seamlessly. In addition, RFID technology is expected to be deployed throughout the facility to help track the location and availability of display, inventory and loaner vehicles. It will also be offered to customers as an optional method to identify their vehicle while on site.

There are five parking levels for new and pre-owned vehicle inventory, all of which will include EV charging stations. All parking levels are enclosed except the roof level. A unique characteristic of the building is the 7th level which has full floor-to-ceiling windows with special lighting to display vehicles at the edge of the parking area- this will surely be a prominent night-time feature in the area.

Along with the new facility comes a new capability for a range of improvements to enhance customer

service. Service customers will notice a greater accessibility to service appointments due to the much larger shop area and increased number of service technicians. The additional space will also allow Porsche Austin to increase the customer service loaner fleet to approximately 80 vehicles. Porsche Austin will also provide a greater variety of other customer transportation options, including a shuttle service, Lyft ride services, and customer vehicle pick-up and delivery as available.



All of the current Porsche Austin management and employees will relocate to the new facility. In addition, Porsche Austin has recently been hiring new team members, with an emphasis on service technicians, so that they are fully staffed at the opening. Just in the past few months, about 15 new employees have been added. Soon after opening, the new dealership will employ a total of 85.



New South Austin Facility Also Under Construction

As if this new facility wasn't enough, Porsche Austin parent company High-Tech Motorcars is also building a second Austin dealership facility in South Austin! Construction is currently underway, with an expected opening in July 2021. To be known as Porsche South Austin, it will be a separate stand-alone dealership with new and pre-owned vehicle sales, service and parts. It will be located on the east side of I-35 South between Stassney and William Cannon, next to Ferrari of Austin.



The two-story building will be similar in size to the current facility, but with a much larger showroom. The service area will include 10 service bays and will have an additional focus on track and classic Porsches. Located only a few miles from Circuit of the Americas, Porsche South Austin will have specific capabilities to serve track vehicles, including track technical inspections.

The Central Texas Porsche community is fortunate that Porsche Austin and High-Tech are eager to invest in physical facilities and capabilities to enrich the customer experience!



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Double Cut in the background. Race day.



JOURNEY TO THE SUMMIT
STORY BY KATHRYN MEAD
PHOTOS BY LARRY CHEN PHOTOGRAPHY

Holding two green flags, Dave Jordan, the starter, gives me the two-minute signal, which I mirror with my left hand. Visualizing the first section, I think "Three rights, then a left. Orange barricades to the outside." Now he's listening harder to the radio and fiddling with the flags. Then he waves them.

My goal is only to reach the summit. Time and finish position do not matter. After eight practice days and a month in Colorado Springs, I feel prepared. All that's left is execution.

There is no margin for error on Pikes Peak. No second chances. No pit stops. Ask pro David Donohue who, driving a GT2, got a flat tire on race day - the most benign of imaginable outcomes of a mistake - and had to watch the entire race from the side of the road.

In that last two minutes waiting for the green flag, one thought through my mind was the oldest adage in racing: "you can't win in turn one, but you can lose." A stark illustration of that was the car that crashed into the trees at the starting line on a practice day. After the race, Jeff Zwart, the coach for our division, asked me why I was slow at the take off point. It was interesting to me that he noticed. I explained all this to him - a small investment of time to make sure I was in my optimal head space. I was.

My journey to the starting line started about a year before, when I learned there was a class for my car, Pikes Peak Trophy sponsored by Yokohama, PPT Division. (We drove on Advan 052 DOT legal tires.) I entered in January, and in the ensuing months, COVID made me change my plans to the point of being sure I would not go. But I changed my mind, made special COVID-aware travel arrangements, and drove my Cayenne to Colorado Springs.

Luckily for me, my first practice day was on the most comfortable part of the course; the lower section, entirely below the tree line - from the pits at 9,000 feet, to Glen Cove at 11,000 feet. This was fun driving - something any Porsche driver would enjoy. Closed road, no speed limit.

Jeff Zwart's central advice was to go faster on each run. As he is telling me this, I am thinking "well, that's impossible unless I purposely hold back." He continues, "you need to hold something back so you can learn each time." Emphasis on learn. Now I have an approach that is about cognitive process instead of risk tolerance. This served me well.

The next practice day was mostly above the treeline,

starting at Glen Cove and finishing at the summit at 14,111 feet. For me, the abject dearth of visual references makes this the most cognitively intense part of the course. We start as soon as it's light enough for someone to want to drive up. Sometimes this was well before the sun was above the horizon.

One of many new experiences was, above the treeline, the disorientation caused by the sun lighting the mountain from below the road. "I feel weird. Is it the altitude? Something wrong with my vision?" I consider what I am seeing in my peripheral vision - to the right, the side of the mountain, to the left, sky. The horizon and the sun are way below me. The rocky cliff was glowing in a weird way. Oh - the sunlight is reflecting predominantly upwards off the rock wall. Not being in a situation to revel in this proprioceptive / kinesthetic marvel, I had to just tell my brain, "gravity down, sunlight up" instead of gravity and sunlight going in the same direction.

156 is too many turns to memorize. Significantly, there are several turns on the mountain which look the same on entry, but are different on exit. So, among other reasons, I left an extra margin of error in case I was wrong.

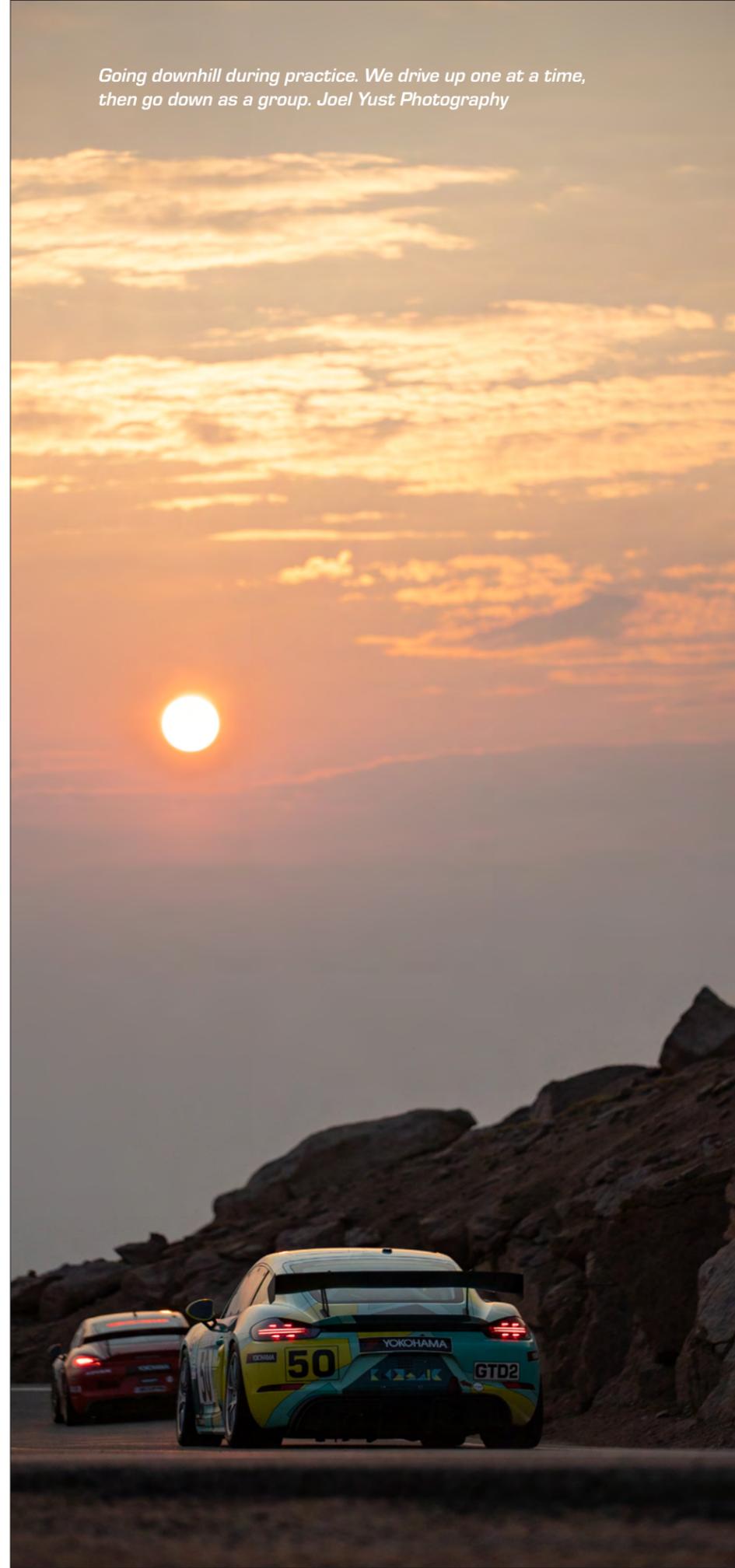
Not to mention there could be some sort of debris on the road or an animal. One practice day on the upper section, there were several marmots on the road. Moral issues aside, hitting one will wreck you. There are corner workers, but it is not like a circuit course where essentially all turns are monitored. So, drivers are largely on their own.

Though I drove with oxygen, the altitude was a significant factor for me. I live in Austin at 600 feet. The 6,500 foot elevation of Colorado Springs was noticeable but generally not problematic. However, the days we practiced the upper portion, from Devil's Playground, 13,000 feet, to the summit at 14,000 feet were noticeably more exhausting than the days we practiced from the pits to Glen Cove.

As part of my training, on non-practice days, I planned to make trips to various altitudes to acclimate. After a couple of trips, I had to largely abandon that plan because driving up, and especially down, behind trains of slow tourist vehicles, including the Pikes Peak shuttles, was so exhausting that the whole process just wasn't worth it. And yes, having to drive on only the right side of the road felt confining.

Between practice days, I studied my video, annotated

Going downhill during practice. We drive up one at a time, then go down as a group. Joel Yust Photography



a course map, exercised, studied more video and generally made sure to stay fit and COVID-free. On circuit courses, I always study data, but at Pikes Peak, I did not.

Michael Conn was my crew for this event. His role included attending to fuel levels so he could calculate how much fuel to put in the car on race day and what tire pressures to start with on race day. There are no warm up laps. Between practice days he inspected the car for wear and made any necessary changes. Perhaps most impressively, he drove a rented truck and trailer up the mountain for all the practice days. This included driving up the switchbacks in the pitch dark at 4 am for starts at Devil's Playground.

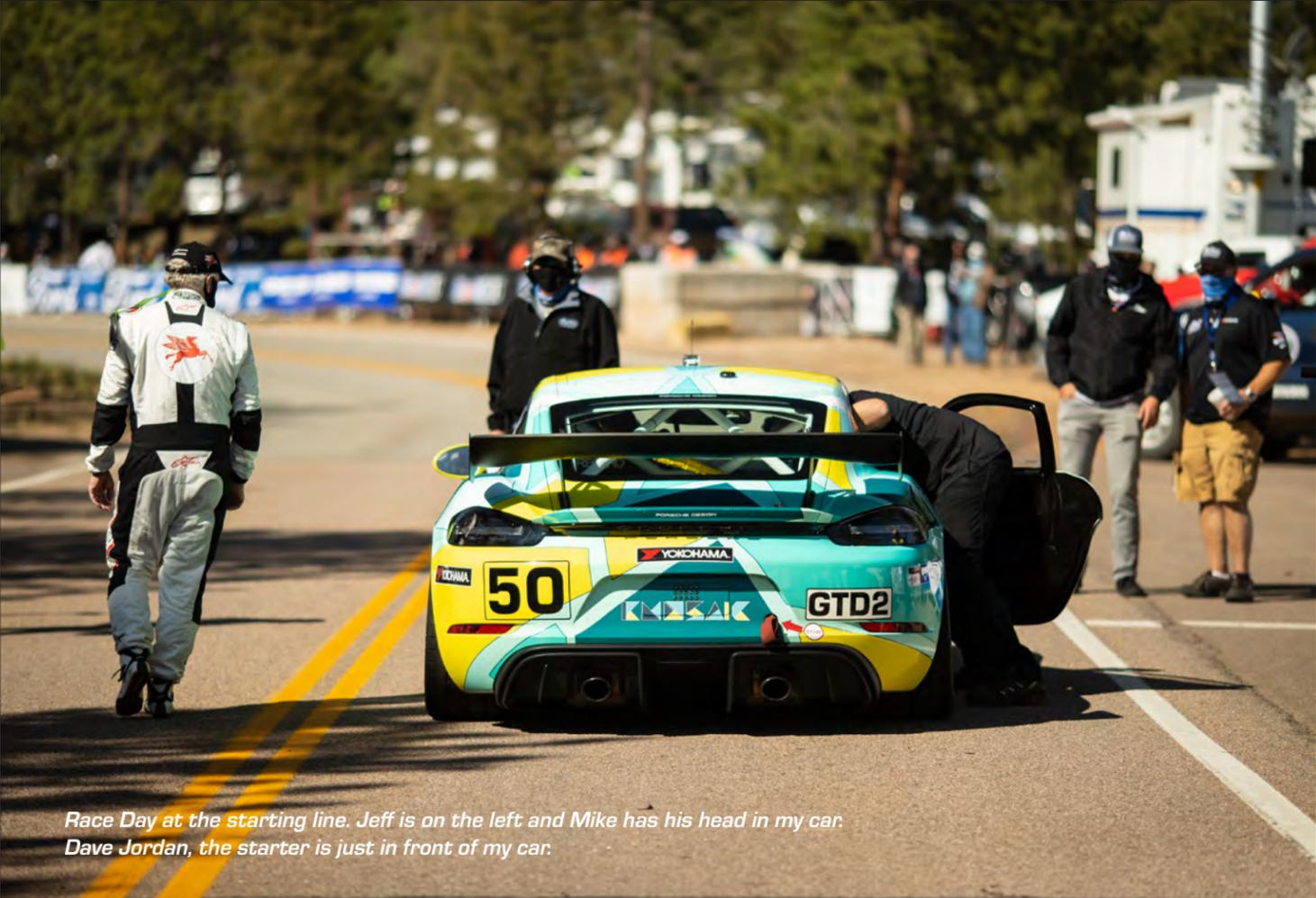
During race week I did three practice days and, after two days off, race day arrived. Of course I slept poorly. The pitch dark 9,000 foot elevation pits were lit by 3 gigantic TV screens, which was rather disorienting. Because of ice at the summit, the first car went off 2.5 hours behind schedule. Delays are always a challenge for athletes. I didn't want to spend energy talking to people or walking around taking in the ambience and excitement in the pits, so I spent most of the time sitting in my Cayenne.

I started ninth. Exhibition class started first, then the PPT division, then everyone else, in increasing order of qualifying time. That is, the fastest qualifier started two cars after I did.

Dave waves the green flag.

Three rights, then a left. Eyes up. Late apex. Drive 7/10ths. Engineer's Corner, Picnic Area, Ski Area, Blue Sky, three more that look like Blue Sky, brake check

At the summit just after I took off my helmet. I don't have a mask on yet.



Race Day at the starting line. Jeff is on the left and Mike has his head in my car. Dave Jordan, the starter is just in front of my car.

Interior, race day. I'm adjusting the oxygen flow with my right hand.



in the brake zone into the right hander because I am going faster now than in practice.

Look for the last tree... gate, blind turn, look for the guardrail... more emptiness to one side, looking for guardrails, now at the top of the switchbacks, make sure to be flat when going by Devil's Playground. good job. Blind left with no visual reference for my brake point, then another left to Bottomless Pit... avoid huge dip at apex... "No Name", blind left entry with double bump at brake point, "glary turn", guardrail... almost finished, straighten the winding bit before Cog Cut, stay to the outside of Cog Cut... long blind right to the guardrail at Olympic... only the bumpy blind left to go - eyes up for Derrick Jordan who is waving the double checker. Transition to the dirt, get the car settled. Scream "I DID IT"

After a month of focused emotional intensity, finally I can release that as joy.

When asked in an interview, "will we see you again next year?" It all seemed fun instead of hard so I immediately said, "yes, I would like to do it again." While thinking, "let's do it again right NOW."

Selfie with Jeff in the pits after the race.



Finish on race day. Vast nothingness below.

When the sun comes up over that horizon is when the upwards sunlight effect is the most noticeable.



PORSCHE TAYCAN 4S REVIEW: All Electric, All Porsche

STORY BY JEFF MOORE

PHOTOS BY JONATHAN HAGGAR



Thanks to the generosity of Porsche Austin, I enjoyed the weekend use of a Taycan 4S in December. This very extended test drive provided the time needed to thoughtfully evaluate the functions and features, and most importantly, develop a sense of the driving experience.

The Taycan 4S has a base price of \$105,150 including destination charge. Like any Porsche, the available options are extensive and can be expensive. The total MSRP of this particular Taycan was \$136,970.



First impressions

My initial impression during my first time in the cockpit and first drive in the Taycan: this is different, somewhat complicated and just a little unsettling. The start button (reassuringly to the left of the steering column) is not needed to “start” the electrons flowing. As long as the key fob is in the car with you, you’re good to just go. But first you need to toggle the “gear switch” located to the right of the steering column from Neutral to either Drive or Reverse. There is no traditional gear lever because, well, there are no traditional gears. The standard Taycan configuration is a single-speed transmission on the front axle and a 2-speed transmission on the rear axle.

Simply press the accelerator and you’re off, quietly. I immediately noticed the relative lack of regenerative braking when easing off the “gas” pedal. Unlike the Tesla Model S I’ve driven on two occasions in the past, the interaction and response of the acceleration, braking and powertrain feels much more natural in the Taycan. Porsche deliberately avoided the traditional one-pedal “lift-off” regenerative braking, and instead developed a system with very mild accelerator regeneration but strong braking regeneration upon application of the brakes. The driver has the ability to adjust the regenerative braking characteristics, but I liked the default setting.

Through the rolling hills and curves west of Austin, I really noticed the low center of gravity (the lowest of any Porsche due to the placement of the heavy battery pack). Despite the hefty weight of 4771 pounds, the Taycan handled very well with essentially no perceptible body roll during deliberate cornering. It felt solid yet light on its feet. By the end of my first drive, I was impressed by how much it drove like a Porsche. And I was beginning to get more comfortable with the operating controls and feel of the Taycan.

The Interior

The interior design is thoroughly modern without being gimmicky. The instrument cluster consists of a curved 16.8-inch screen with the rounded look that’s typical of Porsche, but is a single piece in front of the driver. It features the ability to choose between four display modes where the driver can select the information displayed, including an option which shows the navigation map across most of the screen. A central 10.9-inch infotainment display and an optional passenger display (which this car did not have) are combined to form an integrated glass band in a black-panel look across almost the entire form of the dashboard.

Another unique feature are the interior air vents which are only adjustable electronically, simplifying their appearance. In addition to air flow speed, you can choose between “focused” – for fast direct heating and cooling, or “diffused” for a more dispersed, draft-free flow.

The upper-dash placement of the gear selector has the benefit of freeing up space in the center console which includes two very usable cupholders within natural reach of the driver. Overall the dash and center console flow well in looks and functionality and are simple and uncluttered.

This particular Taycan included a rather expensive (\$7140) but also really nice interior option called Olea Club Leather Interior with Basalt Black/ Atacama Beige. Olea, I discovered, is a sustainably-tanned leather which uses olive leaves in the tanning process. The quality and elegant richness of the materials and the color contrast provides a truly pleasing and calming environment. This ambiance was partially offset, in my view, by the optional (\$470) steering wheel in “Race-Tex” instead of the standard leather. (A heated steering wheel is also available with leather.) Race-Tex is a microfiber, a Porsche version of Alcantara. I thought the look and feel of Race-Tex cheapened the interior compared to a leather steering wheel. Others may prefer it, and for those who want to go all-in, a full Race-Tex interior is available.

The Exterior

This is a modern, distinctive design without being too far out of the mainstream. Traditional Porsche design elements abound. The wide hips, arched fenders, four-point running lights, full width rear taillights, and even the sloped roof profile. All Porsche. From a bit of a distance, and just a little imagination, the Taycan almost looks like a 911 sedan especially from the side. I really liked the look, although the black-painted front air intake vents under the headlights seem an unnecessary distraction. These stood out on this white vehicle but would be much less noticeable with a darker color paint.

This Taycan came with the optional 20-in Taycan Turbo Aero wheels (\$2380). 19-inch wheels are standard, and I actually prefer the look of the standard wheels. Again, personal preference.

Similar to the Cayman and Boxster, the Taycan has two luggage compartments. Comparatively, the Taycan’s frunk is much smaller, and the rear trunk is substantially larger, than its mid-engine family





members. There is certainly enough space for a weekend -or longer- road trip for a couple who packs efficiently. The back seat is usable for normal size adults, and foot-room is improved by the spaces carved out of the floor underneath the front seats.

Technology, Battery and Charging

The Taycan powertrain technology is advanced to say the least. Details are readily available from other sources, but I will mention a few highlights.

The electric architecture is based on an 800- volt system, which is double that of other EV's. Higher voltage equates to lower current, which in turn results in less heat generation in the batteries and electronics allowing for thinner and lighter wiring throughout the

vehicle. All of this also facilitates faster charging and enhances performance, especially repeatable acceleration.

The charging technology, process and options deserve close consideration by prospective Taycan owners. There is a lot of information on the Porsche website and elsewhere.

The Performance Battery Plus, a \$6580 option on this vehicle, provides dual benefits of additional power and additional range. Compared with the standard Performance Battery rated at 79.2 kWh, this upgraded battery with additional cell modules has a gross energy content of 93.4 kWh. Related electric Porsche Intelligent Range Manager for \$300.



Every Taycan comes with 3 years of 30-minute DC charging sessions with Electrify America. This is the largest public fast-charging network in the US. In the Austin area, there is currently only one of these stations: at the Round Rock Premium Outlets on I-35 just north of Austin. Other stations are located in northwest San Antonio, Waco, in Columbus - if you're driving to Houston - and in Junction if you're heading west on I-10. So, this is mostly a benefit on longer road trips which take you out of the Austin area and if you are mostly following on or near interstate highways. For all practical purposes, a home charger will be needed, which adds to the cost.

Driving Impressions

By the second day and 4th drive, I was already beyond acclimating to the electric-ness: I was thoroughly immersed in the Porsche-ness of the experience. It is almost eerie -in a good way- how much any Porsche feels like any other Porsche. I likened this to my experience when my wife purchased a 2020 Macan last year. We've had our 2014 Boxster since new and had become accustomed to the Porsche feel. The Macan felt noticeably different at first, but after some time and familiarity it felt, in many ways, similar to the Boxster at least in normal driving environments. By contrast, the Taycan feels closer in driving character to the Boxster when driving more briskly. I did notice and appreciate the commonality of overall ergonomics, certain switchgear, and simply the way it feels.

The Porsche Electric Sport Sound (a \$500 option on this vehicle) offers a distinct but subtle electric/ electronic sound during acceleration and deceleration. This is an enhanced recording that augments the actual vehicle sound, not an artificial replication of an internal combustion engine as in some other electric cars. I liked it, and I think it enhanced the experience.

Porsche has built a true electric sports car. Although the "least powerful" compared with the Turbo and Turbo S, the 4S felt just right to me - although I may feel differently upon direct driving comparison with the others! The acceleration is truly addictive - there is no other way to describe it. The driving character is clearly Porsche. Porsche aficionados will be pleased that the Taycan enhances the brand, and as is always the case with Porsche, will continue to improve and evolve over time.



FROM MISSION E TO TAYCAN

The Taycan, of course, is the production version of the Mission E concept which was unveiled in 2015 at the Frankfurt Motor show. The Mission E also made an appearance at Porsche Parade in 2018 at Lake of the Ozarks, the first stop of a North American tour. My wife Lisa and I, and several other HCR members, attended this event, and spent some time viewing and admiring the Mission E. So how close is the production Taycan design to the Mission E? Very close, other than the expected changes from the concept's suicide doors and B pillars to more practical designs.



HCR CALENDAR

APR MAY JUN 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				APR 2021	2	3 PORSCHE & COFFEE
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	MAY 2021 PORSCHE & COFFEE ALL MEMBER SPRING FLING
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	JUN 2021	2	3	4	5 PORSCHE & COFFEE
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

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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