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COVER IMAGE:
PORSCHE 911 RSR AT THE 6 HOUR LONE STAR LE MANS RACE

PHOTO CREDIT:
JONATHAN HAGGAR

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THE DRIVER'S SEAT

TUFFY VON BRIESEN

It looks like we are still on this roller coaster ride that is the coronavirus pandemic. Based on feedback from members, we are aware of very few HCR members who have become infected. I know that some of our members are stepping up with blood donations. HCR member Alex Suarez was the first to ask us to provide information about where you can donate blood. HCR Member Jim Ett told us that he has been donating blood for some time and was on his 11th gallon. That is awesome. HCR member Brian Lawrence and his wife contracted the virus and recovered. They recently tested positive for antibodies and now will start to donate plasma. These are just a few of the examples of HCR members going above and beyond during the pandemic.

In late April it looked like things were leveling off, and we decided it was time to try a scaled down in-person event. We held a tech session at Werks11 in Temple that was limited to 15 members attending. We had a total of about 20 including the presenters. We had no problem obtaining our insurance certificate that required we provide documentation to National on how we would follow applicable State, County, Local and PCA guidelines for this type of event. The tech session went well, and everyone observed the requirements for masks and physical distancing. Based on this success, we decided to try a second scaled down session in July. Then things changed and the infection rate in Texas started to spike.

We have said from the beginning that the safety and welfare of our membership is our priority. We felt we could not safely host another in person event given the increase in coronavirus infections. We have once again postponed all in person events until it is appropriate to have our members gather in person.

We started to experiment with platforms such as Zoom to host virtual events. HCR Membership Chair Gordie Robbins arranged for Porsche Factory Driver Patrick Long to speak at one of our Distinguished Speaker Series using the Zoom format. Over 120 HCR, Lone Star, Maverick and Longhorn members dialed in. Feedback from those who participated was overwhelmingly positive. Thanks to Gordie for investing the time to make this happen. We know it's not the same as hearing someone like Patrick in person, but based on the success of this Zoom format we're going

to give it a try again. We are in discussions now to confirm a future virtual event, probably about 60- 90 days from now.

So how is HCR doing during all this adversity? Actually, we are doing well: Our finances are in good shape, and our membership continues to be holding steady at around 1500 total members. Membership initially decreased early in the pandemic, but now has come back to 1500+ members. I know that there are groups of members that are communicating with one another, so the camaraderie is still going strong. We are still tentatively planning some events in mid-September. Obviously, this depends on the virus situation at that time. If we do host this event, it will be in conjunction with all existing State, County, Local and PCA guidelines.

On July 13 I attended a virtual PCA National Board of Directors meeting, and I wanted to give you a brief update on that. As Region President I am on the National BOD. National President Tom Gorsuch said that overall PCA was in a good financial position. The revised 2020 budget projections indicated a break even for the year despite the hit to PCA income because of the coronavirus pandemic. National membership was down in March, April and May but showed a slight increase for June. PCA is in the third iteration of the Communicable Disease Waiver (CDW) and it is finally done correctly. The PCA insurance company strongly recommended this. National is becoming more involved in virtual events, including Tech Tactics Live and SIM Racing. Check the PCA website for details. For our DE enthusiasts, National is developing a lead/follow instructor process for our DE's.

Again, I wish you the best during these challenging times. Please do the best you can to keep you and yours safe and follow the guidelines for mitigating the spread of the virus. Reach out and speak with one another. We all need to stick together during these times.

And as always, if you have comments or suggestions, whether positive or negative, please let me know. You can contact me at dvb0415@gmail.com or 703-980-4839.



MEMBERSHIP REPORT

GORDIE ROBBINS

	MAY 2020	JUN 2020
PRIMARY	1007	1014
AFFILIATE	473	473
TOTAL	1480	1487

ANNIVERSARIES


25 Years	Karl Scheible
20 Years	Cherdchai Nichols
	Chad Schittone
15 Years	Nick Marshall
	Gary Davis
10 Years	Mark Dietz
	David Ervin
	Mark Hood
	David Martinez
	Caren Cooper
	Paul Goodwin
	Patricia Liles
	Shantanu Naik
5 Years	Scott Bauerle
	Steve Clark
	Tad Cole
	Steven Louden
	Matthew Shirley
	Lowell Williams
	Mark Ganninger
	Thomas Johnston
	John Wester
	Ruben Castillo
	Ray Demel
	Caleb Everett
	Rodney Gordon
	Jonathan Haggar
	A Hardcastle
	Gnossos Hebert
	Miles Johnson
	Rick Naylor
	Henry Sehne
1 Year	Brent Bennett
	Justen Butler
	Bead Copland
	Karl Evans
	Jim Friedrich
	Ted Kasten
	Maggie Key
	Les Kiser
	Barry Klein
	David Martin
	Chi Minh Pham Dinh
	Rakesh Roberts
	Vikram Sangha
	Greg Small
	Jeffrey Angelovich
	Michael Fagan
	John Moore
	Thomas Pruett
	David Rogers
	Jack Swingler
	Charles Wagner
	Jason Wells
	Jerry Bashrum
	Alex Beck
	Scott Bell
	Brooks Bixler
	Jason Chen
	Michael Croes
	Jason Darling
	Jim Factor
	Mansoor Ghorl
	Matthew Kelly
	Michael Kinney
	Ben Sandran
	Jeremy Smith
	Kris White
	Scott Whitman
	Stephen Williams

WELCOME! NEW HCR MEMBERS

Jesus Andarza	2016	911 Carrera
Christopher Arellano	2015	911 GT3
Brian Beale	2006	911 Carrera S
Ross Blair	2005	Cayenne
Lee Brooks	2018	718 Boxster
Christian Broussard	2014	Cayman S
Brian Burnes	2004	911 Carrera 4S
Kevin Carriere	1986	911 Carrera Cabriolet
Sean Christopher	1997	911 Carrera
Lazaro Corpus	1982	911 SC
Michael Dunn	2007	911 Carrera
Peter Eaton	2019	911 Carrera S Cabriolet
Evan Ediger	2008	911 Turbo
Karen Galindo	2015	911 Carrera S Cabriolet
Julio Godreau	2003	911 Carrera 4 Cabriolet
Kelly Jobe	2006	Boxster S
Matt Johnson	2017	Macan GTS
Brad Johnson	2019	911 Turbo S
Daniela Krotzer	2019	718 Boxster
Mauricio Levy	1987	911 Turbo
Scott Matus	2018	718 Cayman GTS
Philip McBride	2006	911 Carrera 4S Cabriolet
Holly Mewis	2017	Macan S
Cody Miller	2008	911 Carrera
Michael Nelsen	1983	944
David-Keith Nemerow	1969	912
Tanner Norrell	2006	Boxster
O. Atilla Onan	2008	911 Targa 4S
John Palosi	2018	911 GT3
Rob Pickett	2006	911 Carrera S
Alen Puzic	2015	Cayenne Diesel
Rosson Richardson	2008	911 Carrera 4S
Wes Salem	2005	911 Carrera S
Alan Schoenbaum	2010	911 Carrera Cabriolet
Greg Schoenfeld	2019	911 Carrera 4S
Jordan Schultz	2015	Boxster
Scott Siggins	2017	Cayman S
Adrian Silva	2016	Cayman
Laura Stover	2000	Boxster
Tim Strehl	1995	911 Carrera
Rick Urban	2010	911 Carrera
Steven Van Overmeiren	2017	718 Boxster S
Jacques Vaucher	1976	911

HCR EXECUTIVE COUNCIL & LEADERSHIP TEAM

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Tom Emr is an active HCR member who attends a variety of PCA events and is always willing to help. He wrote a recent story for Horizons, covering our Tech Session at Caliber Collision. Emr spoke with us about his first Porsche, a 2015 Cayman in white, which has a few Cayman S features.

MEMBER PROFILE: TOM EMR

INTERVIEW & PHOTOS BY JONATHAN HAGGAR



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

When did you join PCA?

TE: I ordered my Cayman in February 2015 and it was delivered at the end of May. Since we usually live in Maine during the summer (except for this year), I joined PCA at the beginning of October that year. I originally paid for a one-year membership, since I wasn't sure if the club would be a fit. However, after the first year I realized it was a great fit and I've joined in three-year increments ever since.

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

TE: My wife Pat and I moved to Austin in April of 2011 when we retired. We're originally from New Jersey, but because my family moved to Houston, Texas in the early '70s, I knew that I would follow them at some point. Prior to moving, I visited every year and fell in love with the Texas weather. Coincidentally, my son met and fell in love with a Texas native who was working in NYC at the time. After grad school, Tim got an offer to work at Dell Computer, so he and Alicia moved to Austin. Even though Pat and I decided earlier that we would retire in Austin, my son got here first.

How and when did you acquire this Porsche?

TE: Just after Christmas in 2014, I was thinking about buying my "dream" car. I've always been a car guy, so I narrowed it down to two choices. Let me say that I still have my first high performance car, an original owner 1971 Camaro SS350, so, as a Chevy guy, I thought I should consider buying a new Corvette. Since I had worked at a foreign car dealer (Mercedes-Benz) while going to college, I thought about what other options I should consider. It became obvious to me that my other choice should be a Porsche, preferably a Cayman. After test driving both vehicles, the Cayman was the clear winner. I placed my order the next day.

What drew you to this car?

TE: Prior to buying the Cayman, I was the happy owner of a Solar Yellow 2002 MR2 Spyder. When I ordered it, there was a unique transmission option called SMT (Sequential Manual Shift) which was similar to the Porsche PDK. The SMT even had buttons on the steering wheel to control the shifting. I thought it was the best of both worlds, but nowhere near as fast shifting as the PDK, since it only had a single clutch.



What is your favorite thing about your car?

TE: Would it be ok to say I like everything about it? The one thing that stands out from just about all other Caymans that I've seen is the two-tone interior. It's a combination of Agate Gray with Amber Orange seat centers. Kind of has a UT look, which I think is perfect for Austin.

Does your car have any special features or modifications?

TE: I've kept it mostly original, except I've replaced the side markers with the European version and I've added polished aluminum trim rings to the dashboard gauges to match the other factory trim. One other thing: since I didn't want to drill holes in my front

bumper, I found a way to fit my custom PCA license plate into the front grill area.

How did you become interested in Porsche?

TE: Thinking about it, I've always liked Porsche vehicles. My favorite racing Porsche is the 904 because of its sleek lines. And I've always loved the look of the early 911s. When I win the lottery, my first splurge will be on a Singer 911.

What makes this car unique or special to you?

TE: I've had a lot of nice cars during my driving career, but the Cayman is the best car I've ever owned. It just passed its 5th anniversary and I'm happily looking forward to the next five. Can you tell that I like to keep

my special cars for a long time? Camaro - almost 50 years, MR2 Spyder - over 13 years and my Cayman - who knows.

What do you love most about Porsche cars?

TE: I like that they're true to their history. Of course, the iconic shape of the 911 and Cayman are beautiful, timeless designs.

Have you owned other Porsche cars?

TE: No, this is my first full scale version. But it won't be my last. I'm a collector of 1/18 scale diecast model cars and I have over forty of them including Porsches from each generation, as well as one of the 981 Cayman.

What is your dream Porsche to own?

TE: Funny that you should ask that because I'm still loving my Cayman. However, of all the choices available now, I'd have to say it would have to be a Singer restoration.

Tell us about a notable drive or road trip?

TE: My wife and I really enjoyed our drive to Palooza in 2018. The beautiful scenery, the fantastic cars and the friendly camaraderie with other Porsche owners was a trip I'll always remember. I liked caravan-ing with a half-dozen other HCR members and staying overnight in two different state parks on our drive up and back. I'm sure there'll be other Porsche trips in the future, but the first one is usually the best remembered.



What is your favorite PCA or Porsche related memory?

TE: My favorite Porsche memory is the trip that Pat and I took last year to Stuttgart, Germany and the day we spent at the Zuffenhausen complex. It was amazing to watch our favorite cars being built during the factory tour, as well as being immersed in Porsche history at the museum.

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

TE: I think our region does an outstanding job putting together various PCA events. I love going on the drives that our Tourmaster Chris McChesney puts together - and while it wasn't a PCA event, I drove my Cayman on the road course at Harris Hill Raceway a couple of years ago. I had a blast driving my car at the limit.

What other PCA events do you enjoy?

TE: The recent online Distinguished Speaker Series with Patrick Long was a great effort hosted by Gordie Robbins to keep us going during the pandemic. And, I always try to attend the monthly Lunch Bunches organized by Bob Hieronymus. In addition, I have attended most of the Tech Sessions and have learned a lot about our cars. I also enjoy the member picnics and the invitations we get to attend the parties at the Petrol Lounge and Moorespeed. I try to keep up with Porsche history and to learn about what's coming down the road (no pun intended). Over the years I've been lucky enough to win more than my share of door prizes and, as Tuffy so nicely put it, one of these days I may not be invited back.

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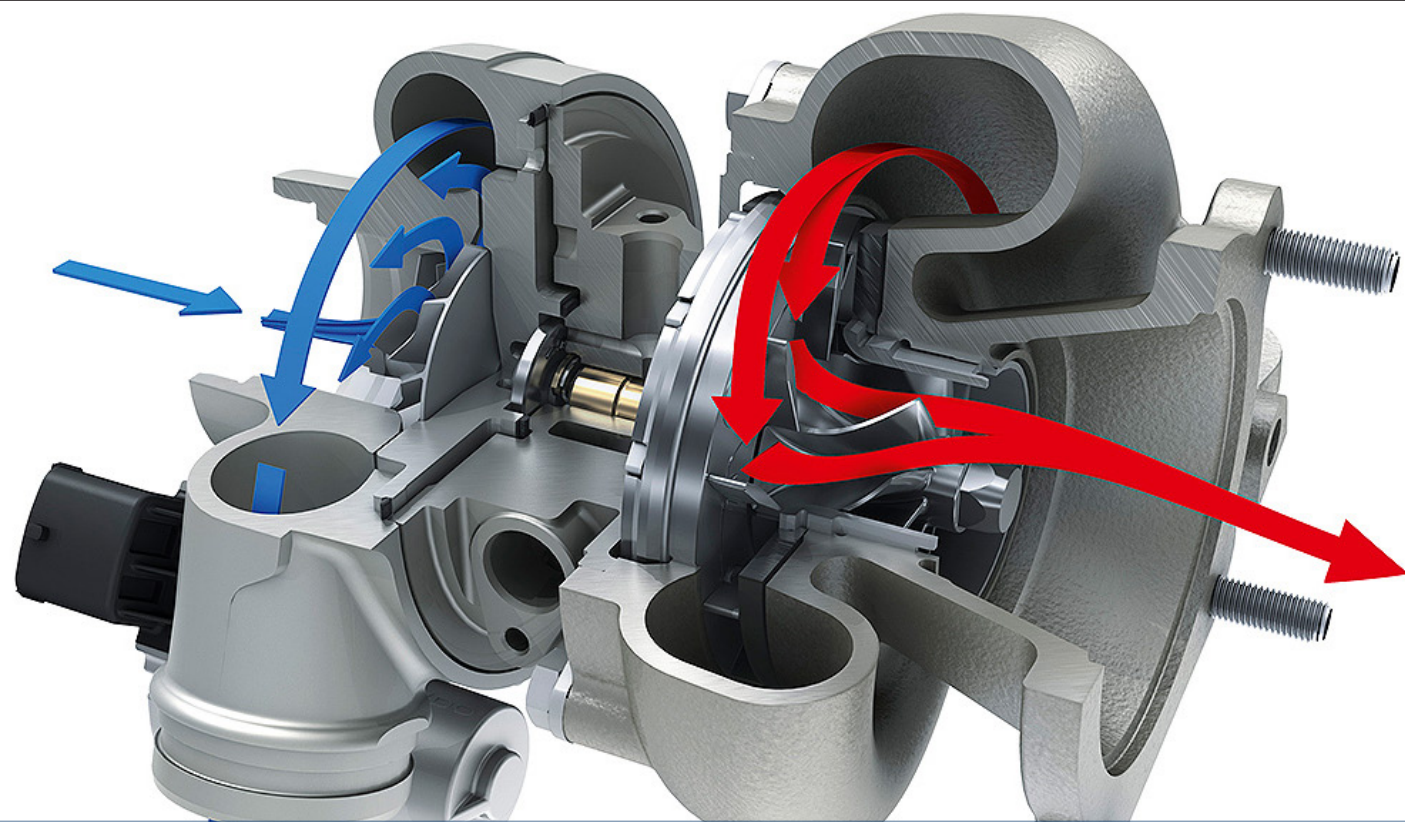


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A PORSCHE TALE: TURBO

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

PHOTO CREDIT: NEWSROOM.PORSCHE.COM

Turbo is a magic word for technology fans and the word has become synonymous with Porsche since the 1970s. Turbo refers to an exhaust turbocharger which Porsche reinvented for driving on routes with lots of bends.

Exhaust gasses from the engine rotate a turbine. A compressor wheel attached to the turbine shaft pushes air into the combustion chamber of the engine. More air means more oxygen and therefore more power than would otherwise be generated for a non-turbocharged engine of the same size.

Other engines had previously used turbocharging, but primarily for applications such as oval racing where brakes were used sparingly. When a driver brakes, engine speed drops and the turbine slows. This causes pressure and performance to drop off. Once acceleration was resumed, it would take time for the turbine speed to increase and power to be reinstated - a phenomenon called "turbo lag". Larger turbochargers create more power but at the cost of increased lag time.

Turbo technology came to the street with the 911 Turbo in 1975. Porsche worked to reduce the size of the turbocharger to increase its response time. A smaller and lighter turbine

requires less force to spin - so it generates more boost with less lag. However, smaller turbochargers are limited in their ability to keep up with an engine's demand for more air at greater speeds.

More recently, turbocharging is about generating power using smaller engines with better fuel efficiency and even less lag. Porsche has refined turbocharging using Variable Turbine Geometry (VTG) technology. The vanes - the finned elements of the turbine - are adjusted by the engine control unit based on engine speed.

At low speed the vanes are nearly closed, creating a small gap for the exhaust gasses to flow through. This causes the gas to accelerate and spin the turbine with greater force to improve low-end response. As engine speed increases and the boost pressure reaches a certain amount, the vanes open to create a larger area for the exhaust gas to flow and improve breathing. Some Porsche models even feature twin turbochargers to further enhance performance.

Developments in turbocharging technology allow Porsche to provide performance vehicles that operate efficiently at a broad range of engine speeds with a flat torque curve.

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TINY TECH SESSION, BIG RESULTS

STORY & PHOTOS BY CHARLIE SPARKS



On Saturday, June 20th, Hill Country Region held our first event in the COVID-19 era with a tech session at Werks 11 in Temple. Successfully, I might add.

On the surface, it might seem like an easy delivery. With a limit of 15 registrants and 4 board members for this event, it's a far cry from the typical tech sessions in the recent past that have seen 35-50+ attendees. But I can assure the readers, this was anything but typical or easy to put together.

As most everyone knows by now, PCA has implemented new rules for regions to follow when they deliver any events, since COVID restrictions were implemented by state and local governments back in March. The new PCA requirements dictate that any club event must adhere to strict requirements for the event location. That meant we, as an Executive Committee, had to ensure we knew the requirements for state and local municipalities in our region, and those local rules could vary by county and city. PCA additionally mandates that our event liability insurance would only be issued with written procedures developed by the region, and specifically for the event in question. A blanket set of procedures won't work for the insurance underwriter.

Your Executive Committee met several times over the course of April and May (virtually), to understand all the requirements we would have to satisfy in order to obtain PCA event insurance. With all events cancelled, we discussed which types of events we felt we could reasonably host, while adhering to all the requirements from state/local/PCA entities. We settled on a tech session, but that's when the real work began.

First, we researched the idea of holding a virtual tech session. I got the idea after watching a few DIY tech videos posted by our National Executive Director, Vu Nguyen. Tuffy and I enlisted help from James Rossie, our Tech Chair, to determine feasibility for a quality product and an interesting topic for our members. It didn't take long for James to convince us that having someone shoot a video with their iPhone and streaming it on Facebook Live wasn't going to cut it. Jiggling phones, questionable microphone coverage, instability moving around a subject, etc, were all problems. We needed some professional help. However, it turned out that the cost estimate to hire a couple of media professionals was just too high for our club's treasurer (we would have had to peel Bruce Harris off the ceiling).

In the meantime, we learned of a few regions who had restarted their own events, all while



adhering to all the aforementioned regulations and restrictions. So, we decided if they could do it successfully, so could our region. We decided early on to do a very small, limited attendance tech session, so we capped it at 15 registrants plus event observers (board members who could help ensure everyone adhered to all event requirements). Tuffy von Briesen, HCR President, asked me to craft our procedures, which we submitted to PCA along with our usual event liability request. Keep in mind that in the past, event insurance usually took a week or more to obtain prior to an event. This time, with our new COVID-event procedures, the liability insurance was issued and delivered back to me in two days...that's right, two (2) days! Pretty good indicator that our procedures satisfied PCA National, and our insurance underwriters.

We selected our venue as Werks 11. We checked with the Bell County Fire Marshall, to ensure we knew what the maximum capacity was for the Werks 11 shop. Tuffy and I agreed that, while Bell County and our event procedures didn't require masks for all participants, we would make face coverings a requirement for the event. Julian Avent also opened the shop doors (fresh air is always best) and provided two cars and two lifts side-by-side so that we could split up the participants AND cover the topic in even great detail with two different cars.

Oil Changes was the topic, and while Julian narrated the session, Francisco showed the proper procedures on a 986 Boxster, while Jason showed the process on his 1977 911. Suffice to say, while the topic may seem minor to most people, and some people may think they know everything about doing oil changes, everyone in attendance said they learned something they didn't already know about the topic. So, many thanks to Julian, Jason and Francisco for sharing their knowledge with us.

For instance, we all know that removing the drain plug from the oil pan produces a deluge of oil draining out

quickly. But did you know that waiting an extra 20 minutes for the little bitty oil stream to continue in the Boxster oil change means you get another 2 quarts of oil out? That extra 20 minutes means a more complete removal of old oil. And we learned which parts can and cannot be reused (hint: its more than just the filter).

Or, how about the trick we learned for measuring the oil draining out of the 911 oil tank? Yes, most of the oil sits in the tank, and using a large measuring bucket (not a normal catch can) means you know exactly how much came out of the tank so you know how much needs to go back into the engine. Removing the oil plate on the older 911 is quite messy, and actually very little oil came out (most is held in the separate tank).

We also learned about the typical problems the techs see during oil changes. The standard one is metal filings, and we've all heard about that. But they also watch for silicon residue, which is a sign of a really bad previous oil change (using silicon around an oil gasket is a big no-no).

In any event, we got to ask lots of questions about things like viscosity preferences, torqueing the plastic cartridges that contain the oil filter on newer cars, vacuuming oil lines, how to add oil properly for the model car (some accept it slowly, others have to intermittently start the car during the adding process, etc). Tons of details I never knew, and as I said earlier, everyone walked away better educated.

In closing, it felt good to be back up and running events again as a car club, even on this small scale. Huge thanks to the Werks 11 team, as usual, for helping us educate our members and working with us to adhere to all the state/local/PCA COVID requirements.

Now, if I could just figure out how to make hand sanitizer from used oil, it would be icing on the cake!

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IN HINDSIGHT AUSTIN'S FIRST PORSCHE DEALER

STORY BY HANS FALK

PHOTO CREDIT: TheOldMotor.com



Who was it that coined the phrase - "behind every successful man, there is a long-suffering woman", or words to that effect? The same could once have been said about automobiles - "behind every great car, there's a supportive dealer network" - unless that great car happens to be a Porsche!

In the beginning - despite a handful of representatives here and there - there was only the car. This car carried a name which quickly gained a reputation, and soon this reputation spurred interest and generated an increasing amount of chatter among aficionados. Before you knew it, there was demand for this name

- but often in places where there were no dealers or support resources. Isn't this the way, we are told, that the Porsche Club of America found its beginning? Eventually however a fledgling dealer network began to take shape - further promoting, demonstrating, and displaying a car that had already been preceded by a mystical aura unlike anything else before it.

This same pattern held true in Central Texas, where military personnel freshly assigned to Bergstrom Air Force Base had already caught wind of the mythical stature of Porsche while stationed overseas - and brought that budding passion with them stateside.

There were several people carousing the city streets of Austin in their Porsches in the mid-1950s, weaving in and out of the large, heavy and chrome-laden American iron. Tom Donaldson was one such fella', an Austin resident at the time and one of the more active Porsche drivers of the area. He was a participant in the inaugural Parade in Washington D.C. in 1955 and soon to be named PCA Representative for Texas, helping to establish the very first PCA region in our state a few years later.

But the dealer network and support staff were still lacking, until the growing social buzz surrounding

Porsche and its sister product, the Beetle, began to pique the interest of both the public and the dealerships in Texas. A small handful were bold enough to invest in the marque despite the gauntlet of jaded critics, vehemently proclaiming the impracticality of the rear-engine concept and predicting its speedy demise. One of these courageous dealers who bucked the criticism was C.B. Smith.

A 1928 graduate of UT, Smith held important positions with General Motors during WWII. After completing his duties in Washington in 1944, he moved back to Austin and immediately engaged in the somewhat

somber economic market at the time. An early business acquaintance described him this way: “C.B. was a live wire. He wanted to attract industry to Austin.”¹ Many in the still-sleepy community were impressed by Smith’s great vision. Others however were not, most notably business leader and President of the Austin Chamber of Commerce, Walter E. Long. He resisted this type of growth and rejected Smith’s vision of an industrialized city. But the salesmanship that made C.B. Smith famous won over the community and forced the resignation of Walter E. Long in 1949. An article in the Austin American (the ‘Statesman’ part of the name not being added until 1973) lauded C.B. Smith as being responsible for “drawing for Austin a blueprint of the future...”² as he began his endeavors by purchasing a Dodge-Plymouth franchise then located at 307 W 5th Street. It was soon followed by a used car lot down the road at 805 W 5th Street. His vision for Austin included development of the ‘motor mile’ west of downtown along Lamar Boulevard as he encouraged other dealers to open showrooms in the same proximity. Some may remember that it was the remaining dealers of this ‘motor-mile’ who’s cars washed into Town Lake during the May flood of 1981.

But back in the mid-1950’s, C.B. Smith’s fortunes were rising, and he began to take notice of the many imports coming out of the newly industrialized Europe. So impressed was he with Dr. Porsche’s products that he invested heavily in the new German marques, leasing some prime real estate from the City of Austin in 1955 to construct an all new showroom, exclusively for Volkswagen. The three-acre lot was located at 405 North Lamar – on the southeast corner of 5th Street where the Whole Foods parking garage stands today.

And in those days, wherever Volkswagen went, Porsche was not far behind. Smith enthusiastically agreed to become the official distributor for Porsche in Austin, the very first to do so. He enthusiastically embraced the little sports cars and actively promoted the Porsche model, often attending local races and sometimes handing out trophies at the end of the day to the fastest or winningest Porsche of the event. His dealership continued to faithfully promote the Porsche marque until 1968, when the three-acre lot was auctioned off by the city for \$55,000.³

C.B Smith died in 1992 and his gravestone can be seen in the Austin Memorial Park Cemetery⁴, in a city which he loved and spent his endless energy promoting. After his retirement the Porsche representation was taken over by another dealership and separated completely from Volkswagen who by that time had moved their lot to north Austin along with other auto dealerships that had been crowded out of the burgeoning downtown area. But we owe it to C.B. Smith for having the foresight, courage, and vision to bring Porsche to our once sleepy little city on the banks of the Colorado River.



PHOTO CREDIT: Austin History Center



PHOTO CREDIT: TheSamba.com



PHOTO CREDIT: TheOldMotor.com



PHOTO CREDIT: TheOldMotor.com

References:
¹ Power, Money and the People: The Making of Modern Austin, by Anthony M. Orum, p 230-232
² Ibid.
³ www.austintexas.gov/edims/document.cfm?id=38160
⁴ www.findagrave.com/memorial/45861073/c-b-smith

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A LITTLE PUSH

STORY BY JONATHAN HAGGAR, PHOTOS BY ALEX SUAREZ



For years, I admired friends and co-workers who donated blood, noting their willingness to give of themselves to help others. But it wasn't for me.

My rationalization for not donating was an aversion to needles - and an embarrassment to admit that. Donating blood was something other people did - and there were enough of them without needing me. I was an avid runner and didn't want to miss a day of training.

The day came when a routine blood test was needed. Fearing a fainting spell, I warned the nurse of my concern. To my surprise, she said it was a common issue and was very understanding. The nurse provided instructions on what to do if I felt faint and engaged in conversation throughout the process to divert my attention. It worked.

Learning more about blood donation, I realized there's always a need - and with four major blood groups, a blood bank needs to have enough of each type. It was selfish to prioritize a missed workout over an act that could save a life. My employer had frequent on-site

blood drives, so inconvenience wasn't an excuse either. My first donation was admittedly a bit stressful as it was a new experience. Making sure to warn the nurse about my needle aversion, she was understanding and accommodating. The donation process was a breeze - and surprisingly quick. It came with the unexpected bonus of drinks and snacks afterward, and a good feeling of helping others.

I donated regularly for a few years until moving to Austin. Then everything about my routine changed and I went several years without donating blood. Gone were the people I knew who donated regularly and the on-site blood drives at work. Despite the desire to donate once we were settled, I never made it happen.

After joining Hill Country PCA, I heard Alex Suarez speak at one of our meetings about doing a blood drive. Alex shared that his motivation was personal. Following a routine surgical procedure, his wife experienced internal bleeding which required emergency surgery to save her life. She had lost a significant amount of blood and needed four units of blood plus platelets. Fortunately, she made a full recovery.

Alex had been a previous blood donor too, when a blood mobile would come to his workplace. His wife's experience made him realize that it was only through the kindness of strangers that his two children still had a mother. He made an immediate goal to get back to donating - and to take it to the next level by encouraging others to donate too.

Hearing Alex's story struck a chord with me. A year or so prior, routine outpatient surgery resulted in internal bleeding immediately following. A second surgery put a stop to my bleeding before needing any blood. But my situation might have been different without a very attentive nurse and insistent wife.

Alex's story was the little push needed to start donating blood again. I've donated twice in the past year and will continue. In addition to our commitment to help others, Alex and I also found we share a love of Nutter Butter cookies as our post donation snack.

The personal rewards of donating blood are different from other acts of helping where you have direct contact with the person who benefits. But there's

satisfaction in knowing you've done a good thing - and that your blood will help someone in need. There is a sense of purpose in encouraging just one more person to become a blood donor.

We encourage you to become a blood donor too. We Are Blood makes it easy to donate, with precautions to keep everyone safe regarding COVID-19. It is best to have a good meal and hydrate prior to your donation. Donors can answer most questions online ahead of time via QuickPass. The process takes 45 minutes to an hour and includes a few checks to confirm eligibility.

Hill Country PCA supports We Are Blood in the Austin area. Scheduling is easy at [WeAreBlood.org](https://www.WeAreBlood.org). When you arrive for your donation, please provide Group Code **D103** or indicate that you're donating as part of "Hill Country Region Porsche Club of America". Be sure to provide the information as We Are Blood won't ask you for it.

UPDATE FROM PORSCHE AUSTIN

BY JEFF MOORE, DEALER LIAISON

I had an opportunity in mid-July to catch up with Courtney Bartsch, Marketing Director for Hi Tech Motorcars. She wanted to communicate some updates to our members and explain how the dealership has responded and adapted to the Covid-19 pandemic.

She stressed that Porsche Austin remains committed more than ever to providing a safe environment where friends and family can come and experience beautiful luxury vehicles. "Our colleagues and clients are what is most important, and your safety remains our top priority" says Courtney.

She explained the specific steps they are taking in response to the ever changing COVID-19 situation. Over the last several months, Porsche Austin has been carefully following the guidelines and procedures outlined by the CDC, WHO and state and local regulatory agencies in addition to taking extra steps to provide a safe and welcoming environment for all their guests. These safety measures include:

- + Conducting regular and frequent disinfecting of high-touch areas throughout the facility
- + Supplying hand sanitizer, disinfectant wipes and masks to team members and guests
- + Reinforcing illness prevention procedures with all Porsche Austin associates as recommended by the medical community, including frequent handwashing, avoiding contact with eyes, nose or mouth with unwashed hands, and avoiding close contact with people who are sick
- + Instructing associates who are exhibiting symptoms of illness to stay home or seek care from a medical provider when necessary
- + Taking every employee's temperatures daily
- + Requiring all new hires to have a negative COVID test before starting

In addition, the service department is wiping down the interior of vehicles with disinfectant after each car wash and service is complete. They also offer to pick up and drop off vehicles to customer's homes, will drop off a loaner car if requested, and offer online billing. (I took advantage of these conveniences back in April when my Boxster was ready for its annual service - and it was so easy and appreciated!) The sales department is also offering at-home delivery and all customer-facing employees have a clear partition at their desk as an extra precaution for their customers and associates.

We also spoke about construction progress at the new dealership facility in Northwest Austin. Construction has not been meaningfully delayed by the pandemic, and the new facility is still scheduled to be completed and open by approximately November. More details will be shared in the Fall issue of Horizons.

Courtney emphasized that Porsche Austin is dedicated to providing great experiences for their clients and their families and remain committed to continuing to do this safely and responsibly.

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TIRE RACK STREET SURVIVAL SCHOOL PROGRAM UPDATE

BY LENNY ZWIK, PAST PRESIDENT
& STREET SURVIVAL CHAIR

Hill Country Region has had to drastically curtail club activities due to the restrictions imposed to maximize public health and safety during the COVID-19 pandemic. Unfortunately, and with much disappointment, the Tire Rack Street Survival program has also been forced into a hiatus until such time as these restrictions ease to a point where we can resume the program. Consequently, the class scheduled for Oct. 3, 2020, has been canceled and all fees refunded.

Adherence to local, state and county public health requirements was required by the Tire Rack Street Survival national program office, PCA, BMWCCA and the Public Safety Training Center, the venue at which our schools are held. The social distancing requirement precluded having in-car coaches, a key component of the instructional protocol, which we all felt would degrade the program's effectiveness and impact both the instructors' and students' safety on the track. We would also have not been able to meet social distancing requirements in the classroom sessions.

I wish to thank all the volunteers, coaches and students who have made this a worthwhile and effective program and I look forward to resuming this program.



SCHNELL FEST UPDATE

The Schnell Fest HPDE planned for September 18-20 will not take place. The DE Team felt that based on the current COVID-19 situation, they could not deliver the event within the health and safety guidelines set forth by the State of Texas, Travis County, the City of Austin and PCA. We are aware that other groups have run events at Circuit of the Americas, but they do not have to comply with all of the guidelines we do.

PCA puts a great deal of emphasis on education, and while current restrictions might allow for a solo-only event, we would have to eliminate the Novice Run Group. This would limit the number of participants and impact the overall success of the event. We continue talking with COTA about the possibility of an October or November date. This may be possible with the recent cancellation of the Formula 1 race in late October. The event will still need to comply with all relevant guidelines for COVID-19 at that time.

Here is a list of other driving opportunities:

>> Maverick Region PCA is sponsoring a September 5-6 Advanced Solo HPDE at the newly refurbished Eagles Canyon Raceway. For more information, go to: mav.pca.org/Events/HPDE

>> Lone Star Region PCA is sponsoring an October 3-4 HPDE at Motorsports Ranch Houston. For more information, go to: lsrpca.com

>> Chin Motorsports has an event scheduled for September 26-27 at COTA. Registration is now open at: chintrackdays.com



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PORSCHE CLUB OF AMERICA

WHO WAS THAT MASKED HCR MEMBER?



1 - Tom Erdmann, 2 - Tom Pierson, 3 - Bruce Mason, 4 - Charlie Sparks, 5 - Tom Emr, 6 - Jonathan Haggar

LETTERS TO THE EDITOR

HCR Member Jon Hornaday Responds with More About the Spokes Hillclimb



Quite a coincidence that Hans Falk's column (In Hindsight) about the Spokes Hillclimb, appeared in the same Horizons issue (Spring 2020) as my 914 article. That photo was of me driving my 9114 2.0 up "The Hill" in the mid-70s. I'm very familiar with that event, driving it numerous times in the mid-60s in my Austin-Healey 3000 Mk II and then the 914. I served as President of Spokes and also Chair of the Hillclimb. It was a major part of the Spokes menu of annual events: two Hillclimbs, two 8-hour TSD rally's, monthly gymkhanas (later to become autocross), monthly evening meetings, and many more. Many Porsche owners were involved with Spokes at that time, and it held a number of gimmick rallies as well.

In a far simpler time in Austin, Spokes would go to the Travis County Commissioners Count and they would basically turn over that county road for the Hillclimb for the weekend. One of those Commissioners who supported Spokes at the time was Ann Richards. The only complaints were from a few fishermen along the low water bridge that was used for access to the event. But they were tolerant with it. There was a fish shack at the end of the low water bridge that did lots of business selling snacks, ice, etc. on those weekends. Initially, WW II surplus radios were used for timing, with the starter using a stopwatch to signal another volunteer at the finish, who would then record the time. Later, a hard wire was laid the length of the course to trip the start and finish. This was not without its problems, as once a car went off course and wound the wire around it's axle. It was a major delay. More sophisticated and accurate equipment came later.

Interesting you showed a 356 with your article. A 356 cabriolet went off the course at the sharp curve before the switchback, went into the ditch on the left and flipped over. Fortunately, the driver was not hurt. I also witnessed an MGB and a Lotus go off into the ravine to the sweeping curve before the switchback. Spokes did require roll bars for open cars for a while after that, but when it cut into attendance, they removed that rule.

Arrangements were always made for a wrecker and EMS to be present, just in case. As you can imagine, planning and pulling off this event was a major undertaking, involving many, memany volunteers.

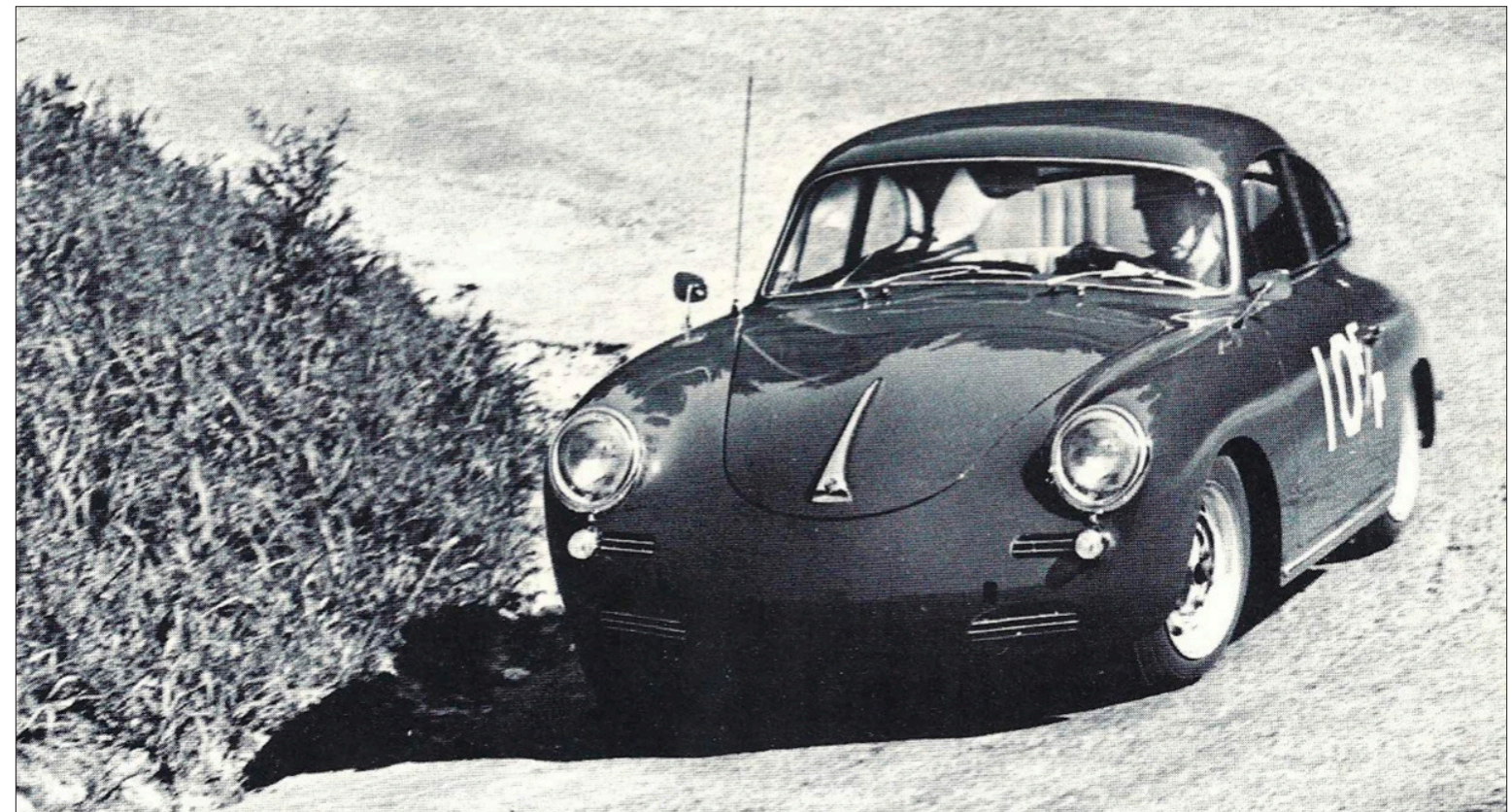
To me, the worst part of the course was the full speed blind turn around a cliff on your left, prior to the switchback, called the "Testies." You knew you didn't have to lift but it sure was hard to not do so. That curve and the switchback were the game changers. There was a deep depression on the right side of the switchback, so if you took the "normal" track through the turn, you needed lots and lots of power to get out. Most figured that out and took a higher line.

When the area at the top of the hill became a housing development, the residents understandably objected to not being able to come or go from their homes two weekends a year. That was the end of the Spokes Hillclimb. It sure was fun while it lasted.

I believe the road is still there. If you go across the low water bridge, turn right until you encounter come very large stones, you can get out and walk the course. I haven't done it in awhile, so it might have been overtaken with grass, weeds and trees. I hope not.

Thanks for your article and the memories. There might be a few more old PCA/Spokes members out there as well. Hope you hear from them.

- Jon Hornaday



DISTINGUISHED SPEAKER: PATRICK LONG

STORY BY JONATHAN HAGGAR, PHOTOS PROVIDED BY PATRICK LONG





Patrick Long, one of the most accomplished sports car drivers of his generation, spoke from his home in Southern California during a one-hour Zoom webinar on June 24th. Hill Country Membership Chairman Gordie Robbins organized the event and served as moderator - asking questions ranging from how Long started as a Porsche factory driver through his current activities. HCR VP Charlie Sparks followed by asking questions that were submitted in advance by webinar participants.

As the lone American Porsche factory driver, Long has captured victory at the world's biggest sports car races. He has won at the 24 Hours of Le Mans, the Rolex 24 at Daytona, the 12 Hours of Sebring, Petit Le Mans, and the 12 Hours of Bathurst. Long is also a three-time American Le Mans Series champion and two-time Pirelli World Challenge champion.

Long's relationship with Porsche began in 2002 when he lived overseas while pursuing a professional driving career. He was introduced to Porsche while driving at a Red Bull event at the Paul Ricard Circuit in France. Porsche scouts invited him to Weissach to test a 996 GT3 Cup car at the Leipzig circuit.

Driver Jörg Bergmeister and engineer Roland Kussmaul were present for Long's first test. He quickly began to realize that Porsche was a powerhouse - a brand and lifestyle that he wanted to be part of. He performed well in the test and was invited to be part of the young driver initiative. Long would first participate in the German Carrera Cup series that supported the DTM series - mostly in Germany but also at Silverstone, Monza and Monaco.

Throughout his eighteen years with Porsche, Long has maintained the perspective of going where the company needs him, doing what they ask and going fast! This attitude helped him progress and evolve into higher profile drives with bigger and more well-funded teams - some independent and some factory run.

Today he drives primarily for Wright Motorsports based in Batavia, Ohio. They've worked with the Porsche factory to develop the current GT3 R - essentially a road-going 911 GT3 which is evolved and developed for motorsport. The GT3 R is a customer car with ABS, traction control, high-performance engine and suspension - but stripped down to remove unnecessary weight. The performance window is critical as it competes against Lamborghini, McLaren, BMW, and Mercedes.

Outside the car, he works with Porsche Cars North America, helping to get the latest street cars into the hands of the automotive media - and also on marketing initiatives for Porsche Motorsport North America.

During the COVID-19 pandemic, Long and his family spent time at a family property in Northern California where they enjoyed time away from his typically busy schedule. He spent a few weeks competing in Sim racing events and got an appreciation for the time investment required to run at the front of the field.

More recently he did testing in a shifter kart to get back in shape for the restart of the IMSA season on July 4th at Daytona.

Long also developed an interest in air-cooled Porsches, initially mesmerized by the rear squat and sound of the early boxer engine. His first was a 1985 Carrera which helped him realize how much culture there was around the older cars. This led to acquiring more cars, each one older than the last.

Owning vintage Porsches led to a desire for more information and interaction with others in Southern California who shared the same passion. Initially, there wasn't much opportunity other than a weekly cars-and-coffee with a limited number of Porsche owners. Long's exposure to creative people, art, video and music made him think about mixing that culture with a vintage air-cooled Porsche. This led to the creation of Luftgekühlt, a curated car event that uses the German word for air-cooled.

The first event was at a small coffee shop in Venice, California with a collection of about 45 cars that were chosen to help tell a complete story - from outlaw to an original preserved car. Luftgekühlt is unique in that cars aren't just lined up in parking spaces. Instead they're carefully placed like art work, with architecture as a backdrop. Long believed the setting would allow young people to communicate amazing visuals via their mobile phones and social media.

Luftgekühlt has generated a strong following for an event that's held annually - each year in a different location. In addition to California, shows have been held in Munich, Austria and the UK. The venues are unique and never include parking lots, golf courses or race tracks. One event was held in a hanger, another at a mid-century modern furniture company, and last year at the Universal Studios backlot. The seventh edition is currently slated for later this year on November 1st in Durham, North Carolina.

If you missed the interview, the complete video is available on the HCR website at the following link which should not be shared outside of PCA: hcrpca.org/2020/07/05/19190

HILL COUNTRY REGION MEMBER CHRISTIAN NELSON WINS TAYCAN 4S IN PCA RAFFLE

Tuesday July 22 was an exciting day for Christian Nelson as we surprised him at his place of business with the winning of a 2020 Taycan 4S in the PCA Raffle! Christian will get to pick all the options on the car and it will be custom built for him.

Participating in the surprise event were PCA Past President Caren Cooper and several members of the HCR leadership team including Tuffy von Briesen, Charlie Sparks, and Gordie Robbins.



ALL CALENDAR EVENTS LISTED BELOW 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.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				OCT 2020	2	3 9:00 AM - 1:00 PM: CARS & COFFEE
4	5	6 5:30 PM - 7:30 PM: HCR BOARD MEETING	7	8 11:30 AM - 1:00 PM: LUNCH BUNCH	9	10 DRIVING TOUR #5
11 TEXAS BURN SURVIVOR CAMP & CAR SHOW	12	13	14	15 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	16	17 FALL CONCOURS CHALLENGE: PORSCHE VS. FERRARI
18	19	20	21	22 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR	23	24
25 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	26	27	28	29	30	31
NOV 2020	2	3 5:30 PM - 7:30 PM: HCR BOARD MEETING	4	5	6	7 9:00 AM - 1:00 PM CARS & COFFEE
8	9	10	11	12 11:30 AM - 1:00 PM: LUNCH BUNCH	13	14
15	16	17	18	19 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	20	21 DRIVING TOUR #6
22	23	24	25	26 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR	27	28
29 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	30	DEC 2020 5:30 PM - 7:30 PM: HCR BOARD MEETING	2	3	4	5 9:00 AM - 1:00 PM: CARS & COFFEE HOLIDAY PARTY
6	7	8	9	10 11:30 AM - 1:00 PM: LUNCH BUNCH	11	12
13	14	15	16	17 5:30 PM - 7:30 PM: HCR S/W HAPPY HOUR	18	19
20	21	22	23	24 5:30 PM - 7:30 PM: HCR N/C HAPPY HOUR	25	26
27 9:30 AM - NOON: MONTHLY INFORMAL BREAKFAST	28	29	30	31		

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