

HORIZONS



Terlingua, TX, North of Big Bend National Park, Photography setup: Nikon Z9 with Nikon Z 20mm f/1.8 lens mounted on a tripod., Nov 24, 2022.

WINTER 2024

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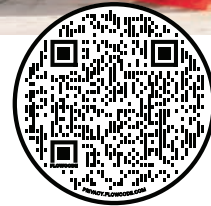
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WINTER 2024 | VOLUME 25 | NUMBER 01



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FROM THE PADDOCK -

JOURNEYS — THAT'S THE THEME OF THIS ISSUE OF HORIZONS. JOURNEYS CAN TAKE US TO MANY DESTINATIONS. FROM PHILLIP JONES' TREK THROUGH THE DESERTS OF WEST TEXAS, TO ALFRED FREUDENBERGER'S TRIP TO PCA PALOOZA IN NORTHWEST ARKANSAS. PHILLIP IS A NEW MEMBER TO HILL COUNTRY REGION, AND I THINK YOU'LL AGREE THAT HIS PHOTOGRAPHY SKILLS ARE INDEED 'OUT OF THIS WORLD.' ALFRED MEANWHILE IS OUR AUTOCROSS EVENT COORDINATOR WHO, TOGETHER WITH HIS WIFE MICHELLE, CAME TO APPRECIATE THE THRILLS OF THE TWO-LANE BLACKTOP WHILE DRIVING THROUGH CANOPIES OF LUSH DECIDUOUS FORESTS.

NEXT IS A JOURNEY TO THE RACETRACK, SPECIFICALLY OUR NEW MOTORSPORTS EDITOR'S JAUNT TO THE ROLEX 24 HOURS OF DAYTONA. SEE HIS THRILLING REPORT ON WHAT WILL BECOME A REGULAR FEATURE IN HORIZONS.

LASTLY, THERE ARE OTHER TYPES OF JOURNEYS ALTOGETHER. IN THIS ISSUE WE SAY GOODBYE TO LONG TIME HCR MEMBER ERNEST ALTGELT WHOM I MET AT A HOLIDAY PARTY SOME YEARS AGO, AND WHOSE PASSING THIS PAST NOVEMBER WAS UNEXPECTED. HE IS NOW ON HIS OWN SPECIAL JOURNEY — LIVE LONG MY FRIEND! AND THANKS TO HIS SON MAURY FOR SHARING HIS STORY AND PHOTOS.

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COVER IMAGE

PHILLIP JONES' 911-TELESCOPE

"PREPARING FOR AN EVENING OF STARGAZING IN THE DARKEST SKIES OF TEXAS."

PHOTO CREDIT

PHILLIP JONES



THE
DRIVER'S
SEAT

Happy belated 2024! By the time you are reading this column 2024 will have been here for several weeks. Our year has gotten off with a great start, already the Region will have hosted a PCA Club Race combined with our own Schnell Fest. Many social events have occurred including our unique Wine Tasting, Ladies' Lunch and the ever-popular Lunch Bunches!

A new year always brings the opportunity to reflect on the year past. Here is a brief recap of Hill Country's 2023.

There were 188 events during 2023 an increase of 49 from 2022. These events included 134 social, 18 driving events and the balance made up of public service, concours and special events. Hill Country Region is an extremely active one for its size.

Speaking of size, Hill Country's growth rate for 2023 was 9.2%. Although this membership growth trended lower than 2022, HCR's 2023 growth was still favorable to PCA at large.

As of January 1, 2023, HCR had 1,939 primary and co-members. As of year-end, our membership was 1,455 primary and 660 co-members, for a total of 2,117, an increase of 178 members. PCA Juniors remained consistent at 60 members. Further, our 2023 membership profile shows 1,125 renewals (821 primary and 304 co-members), with 360 new members and 54 transfers from other regions.

Our use of social media expanded with the introduction of video clips on both Facebook and YouTube. New safety related policies were implemented designed to keep all members safe during events.

None of this would be possible without the dedication and hard work of all our volunteer members. Your Region is always looking for members to give the gift of their time to help where needed. Hill Country needs expertise in many areas including Horizons, Driving, and Public Service. If interested send your information to comments@hcrpca.org.

Hill Country as a Region has submitted applications to PCA National for the Annual Awards. Horizons, Public Service, the Region itself and the Web Team have completed the process for recognition. All awards will be announced during the 68th Porsche Parade, June 9 - 15, 2024 this year in Birmingham, Alabama.

Speaking of our Web Team, check out the newly refreshed "hcrpca.org". This portal contains everything you need to know about the Hill Country Region.

The calendar is current and contains information on events and links to registration. There is a Classified section open for all members to use, free of charge. Navigate the drop-down menus and discover what information is available to you at your fingertips.

Also on our website is a section worth exploring, a chat tool called Discord. For those of you unfamiliar with Discord, it is a place for all members to chat about anything including Auto Cross, Social and other Driving events, or anything at all! The chat is moderated with content rules designed to keep all conversations collegial. Join Discord today, it's simple just click the link on our HCR home page.

Porsche Motor Cars had a very good 2023, with unit sales up 3% to 320,221 cars sold worldwide. Sales in North America were up 9% to 86,059 units and is now the largest Region for Porsche Cars. The effects of China's continued economic troubles hit Porsche, with a 14% drop in unit sales. China had been the largest Porsche region. SUVs, including the Macan and Cayenne sold 174,908 units combined. 911 sales increased 24% to 50,146 units with the Taycan up 17% selling 40,629 units. Panamera sales were down when compared to 2022, coming in at 34,020. The expected refresh of the Panamera this year will most likely improve the sales of this 4-door luxury sports car. Finally, the 718 line sold 20,518 up 13% from last year.

It appears that the supply chain issues that plagued many auto manufacturers are finally in Porsche's review mirror, with 2024 shaping up to be another record year for Porsche Cars. Hill Country Region is again ready to take on the challenges of this new year, continuing to provide new and exciting activities for all its members.

Drive safe and drink lots of coffee!

Carl Rossi
President

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PCA PALOOZA 2023

STORY BY ALFRED FREUDENBERGER

Photo Credits: Jeff and Lisa Moore; Alfred Freudenberger



There had always been scheduling conflicts in the past, too many other events during November to attend or simply not getting into registration early enough, but this year would be the exception. We were going to go to PCA Palooza in Eureka Springs, Arkansas come hell or high water! Then came the challenging work; actually figuring out how long it would take to get there, whether to make the drive in one day or two and the same on the other end, where to stay, which tours and events to attend. Fortunately, we were able to rely on our friends in HCR who had attended in the past to get guidance. I made a simple inquiry on our Discord server in the National PCA Events channel: "Is anyone thinking about going to Palooza this year? Looks like the "host" hotel is always booked up. Any suggestions as to where else to stay?" Within minutes, David Jurkowski, long time HCR member and attendee at five previous Paloozas, responded with suggestions to all above. More on those suggestions later.

The event itself was incredible. Sort of like a really relaxed Treffen, but a shorter drive and more Austin Weird. Over six hundred people driving over four hundred Porsches attended. The organizers from three different regions, White River Region PCA, Cimmarron Region PCA, & Ozark Region PCA, offered a choice of ten different tours on each of the three days of the event in addition to cash bars, dinners, a parade through the town and a concours-type show, followed by an awards banquet. The leader of the event, Leonard, was very funny, had wonderful stories and gave all the credit for the great organization to his wife Melody even though we all suspected he was being overly modest.

He evoked that Austin Weird vibe with long hair, cutoff camo pants and a ski cap, even though it was not especially cold inside the conference center. The theme of this year's event was likewise "weird" with the logo showing an old 911 being beamed up by a UFO. Apparently, after last year's event, Leonard was inspired by another event in Eureka Springs held by some large UFO convention, complete with tin foil hats. There were blow-up alien dolls in a gorgeous green 911 out front and Leonard's young daughter wore a head-to-toe alien costume. Can't wait to see next year's theme!

From our perspective, the tours were the real hit of the show. Who knew that northwest Arkansas, southern Missouri, and northeastern Oklahoma all had such gorgeous winding roads in fantastic shape?! And the Palooza team clearly knew when to schedule the event as the trees were all exploding with various shades of red, yellow, orange, and green. The tour leaders were well acquainted with the roads and led safe but at times, spirited tours. Each had some sort of stop along the way, ranging from fun dining establishments to mountaintop views and even cave tours. Even the rain on the first tour did not dampen the fun.

HCR was well represented with several familiar names, Lisa and Jeff Moore, Ann and Bruce Mason, Richard Pankhurst in addition to Michelle and me. Several HCR members with whom we had not been previously acquainted also joined us at the event: Brent Parks (new member), Cabrach Connor and Jeff Callender with his son John. One of the above received the distinction of being awarded Best 997 Turbo at the car show. Congratulations to Bruce Mason!



Without the advice of Dave, mentioned above, we probably would not have had such a wonderful time. He suggested that I research all the potential tours as the event sells out quickly and the best tours even faster. Dave shared past tour lineups and Palooza published the 2023 options a few weeks before registration opened. Between recommendations from Dave and others that looked appealing, I was able to come up with 1st, 2nd, and 3rd choices for each of the 3 days. In this way, I knew that, assuming I was on the registration site at exactly 5pm when it opened and acted quickly, I was likely to get my preferred choices rather than ones that were left over. I felt a bit nervous as the minutes ticked closer as I did not know how fast the event and tours would fill up, nor whether the options once selected reserved my spot or if that only happened after paying. I still don't know, but I do know that I hit refresh at exactly 5pm and started clicking through the pages and filling in the necessary info as quickly as I could. Sure enough, I was able to get our #1 selection of tours for each day. What a relief.

Months prior to registration opening, I acted on another piece of advice from Dave; securing hotel rooms. While the drive, taking the most direct path, would have been 563 miles, he suggested that we take our time getting there and back, stopping at some scenic locations along the way. So, we booked stays at the Queen Wilhelmina State Park Lodge in western Arkansas on the way up and Beavers Bend State Park Lodge in eastern Oklahoma on the way back. The last part of the drive to Queen Wilhelmina winds

through beautiful national and state parks with a twisting drive up to the lodge to finish this leg of the trip. Very nice and accommodating place that often is above the clouds, but when we got up to leave in the morning, we found ourselves right in the middle of the clouds with a dense fog that cleared soon after descending a bit. The humidity was impressive but the 30+ MPH winds caused our luggage to start moving of its own accord.

The drive from there up to Eureka Springs became increasingly beautiful the farther north we went. We started to see trees changing color plus the hills and mountains became more frequent and gave us a taste of what we were about to experience at Palooza. Though we would have loved to stay at the conference hotel, the Best Western Inn of the Ozarks, it always sells out to returning hotel guests who, reportedly, hand down their room reservation to successive generations. Of course, this was only the 19th Palooza, so that may be an overstatement. Instead, we drove to our destination hotel, the Crescent Hotel and Spa, arriving a bit early, with time to relax in one of their many lovely sitting locations. Unfortunately, this was just enough time for Michelle to find out that the hotel was described as being the third most haunted hotel in America! Spoiler alert, no ghosts visited us, used their massless bodies to creak the floors or interrupt the flow of electricity, but plenty of other Porsche vehicles soon materialized in the parking lot, so not so much a haunting as a guttural growling!

The drive to Beavers Bend was a mix-

ture of a huge thrill followed by a bit of a letdown. The thrill was driving down AR-23, also known as the Pig Trail. This is a winding road through farmland and forests with tons of trees displaying an impressive array of color. Of course, there were way too many local tourists who didn't appreciate that a sign saying "Very crooked and steep" is catnip for those of us driving Porsches. Fortunately, there were a few passing zones which allowed some of those putt-putters to be put far into our rear-view mirror.

There was one other sign which caught our eye as we drove through Oklahoma "Don't pick up hitchhikers, they may be escaped inmates." We had not seen a prison, but since we had my 911 pretty much packed to the gills, I don't think we could have fit an escaped kitten in our car, let alone a convict, so that sign had negligible effect on us. As we approached Beavers Bend State Park, the roads were still in good condition and the scenery lovely, but the bends in the road were much more gradual and the trees were cut way back from the road, reducing that wonderful tunnel effect that happens when you drive your car very fast through narrow passages. The lodge was genuinely nice and overlooked a large lake that reminded us of our own Lake Travis with the extremely low water levels and huge sloping shoulders.

The rest of the trip back was uneventful with just a few stops for gas, food and the essential Buc-ees. Can't wait for the next opportunity to go to Palooza.

VINTAGE PORSCHE DESIGN



“Chasing down a vintage Porsche Design watch is much like buying an old 911.”

ARTICLE & PHOTOS BY: JOAH RAYOS

SIGN CHRONOGRAPH

2023 is a very important year for the Porsche brand, marking 75 years of sports cars that began with Ferry Porsche and the 356 Roadster. Porsche today is now a modern, global enterprise with a portfolio of cars, technology and accomplishments that Ferry could not have possibly conceived but would definitely be very proud of. After all, Porsche still very much puts the sport in our sports cars and SUVs.

And what's a good anniversary year without new commemorative gear, right? If you clicked through the many Porsche 75th ads online you surely would have landed on the Porsche Design (PD) website. Prominently displayed is a numbered special edition Chronograph 1 wristwatch. Black, blocky and lean, overlaid on a colorful graphic of a 992. It's a sharp looking watch, very modern in appearance and construction with details that pay respect to the brand history – yes they really did use a miniature Fuchsfelge wheel as the self-winding rotor. Fact is it's not a new design rather it's a design that has established itself to be timeless. Look closer and the 75th Anniversary Chronograph 1 of today is virtually identical to the original Chronograph 1 released in 1972. Just think of the new one as the factory Singerized version: all the same good stuff, reimagined, brand-new. It's accompanied by other references from the base all black numbered edition to special versions for the GP Ice Race and Ennstal-Classic events.

What are your options then if you don't fancy the current Chronograph 1 line-up or pricing? Similar to buying a sports car – go vintage. And just as older 911s there are a few coach-builders and engine choices. Prior to 1978 Orfina was the carrosserie; 1978 and later sees PD collaborating with IWC. The case and styling PD introduced proved popular and there are also similar non-Porsche period options such as the Heuer Pasadena, Sinn 144 and LeJour chronographs. Staying in the Porsche family the early Orfinas are a good place to start as these are the long-hood 911s of the lot, of course the later G-models are just as good. There is also a split in mechanical movements during the Orfina period – recall that this was a time of the Quartz-induced turmoil in the Swiss watch industry. Around 1975 the availability of the Valjoux 7750 automatic dried up and yet the Porsche decision was to remain firmly mechanical via the Lemania 5100 movement. There are pros and cons to each which is a debate much like an engine oil discussion but for the purposes of identification a giveaway is that the early 7750 will have a 30-minute counter at the 12 o'clock subdial where in the 5100 this displays time in 24-hour format. In the end they are both recognized as great chronograph movements. There are also small marking differences on the dial across the various references and periods with either "Orfina" or the stylized PD logo above the day-date display or different scales printed on the rehaut or tachymeter scale on the edge of the bezel. Military-issue versions can also be found,





Porsche Design Chronograph 1 by Orfina - Technical specifications

Period: Early 1970s

Movement: Valjoux 7750

Dial functions: Timing seconds hand, 30-minute subdial at 12 o'clock, 12-hour subdial at 6, running seconds at 9, day-date window at 3.

Frequency: 28,800 vph, 4Hz

Power reserve: Approximately 48 hours

Case, non-original: Stainless steel, black PVD coating.

Case size, measured: 42mm x 45mm x 14mm. 22mm lug width.

all of which have the later 5100 movement and "Military" substituted for the commercial branding.

Armed with knowledge of these nuances and perhaps equipped with new personal preferences, the hunt is on. There are a myriad of vintage watch specialist websites and dealers on the web plus popular forums and social media marketplaces. Occasionally examples will turn up in the PCA Marketplace as well. As with a vintage car, it really is up to the buyer to verify as much as he or she can about the watch and seller before committing to a purchase. The trick is to not get too emotional about a particular watch. If something doesn't feel right and you aren't willing to accept it, walk away and resume the search. One thing to bear in mind is that we are talking about 50-year old wristwatches, and functional tool watches at that. The PVD black coating that was groundbreaking at the time was also notoriously prone to wear. Expect an accordingly high price for a pristine kept-in-a-box or new old stock (NOS) example. In my opinion PVD wear is expected and as long as it's not excessive is neither here nor there – no one has faulted honest patina on an aircooled 911 or brassing on a vintage Leica camera. Buy these pieces based on the mechanicals, all functions should work as intended and a history of maintenance is a big plus.

Expect prices to fall in the \$2,000-\$4,000 range which is less than half of the current Chronograph 1s, with the occasional outlier. And a note on that – there is a little bit of a Top Gun bump on this particular watch that keeps desirability high in the military aviation circles outside of Porsche enthusiasts. A PD Orfina featured on the wrist of Tom Cruise's character Captain Pete Mitchell in both the 1986 and 2022 Top Gun films, so examples bearing the exact same spec as what Maverick wore can fetch a premium. These 7750 versions called the "1 Mile" will be at the upper end of the price range, as are real military issue watches. The current Chronograph 1 also sets a price ceiling so unless it's a particularly pristine, NOS watch or one with unusual provenance the vintage pieces will be well below.

And so it was with my hunt for the PD Chrono. After casually watching the offerings in circulation a band of price and condition began to form around a mean. I was leaning towards the early 7750 Orfinas but at the time the state of the black PVD coating on available watches was really rough and good ones priced above what I was willing to spend against the condition. I still held out the hope of finding an underpriced barn-find but pickings were slim. A listing eventually came up on eBay and the description foretold that this was going to be either a very good or a very bad idea. The accompanying photos highlighted the positive. This was an early Orfina with a 7750 and the PVD finish appeared near-new with little wear. The text gave me pause: the seller had acquired it "from an old Porsche car guy" who had fixed it up. The original case was cracked and in an attempt to fix it, the movement was transferred to an aftermarket case and the original was lost. The movement came serviced with some new parts where needed. Detailed photos show that the PD-marked dial, crown and case back are correct and supported the story; yet the case and band are unmarked

and are from an unknown donor. The tachymeter scale on it does not appear to be anything Orfina ever made, looking closer to those found on period Heuer chronos.

The eBay listing I was looking at was the horological equivalent of buying an old 911 with a salvage title and sketchy Carfax.

Emotionally this was a great buy. Visually – apart from the odd tachymeter scale - this was as close as it was going to get to the Top Gun watch. The untraceable history of the case and band meant this was more of an outlaw with a salvage title and depressed price potential. Further details emerged and I tracked the history back to the original seller on the Pelican Parts forums and at least that side of the story about the mechanicals checked out. The watch was clearly from someone who knew their way around them and this was beginning to check the right boxes. What I would be getting is an honest, well running outlaw that I wouldn't mind driving daily and putting on the patina and wear and tear myself, rock chips be damned. So I bought it and walked away from the search.

A few weeks later the watch arrived via eBay's third-party authentication service. I had a laugh at the certificate and to paraphrase what it diplomatically said: We can't figure out what this is based on the modifications so you're on your own. Never mind that, it was as-described in the listing and I knew the quirks going in. Cosmetics were solid apart from a wavy chronograph seconds hand and everything worked. It kept time and a few days later I took it to a watchmaker to have the bracelet resized and we took a look under the hood. The correct 7750 movement was indeed beating in there, no worse for the wear, but with a non-matching winding rotor marked Girard-Perregaux. No immediate mechanical issues needed to be addressed so we closed it back up with a note to consider a baseline servicing whenever I was ready. So now I'm the satisfied current caretaker of another old Porsche, albeit one I can have around on my wrist. Will I flip it and buy a better or a newer one? Tempting, but this perfectly imperfect one is the one I'm happy to call mine.



IN HINDSIGHT

STORY BY HANS FALK

Photo Credits: Tommy Parry, Developing Porsche's Greatest F1 Engine (enginelabs.com) April 8, 2016

Since 1977 the private holding company known as Techniques d'Avant Garde has put its distinctive and exclusive label on a number of different projects. Best known currently for their association with the Swiss watchmaker Heuer, which TAG purchased in 1985. The company was very quickly drawn into the world of Formula One with their first venture into this prestigious environment in 1979, finding success that year with drivers Clay Regazzoni and Alan Jones.

Rules changes as a result of new technological developments have always been a mainstay of Formula One, and the decade leading into the 1980's was no different. First it was the discovery of aerodynamic ground effects, then it was the development and successful application of the turbocharger, and finally the introduction of carbon-fiber to the industry, all of which dramatically changed the landscape and competitiveness of the Formula One landscape.

The fresh opportunities presented by these three technologies chafed in the mind of McLaren's chief engineer John Barnard. He had just returned to McLaren in 1980 after a brief stint working in the US with Indy cars. Up to that point Formula One cars were essentially all built the same way – a design team would produce an aerodynamic model, a constructor would build the chassis, and an engine supplier would bolt in a powerplant, the combination of which was supposed to win races. Enzo Ferrari derisively called such production techniques merely the output of *Assemblatores* or even more disdainfully, *Garagistas* – Italian for 'shade-tree hot rodders.' There had to be a better way to build a car, thought Barnard. His idea of the quintessential racer was a machine that wasn't merely an assemblage of parts, but rather an integrated cohesive design that capitalized on the attributes of each component, to bring forth an integral, comprehensive racing machine with no compromises. Every part was designed from the ground up specifically for use in that car and nowhere else.

Carbon-fiber, the full application of which was still being experimented with in the late 1970's, gave Barnard the material to craft this one-of-a-kind creation and ground effects provided the advantage in speed and handling. He now needed an engine. The traditional Cosworth-designed V-8 was rapidly becoming

outdated. Not only was it heavy but it was large, and its performance output had, through its nearly two-decade long history, just about reached its peak. There was very little anyone could do with the DFV Ford Cosworth going forward. Not to mention it was an off-the-shelf engine that could be purchased and used by anyone. No, Barnard needed something new, something that was specifically designed for his newly engineered chassis. Barnard was looking for not just another bolt-on option but a custom-designed, integral, and structural component to complement both the aerodynamics and the design features of the finished racecar. He needed someone who could build him an engine from scratch.

Turbocharging proved its effectiveness in Formula One with Renault's victory at the French Grand Prix in 1979 and as a result, Barnard was convinced that a small displacement, turbocharged motor was the way to go. He discussed his project with Renault and also BMW but ultimately rejected both groups as his engine builder due to limitations inherent in their machines. The question then before Barnard and his team of engineers and racecar builders was 'Who can build us a powerful and reliable turbocharged engine?' As usually happens when such a question is put forth, the name of Porsche was quickly suggested.



No one had more experience with utilizing turbochargers than Porsche and their reputation for R&D work was next to none. When Barnard approached them in 1981 it had not been the first time a racing team had asked Porsche for help. Others had expressed interest in purchas-

ing Porsche-engineered powerplants for Formula One, but perhaps due to the memory of their own short-lived Formula One venture in 1962, the answer was always 'No, we will not do that.' So, when Ron Dennis, CEO of McLaren met with Porsche's R&D chief engineer Helmut Both in the winter of 1981, he pitched the idea in a clever new way. He asked whether Porsche would design and build the engines exclusively for and as a sub-contractor to McLaren. All the risk and all the cost would be borne by McLaren, provided Porsche builds the engine to the unique specifications dictated to them. To the delight of McLaren, Porsche said yes, they would.

McLaren now had an aerodynamic design, a chassis ready for manufacture, and an engine builder. What they did not have was money to pay for it all. After all, Porsche was immensely proud of its R&D work, and everyone knew they did not sell it cheaply. Ron Dennis began spinning his Rolodex and calling in favors from everyone he could think of. Cue entry of the third caballero of this happy threesome – Monsour Ojeh, racing enthusiast and owner of the aforementioned Techniques d'Avant Garde. The French-born son of the original founder of



the investment firm had a keen eye for Formula One racing and had involved the company previously (very successfully I might add) with the Williams team in 1979, leading to several victories and World Championships. What would become a holy trinity of the racing world had been formed – McLaren powered by TAG-Porsche engines. It proved to be a powerhouse combination which ultimately won twenty-two races over the course of three years and two Constructor's Championships, propelling drivers such as Alain Prost, Niki Lauda, and others to three straight World Championships.

But the stellar results belie the tremendous challenges the development of the engine underwent during those early years. McLaren had hired Porsche (with the help of TAG's funding) to give McLaren the say-so to tell Porsche what they wanted. John Barnard was extremely specific on how the engine should be incorporated into his newly designed chassis, with every component an integral part of the design. Studying the initial specifications, Porsche's chief engine builder Hans Metzger proposed a three-year development program. Barnard laughed and remarked, "They'll have changed the rules by then!" Porsche was given one year to have a prototype ready for testing.

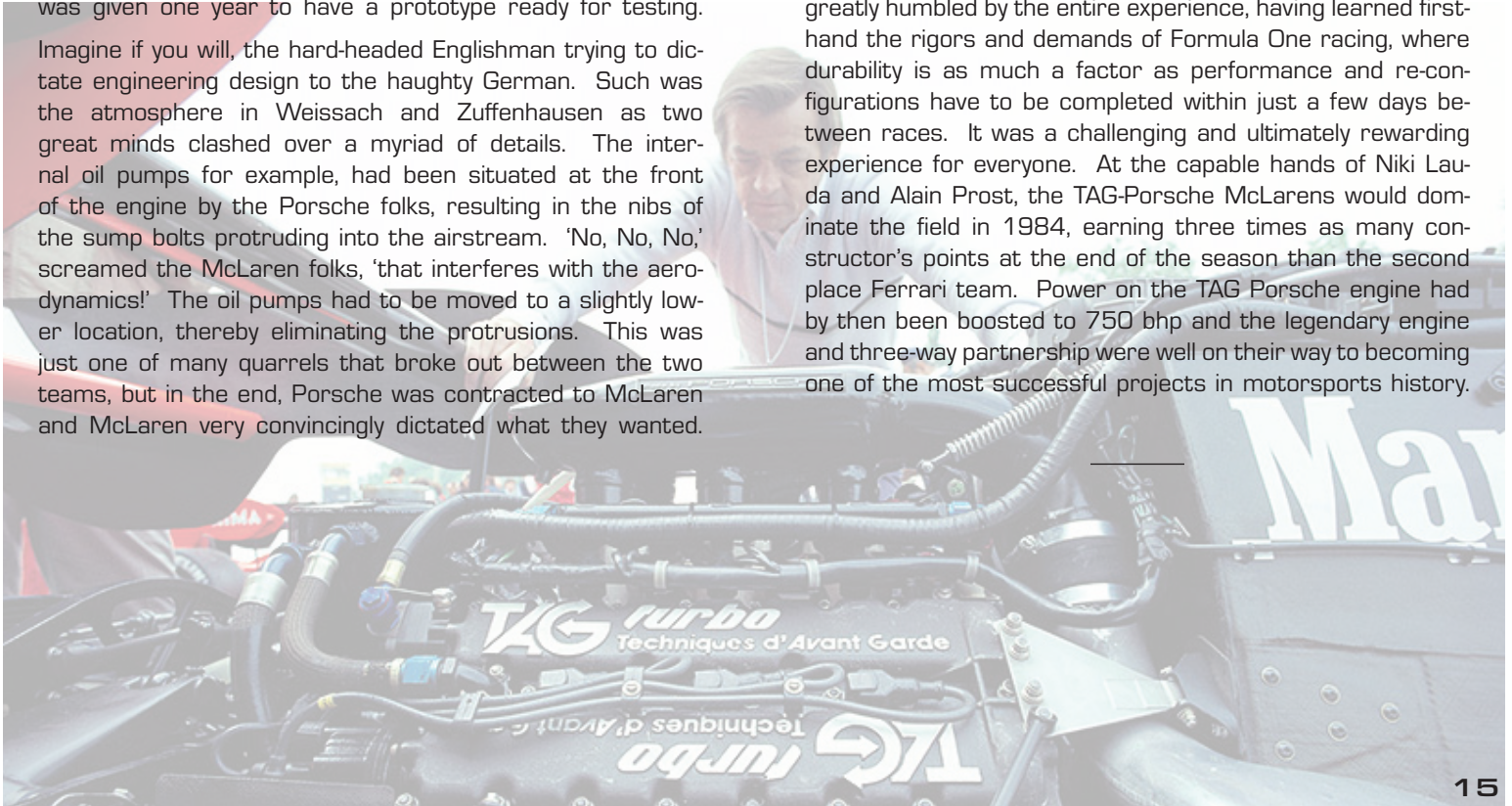
Imagine if you will, the hard-headed Englishman trying to dictate engineering design to the haughty German. Such was the atmosphere in Weissach and Zuffenhausen as two great minds clashed over a myriad of details. The internal oil pumps for example, had been situated at the front of the engine by the Porsche folks, resulting in the nibs of the sump bolts protruding into the airstream. 'No, No, No,' screamed the McLaren folks, 'that interferes with the aerodynamics!' The oil pumps had to be moved to a slightly lower location, thereby eliminating the protrusions. This was just one of many quarrels that broke out between the two teams, but in the end, Porsche was contracted to McLaren and McLaren very convincingly dictated what they wanted.

What resulted was an 80-degree V-6 with an aluminum alloy, ribbed and water-cooled block with Nikasil liners and two-cam heads, also of aluminum, operating four valves per cylinder. Displacement was measured at 1499 cc producing a dyno-tested six hundred bhp and weighing less than 335 lbs.! Assisted with twin KKK turbochargers, the engine boasted an operating speed of 10,000 to 11,500 RPM. Once fitted into the test cars, Niki Lauda commented that the powerplants were 'incredible,' and 'fantastic – like being hit from behind by a bomb!' The only drawback later encountered with the engines came from an unexpected element that took a long time to sort out and almost killed the project entirely.

In 1984 FIA did in fact change the rules and reduced the maximum fuel loads on cars from the normal 250 liters down to 200 liters, with no allowances for a refueling stop. This meant fuel management and economy suddenly became paramount. This rules-change in itself would have doomed the old Cosworth since it guzzled fuel like a thirsty racehorse at a watering trough! To answer this new challenge, Porsche turned to Bosch and tasked them to develop an entirely new Motronic MS3 Fuel Management System, complete with sensors and solenoids controlled by a processing unit through a Kugelfischer pump and metering unit. The computer had suddenly made its appearance in the world of automobiles!

Unfortunately, the system did not work. Like the proverbial family car that kicks and bucks in the driveway but runs just fine at the mechanics shop, the Bosch system ran fine during practice, resulting in some impressive and optimistic lap times for the McLaren drivers, but then utterly failed to function on race day. The frustrations and finger-pointing ran high and severely damaged British and German relations, but ultimately it forced the three engineering partners – McLaren, Porsche, and Bosch to work together and eventually build a system that was nearly fool-proof.

The Porsche engine team of Hans Metzger and company were greatly humbled by the entire experience, having learned first-hand the rigors and demands of Formula One racing, where durability is as much a factor as performance and re-configurations have to be completed within just a few days between races. It was a challenging and ultimately rewarding experience for everyone. At the capable hands of Niki Lauda and Alain Prost, the TAG-Porsche McLarens would dominate the field in 1984, earning three times as many constructor's points at the end of the season than the second place Ferrari team. Power on the TAG Porsche engine had by then been boosted to 750 bhp and the legendary engine and three-way partnership were well on their way to becoming one of the most successful projects in motorsports history.



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ERNEST J. ALTGELT

1941 – 2023



Ernest Altgelt peacefully passed on Saturday, October 7, 2023 from advanced Parkinson's comorbidities from Agent Orange Exposure during the Vietnam War with his wife, two sons, and caregiver at his bedside. Just six days before his hospitalization he had happily celebrated

his 54th wedding anniversary to Ingrid with a beaming smile and much will, strength, and joy to live many more years with her, his sons, his caregivers, and his friends.

Ernest was born in Manhattan, New York on December 5, 1941, and predeceased by his parents Mary Love and Ernest Altgelt II and his sister Mary Elizabeth. He loved his parents and sister greatly. Ernest attended and credited Hackley Preparatory School in Tarrytown, NY with molding his character and preparing him for life. Ernest graduated from both the University of Texas at Austin School of Business in 1964 and its School of Law in 1966 in the upper 25%. While attending UT he ran cross country and received both his airplane pilots license and then his instrument rating.

In July 1967, shortly after graduating from law school, the US Army drafted Ernest into active service and accepted him to join the Army Judge Advocate General Corps. The Army commissioned him for four years as an officer and ordered him to active duty. He gave his all to being an outstanding attorney for the US Army and in his first year received two letters of commendation for his work and rose to Chief of the Legal Assistance Section. In 1968 the Army sent Ernest to the Republic of Vietnam.



He continued to answer his call to service and frequently went into combat zones to interview soldiers in connection with the cases assigned to him where he was often exposed to toxic herbicide agents that ultimately took his life. "Captain Altgelt" received the Bronze Star Medal for meritorious service in connection with military operations against a hostile force and Army Commendation Medals for his continued high level of service to his country.

Ernest married Ingrid on August 9, 1969, in NY in an intimate chapel ceremony at St. Patrick's Cathedral followed by a small reception at the Plaza Hotel. He immediately legally adopted her 3-year-old son James as his own and in name. During his career he served as counsel to and retired from the State of Texas' Attorney General's Office, Dept. of Criminal Justice, and General Land Office. Ernest's legal career also included a decade in litigation private practice starting on Wall Street, sixteen years in oil and gas corporate practice in Houston, and a lifetime of providing free estate and adoption services for the poor and helping worthy causes, his church, his family, and his friends.

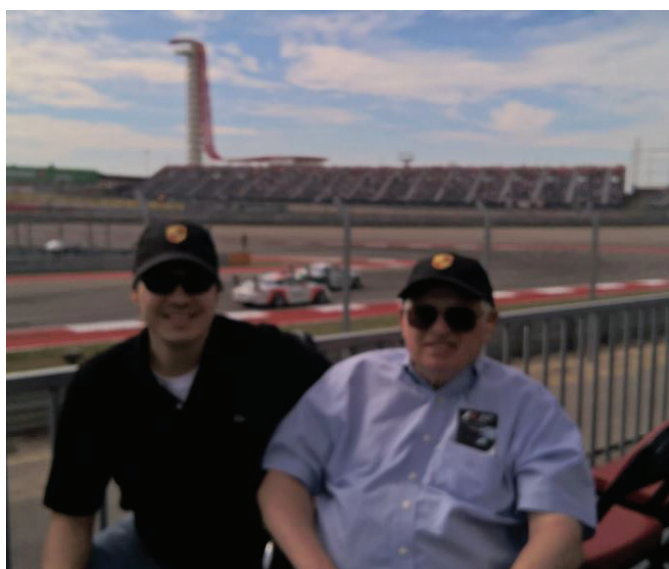
Ernest was a licensed attorney in both Texas and New York and Board Certified in Civil Trial Law until his passing. He was admitted to practice before twelve Federal Courts including The U.S. Supreme Court and the U.S. Court of Appeals, Tax Court, Bankruptcy Courts, and District Courts. He served on the board of several legal organizations and was proud of his longstanding membership in the New York City Bar Association. The State Bar of Texas officially recognized Ernest for providing outstanding contributions to the delivery of free legal services to low-income Texans in 2002, 2003, 2004, 2005, 2006, 2007, 2008, and 2010. His great-grandfather and namesake, Ernest Hermann Altgelt, a German immigrant Freethinker and Slavery Abolitionist, founded Comfort, Texas in 1854. Ernest also passionately opposed all racism, inequality, injustice, and corruption. He devoted several years exposing, fighting, and reforming a corrupt public co-op utility. The general manager and its lawyer went to jail and Austin's oldest law firm permanently closed its doors.

Ernest believed Lakeway, Texas is heaven on earth. He retired there in his beloved modern home designed and built by his favorite architect and dear friend of over 50 years. He quickly integrated into the community



volunteering for almost 25 years with Lakeway's Friends of the Park, The Men's Breakfast Club, Emmaus Catholic Church, and other Lakeway clubs until he was no longer able to. He enjoyed attending all University of Texas Football Games in the same seats for over 50 years and matriculating to his alma mater's alumni college every summer. Ernest looked forward to returning to New York with his wife twice a year to see Broadway theater and watching Formula 1 Austin at Turn-12 annually with his good friend from law school. He traveled far away with his sons for many years to a poor country to build a simple home for a needy family starting in Mexico and continuing on to India, Thailand, Poland, Vietnam, Argentina, and Peru. He never missed his Vietnam War Veterans 5-Year Reunion with his surviving U.S. Army Judge Advocates General's Corps servicemen in Washington D.C.

Ernest championed that a good education is the greatest investment. He regularly helped less fortunate students to have the same opportunities at Hackley and the University of Texas Chancellor's Council made him a member in 2003 for his continued contributions toward academic excellence.



Ernest was most thankful for the many specialists and care prolonging his joyful life but especially Dr. Joseph Jankovic with Baylor College of Medicine, Director, Parkinson's Disease Center in Houston following him from 2014 and Dr. David Murdy Internal Medicine, Dr. Dan Cohen Gastroenterologist, and Dr. Sunil Kolli Hospitalist with Baylor Scott and White in Lakeway. Ernest's worsening wartime Parkinson's symptoms were presented to the VA in 2009, but no help was provided for a decade until 2019. All VA help was excellent, but always hard fought for and always delayed or denied, sometimes for years. He waited patiently for the completion of his new handicap bedroom, bathroom, and therapy room designed by his good friend and original architect on the first floor of his home to accommodate and slow his severe Parkinson's.

Ernest's day-to-day life was greatly improved for years by many providers, care, and equipment, especially the tireless and loving caregiving efforts by Angie, Wale, and Noma starting in 2017. Despite his debilitating condition and total dependence on another person for over eight years, Ernest

experienced much joy and will to live receiving weekly visits after his 2016 hospitalization from his close friends and priest, walking with his physical therapists, relaxing contractions and rigidity with his occupational therapists, talking with his speech therapists, reading the Wall Street Journal and NY Times daily, watching C-SPAN and PBS, and eating three scoops of ice cream s-l-o-w-l-y after dinner.



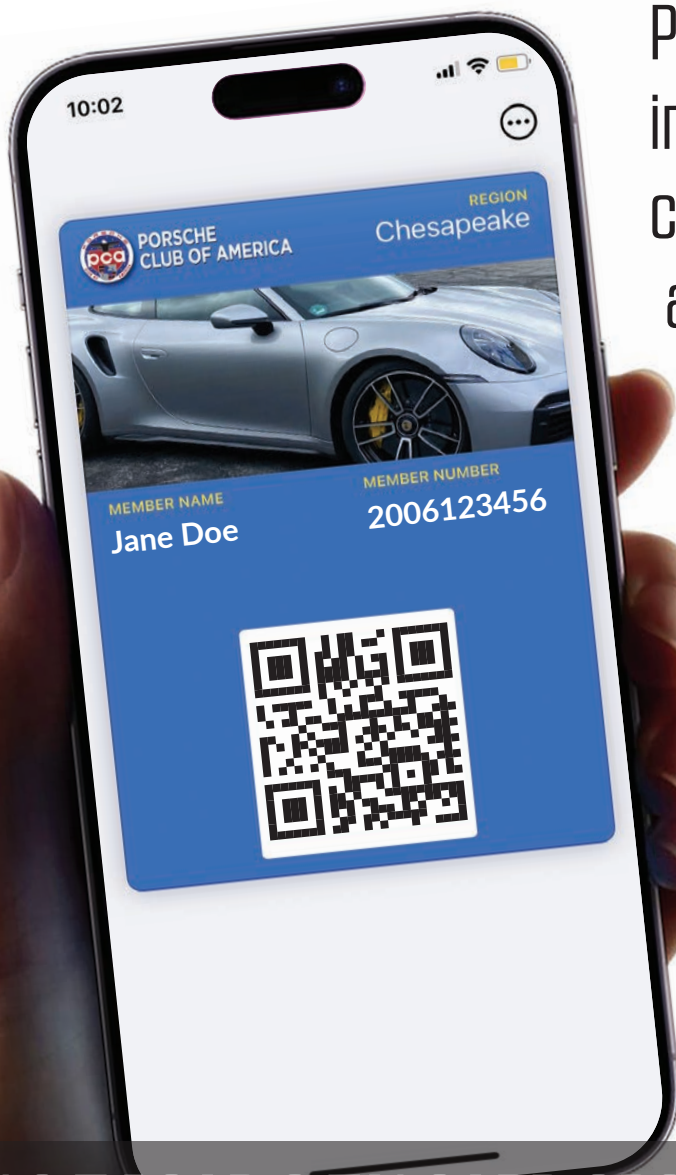
While Ernest cherished his two sons, his family, his lifelong friends, and his latest cause, he was always vocal that **THE TWO GREATEST GIFTS** he received in life were: **Number 1** his amazing wife Ingrid and **Number 2** his Catholic Faith his wife gave him. Ingrid and his Church were with him at the most joyous times, tiring times, saddening times, helpless times, and the ending times.



Ernest is survived by his very loving wife Ingrid, his ever-present sons Maury and James, and longtime brother-in-law Roger Campbell. Please remember Ernest in your memories and prayers. His favorite charities were Jankovic.org, LakewayFOP.org, HackleySchool.org, and FullerCenter.org.

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(2 TIMOTHY 4:7).*

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SCAN TO LEARN MORE



DOUBLE



MEMBER PROFILE

INTERVIEW AND PHOTOS
BY JOAH RAYOS
ADDITIONAL PHOTOS BY
ERNESTO DEL VALLE

TROUBLE

With a model line-up as deep as its 75-year history provides, how does one pick their particular Porsche passion? For many I suspect it is rather straightforward: Porsche is synonymous with the 911 and that's the model most set their sights on. For others there may be a specific family tie or a personal history attached to other models and picking up their DNA is what feels natural. But it also begs the question, if you could have more than one – what would you have in your driveway?

Fortunately this issue's member feature gives us an answer as Ernesto provides us an in-depth look at his two loves: a modern Spyder and a classic air-cooled Targa.



DOUBLE



TROUBLE



JR - When did you become a PCA member and what drew you to membership?

ED - I became a member in May 2022, joined as I got my 2000 Boxster S. Joining a car club is not a simple choice, and to me it was a commitment. The PCA is a unique car club, where there are great people that are like-minded and not just about the cars. I have gotten to know amazing people that I know we can call each other friends.

JR - Have you always been in the Austin area, and if not, what brought you here?

ED - Austin is home, and has been for the past 15 or so years. We are world rats. I have been fortunate to have lived in Mexico, Germany, England and now the US. A key goal we have wherever we go, has been to get immersed in the culture. Cars have always been part of my DNA. Whilst in the UK, I worked on several projects for the automotive industry with Lotus, MINI and Rolls Royce Motorcars.

JR - Tell us about your personal history with the Porsche brand, and what aspect of owning a Porsche do you enjoy the most? Did you have any Porsches before the two currently in your garage?

ED - Porsche has been part of the family for 3 generations, not more as the brand did not exist! My grandad had a silver 356 Coupe that he drove across the US and Mexico several times.

My dad had a 356 "Outlaw" that he and his buddies "fixed" when he was in high school. This was an all-aluminum body 356. The history of that car goes that the car was brought to Mexico by a lady by the name of Jacqueline Evans



de López for the 4th Carrera Panamericana. She had an accident where she rolled the car over; it is not clear nor can I find documentation if the accident was in the race or not. She abandoned the car. To fix the car, the roof was chopped off and a replacement engine lid made of fiberglass was added. This being a Panamericana car, it was not registered for daily use. The feds eventually caught up with the car when there was an interested buyer, the car was taken. As for myself, my first Porsche was a 2000 Boxster S. What I enjoy most about the Porsches I have owned has been the connection each car has not only to the driver (these cars drive incredibly well) but more so the connection each car has to that original 356/1, Ferry's perfect sports car.

JR - Some will say you have the best of both worlds: A classic air-cooled 911 Targa and a modern 718 Spyder. I can tell you like that bit of open-air motoring and how did the Targa experience lead you to getting the new 718 this

past August?

ED - Gertrude, the Guards Red Targa was always my childhood dream car. I had posters with that exact car in that exact color in my room. I always wanted one. The greenhouse glass in the back makes the car feel spacious and lighter than what it is. Being able to take the top off at any time is a true luxury. Open air motoring is a unique experience, bringing you closer to the road and the environment you are driving in. Daisy, the 718 Spyder, is to me the last homage song to that original 356/1, mid-engined, naturally aspirated car with no cocoon to buffer the driver. Just like Ferry wanted his sports car. Is it cliché to say they don't make them like they used to? Perhaps, but I cannot see any other car in the market today that has the true sports car experience that a Porsche Spyder brings. Sure, there are other similar cars out there, faster, more advanced, more powerful, but to me, none bring this experience.

JR - Tell us about Daisy - the Carrara White 718 Spyder - what was the purchase experience and anticipation like? And now that you've got a few months and miles in, what is it about the Spyder that you particularly love? Any options on her or other modifications to make it your perfect Spyder?

ED - The purchase experience of a new Porsche today is fraught with over-MSRP, allocations, wait lists and so on. Only very few of us have been lucky to be "in the list". I got Daisy from Manhattan Motorcars in NY. The experience was simply frictionless. The allocation came, I did not have to buy my place in the list. Shortly after my production slot was locked in, we had a few sessions to choose all the options for Daisy. The goal was to come up with a very classic looking car that would look relevant for decades to come. Yes, some say Porsches can and should be in all these wild rainbow colors and what not. These do look amazing, and I sometimes wonder if I should have gone wild with the color and options, but the minute I walk to her and get in, a smile automatically comes to me. The choice was the right one! Collecting the car was a great experience, we made a boys trip to NY, and we got the royal treatment by Fredy, my Porsche Ambassador. They have come through on everything with flawless execution. Even down to a photo session of the car on the rooftop of the dealership building. The delivery was

another amazing experience that was included in the deal. I have now clocked just past the 2,000mi mark in Daisy. She brings great joy to drive, as it is a naturally aspirated manual car. It is involved and very responsive. She can behave in downtown traffic and be wild when opened up on a nice road. Seats are comfortable for a long drive. And no, I did not get the bucket seats everyone raves about. I just find them too hard to get in and out of.



JR - The rasp of an air-cooled 911 is certainly a nice complimentary soundtrack. How did you come by Gertrude, a truly classic 1985 in Guards Red?

Ah, Gertrude, my old lady. It took me about 10 years to find the perfect match. Buying a new car is easy to get what you want from the configurator. It will be built to your specifications. Buying a classic to the specs I was looking for, is a whole different hunting game. I had been trolling the internet and ads about air cooled Porsches, always looking for the right specs. At a minimum, it had to be Targa, Guards Red of course, black interior. I found Gertrude with several more checkboxes: one owner car, all original (numbers matching, paint, Targa top, interior, etc.) and the cherry on top was low miles. G-models are said to be the most reliable of the old Porsches, and this is perhaps true as there are still a ton of them out there. Gertrude is also one of the last Porsches with a Porsche designed gearbox. 1986 saw the definitive transition of Porsche using Getrag gearboxes. This is significant as the clutch for this car is not hydraulic, yet so smooth. It is definitively a gearbox that will slap you if you do something it does not like, but that is part of the character of the whole car. These cars have a true soul and complex character.

JR - Considering both your Porsches are separated by decades and by design, in what way is the driving experience different? And how are they similar?

ED - The cars are separated by 38 years of evolution. Put into context, Porsche celebrated its 75th anniversary in 2023, so Daisy has more than twice the amount of development and evolution time than Gertrude. However, getting onto either of them feels like home, the same home, just with a few different amenities. Both have that ability to connect the driver to the road, down to the last sensation. Sure, Gertrude is a lot slower than Daisy, but not by much. In 1985 Gertrude could hit the

60mph mark in 6 seconds, vs Daisy today in just past the 4 second mark. 6 seconds to 60mph is a very quick time even today. Both are smooth to ride and extremely responsive. Driving them is different because Gertrude is rear engined, so the center of gravity is far in the back and as she gains speed, the steering gets light. On the other hand Daisy is planted solid with the engine in the middle. The dynamics for cornering are inherently very different. On the straights and in terms of acceleration - because there are no turbos in either of them - both have a very linear natural feel to gaining great speeds.

JR - Not suggesting you may have a favorite - but if you glance at the HCRPCA events calendar, how do you decide if Daisy or Gertrude is your pick to take to the event?

ED - LOL - this is like asking me which one of my children is the favorite. Indeed both are different as mentioned earlier. Having said this, I do not plan on tracking either car, so the choice is simple: to fit the mood for the day. In the summer, AC is a great comfort. Yes, Gertrude has its original AC and it works! But let's not kid ourselves, it does get hot. In the winter, Daisy has Cup 2 shoes, which do not get to good temp nor are great on damp roads.

JR - With the weather right now not really conducive to taking the tops off, are there any events or road trips in the spring and summer you're planning on?

ED - The colder weather is amazing for naturally aspirated cars. I do not mind taking the top off even in temperatures close to freezing, just bundle up. Daisy has the creature comforts of heated seats and steering wheel, Gertrude has independent heat for passenger and driver and being an air-cooled car, it works like a furnace. In early March I will be going to the Hill Country Rallye with Gertrude. Some may not know about this gathering, it is for air-cooled cars only to drive around beautiful country roads.



HCR HOLIDAY PARTY

STORY BY- GLORIA HUGHES
PHOTOS BY- CARL ROSSI & GORDIE ROBBINS



The 2023 Hill Country Region (HCR) Porsche Club's Annual Holiday Party was held at the north location of Porsche Austin. The dealership graciously invited HCR to host its Annual Holiday Party there and it was a sold-out event with ~200 in attendance. The facility was transformed into a lovely venue of holiday ambiance and cheer. Attendees were offered a complimentary holiday drink, tasty hors d'oeuvres, and a wonderful buffet dinner. A cash bar was also available as an option to enjoy preferred beverages.

HCR extends our sincere thanks to all sponsors who contributed to the success of the Silent Auction and the Raffle: Porsche Austin, XPEL, Authentic Details, GT International, Blue Ocean Auto Spa and Urban Cowboy Caterers.

The HCR also gives back to the community in many ways through volunteerism and has partnered with the Austin Police Department (APD) Operation Blue Santa Program. Every year, attendees are asked to donate an unwrapped toy that will be given to children in need who reside within the city limits. A large and diverse inventory of toys was collected and presented to the APD representing Blue Santa who attended the party.

Each year at the Holiday Party, the Hill Country Region recognizes members who have contributed extraordinary time and effort to ensure the success of regional activities and who have gone above and beyond in their support of the Club. This year, in recognition of the guidance and contributions to the HCR and to the Porsche Club of America (PCA) nationally by the late Tuffy von Briesen, the

President's Award was renamed to the Tuffy von Briesen President's Award.

The following recipients were recognized:

2023 Tuffy von Briesen President's Award - Max Silvestri and Edward Doan, HCR Website upgrade.

The award is presented to both Max and Edward in recognition of their time and effort in improving and enhancing the Hill Country Region website. The quality of their work resulted in our website being named the 2023 Website of the Year

2023 Rika Preuss Enthusiast Award- Vipul Darji, Assistant Editor of Horizons.

The award is presented in the memory and honor of one of our most enthusiastic volunteers who was always the first to volunteer to help. Vipul has been the "Man behind the Curtain" of Horizons. He's taken the editorial content into a high-quality quarterly publication and has consistently exceeded all expectations.

2023 John and Edie Musgrove Volunteer of the Year Award- Gordie and Barbara Robbins

This award is presented to a couple who have made outstanding and lasting contributions to the Hill Country Region. They have given their time, efforts, and talent to enhance the social events of the club and were responsible for establishing the "Pick-Yer-Tour" weekends, and other family-oriented social events for club members.

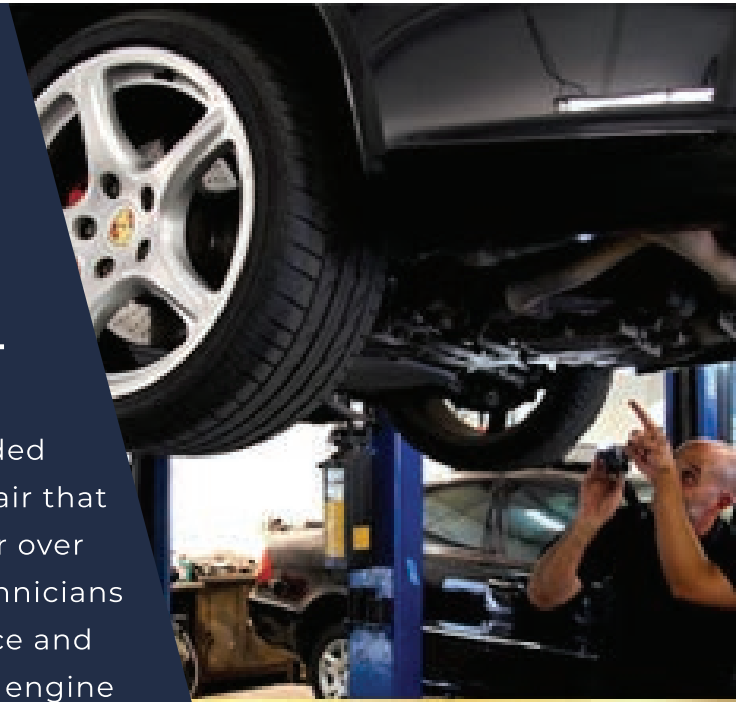




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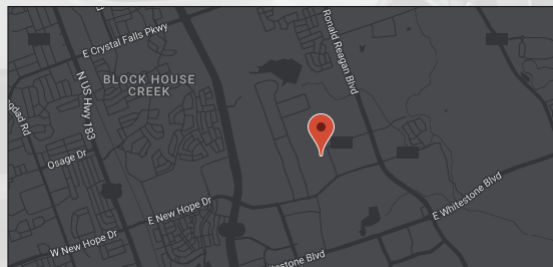
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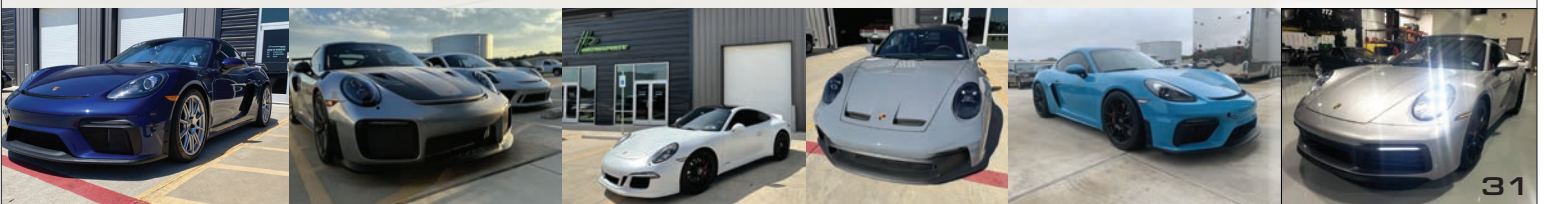
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TRACKSIDE REPORT

STORY AND PHOTOS BY STEVEN TELLMAN

2023 WAS A BUSY YEAR FOR PORSCHE IN ALL MOTORSPORTS PROGRAMS. LET'S GET INTO IT.

GTP Class

After a 20 year hiatus, the Grand Touring Prototype class was back for 2023. Porsche's legacy in the initial GTP class was in the form of the 956 and the 962 cars which were very competitive and won the IMSA GTP championship from 1985 to 1988. With the new generation hybrid Porsche 963 car, Porsche hopes to continue that winning lineage by racing with longtime partner Penske Racing.

All the GTP cars had their debut at the 24 Hours of Daytona, which for a new class of cars was a trial by fire. The 2023 Daytona race's weather was spectacular but the day and night temperature swing caused issues with

the cars and tires. The race proved to be a challenge for Porsche with the #7 car driven by Matthew Campbell, Filipe Nasr, and Michael Christensen finishing 7th and the #6 car driven by Dane Cameron, Matheiu Jaminet, and Nick Tandy retiring after 700 laps with a gearbox issue.

The rest of the season had its ups and downs. Several podium finishes, including two first place finishes, gave the teams confidence while several mid-pack to last place finishes showed there was still work to be done.

Throughout the season the Porsche Penske team collected data, made track setup notes, and dialed-in the cars. I expect the 963 to really shine next year, Penske Perfect!



GTP Pro and GTD

Not only did Porsche debut the new 963 GTP car in 2023, last year's 24 Hours of Daytona was the introduction of the new 992 chassis 911 GT3 R car for IMSA in GTD and GTD Pro. GTD and GTD Pro in IMSA run the same cars, the main difference being that GTD teams are required to have one amateur rated driver on their team. The 992's debut season had some success, but it struggled for pace for most of the season. In GTD Pro, the Pfaff Motorsports car driven by Klaus Bachler, Patrick Pilet, and Laurens Vanthoor had quite a few podiums but only had the top spot once. It finished 4th in the championship.

In GTD four teams ran the full season, #77 Wright Motorsports, #92 Kelly-Moss with Riley, #91 Kelly-Moss with Riley, and #80 AO Racing. The #77, #92, and #91 all had podium finishes but the #80 never quite reached that goal. The highlight of the GTD cars (besides their performance!) was the AO

Racing Porsche 911 GT3 R with "Rexy" livery on the car. It was instantly a fan favorite and will be featured as a Hot Wheels collectible in 2024.

WEC

Hypercar Class

The Hypercar class in The World Endurance Challenge is a similar class to GTP in IMSA, so similar cars can run in Hypercar. There were four Porsche 963 cars running from three teams, Porsche-Penske, Hertz Team Jota, and Proton Competition.

Porsche-Penske did well, but only was on the podium twice, both in third place. The other two teams didn't get their cars in time so weren't able to run a full season with Hertz Team Jota only running five of the seven rounds and Proton only running three of the seven.



GTLM

It was the final year for the LMGTE class and in Porsche's case, the 911 RSR-19 car. WEC is moving to the GT3-Spec LMGT3 for 2024. Six teams ran the 911 RSR-19 car: Iron Dames, Iron Lynx, Dempsey-Proton Racing, GR Racing, Proton Competition, and Project1 - AO.

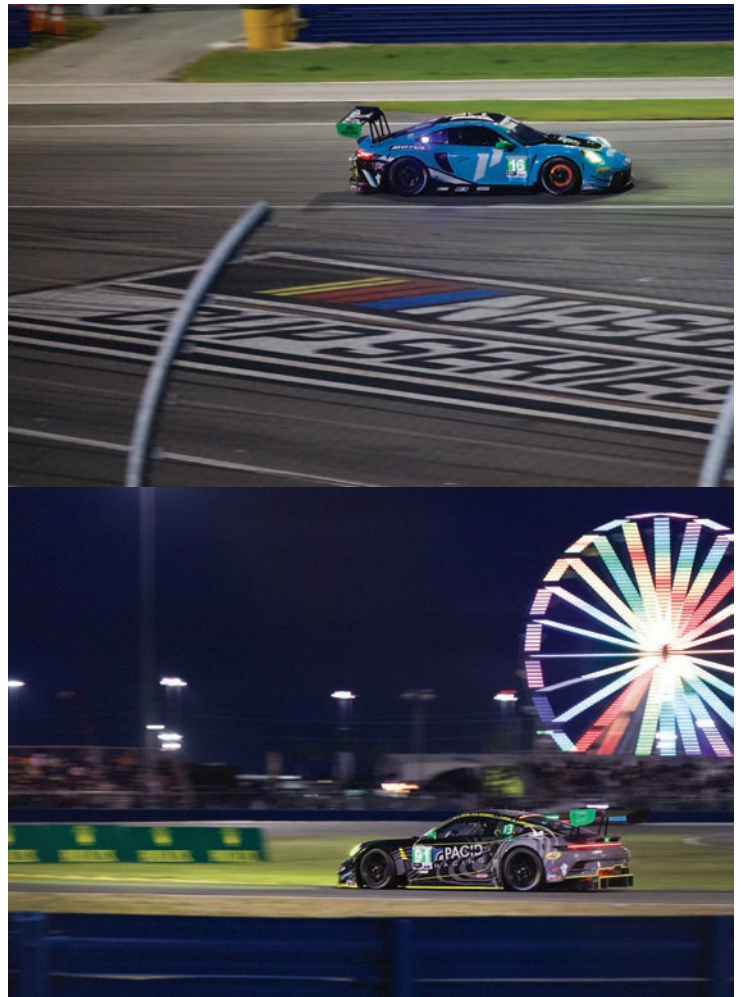
Porsche's 911 RSR-19 proved to be very competitive in LMGTE with first place podiums by the Iron Dames and Dempsey-Proton Racing teams. GR Racing and Iron Lynx also had podium finishes for the Porsche brand.

Carrera Cup

The 2023 Season of The Porsche Carrera Cup might as well have been called the Riley Dickinson show. The New Braunfels native sponsored by Porsche Austin won 11 races out of the 16 races of the season. While Riley dominated the Pro class, Efrin Castro won ProAm, and Mark Kvamme won the Am class.

Spokes Autocross Results

Porsches are commonly seen in the Super Street, A Street, and B Street classes of Solo II autocross. In the local autocross club, Texas Spokes Sportscar Club, most of the Porsche competitors were in Super Street for the 2023 season. Hill Country Region PCA members took the top three spots with Gary Boswood coming in first, Jeffrey Fritz in second, and Steven Tellman in third. 2024 will shift things around as Tellman's 2013 911 will be moving to A Street while the other Porsche competitors will remain in Super Street.



SHORT SHIFTS

EXCERPTS FROM THE WIDE WILD WORLD OF PORSCHE



IN CASE YOUR GARAGE IS TOO SMALL FOR A REAL ONE - Porsche inspires so many creative undertakings that they almost comprise an entire sub-culture of enthusiasts.

Take Bernd Pennewitz, his love for Porsche has spawned production of miniature, electric-powered, Porsche replicas, designed for children. At his workshop in Niedersachsen, he's replicated the most iconic models in 1:2.3 scale. Complete working models crafted to authentic details - these are not your ordinary Power Wheels! If you want your child to stand out at the playground, go to www.pennewitz-design.de/cars.html to place your order today!

DRINK AND DRIVE - FROM YOUR ARMCHAIR! - If you enjoy HCR's own Sips 'n Sticks at Casa de Monte Cristo, consider membership in the Scotch Malt Whiskey Society. PCA has partnered with this worldwide organization to extend discounts to any PCA member when they join SMWS. As a member, you are invited to order the finest Whiskeys from Scotland at their website www.smwsa.com. They also host events in major metro area where you can taste-test the latest vintages and meet fellow connoisseurs. Use Promo code 'PCA' to experience all the exclusive benefits available.

A FAMILY TREE OF SORTS - FOR YOUR PORSCHE! - Imagine a central site to document your Porsche's history from the day it rolled out of the factory to sitting in your garage today. With the newly created app 'Carport' (available at www.carport.app) and a bit of research, you can create your own car's personal documentary, from Provenance charts to Certificates of Authenticity, Carport allows you to enter and input all the little details of your car, from maintenance records to Ownership history. As their slogan says, 'Every Porsche has a Story'. Write yours today!

PASS ME THE COFFEE (or Red Bull)... - We are all familiar with Sim Racing and some of us may actually participate in the sport. PCA of course, has their own Sim Racing league that you can join. But here is something new - a 24-hour endurance challenge coming up June 29-30. Held (virtually) at the famous Cirque de la Sarte it's a non-stop, full 24 endurance race. So get your buddies signed up, your chair tuned, and your refrigerator stocked as this will prove to be a grueling fight to see who can stay awake the longest! Read more at www.pcasimracing.com on how to sign up and prepare for the first ever PCA24.



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FRIENDS AND FOOD AT LADIES LUNCH

STORY BY LISA MOORE



On the first Wednesday of every month a restaurant in Austin is filled with lively conversation and laughter when the Hill Country Region Ladies' Lunch convenes. The Ladies Lunch started as a way for the ladies in the Hill Country Region of PCA to get together to talk about something besides cars, although occasionally we do talk about cars, like whose purse matches her car (just kidding, some ladies are serious Porsche enthusiasts, and are the primary HCR PCA member).

The Ladies' Lunch is the brainchild of and organized by Michelle Freudenberger, who has been graciously doing that job for five years. The first Ladies Lunch was at Maggiano's just before the pandemic started. The HCR Executive Committee saw how well the lunch was attended, including by Caren Cooper, the PCA past president, and Lynn Friedman, the former zone rep, and decided to make it a monthly event.

Before every Ladies Lunch, Michelle will visit a potential restaurant to ensure it will seat many guests, give separate checks, have a vegetarian option, have ample parking, and that it won't charge us extra for having a

large group. As a result, Michelle finds restaurants that are accommodating, and we have a good time. The Ladies Lunches are welcoming to all the HCR women. Michelle will personally reach out to new members to tell them about the lunches and invite them to attend. The new members are seated near seasoned members who chat with them and get to know them. As we all know "it's not the cars, it's the people." Another way the lunches are fun, is that one woman is chosen to wear The Tiara. The Tiara is a way to celebrate the lady who has something special that month, such as a birthday, retirement, and even an engagement! It's all in fun and who doesn't want to wear The Tiara?

The Ladies Lunches are publicized in the weekly Sunday night HCR President's email, but they are always the first Wednesday at 11:30am, only the location changes. Signing up on Club Reg is required so we know how many to expect, and occasionally a restaurant will have a seating limitation.

I highly recommend attending the Ladies Lunch. You'll meet nice women, learn a few things about HCR PCA, have some interesting conversations and good laughs. And, whatever happens at Ladies Lunch, stays at Ladies Lunch.

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HORIZONS

A SOUTHWEST TEXAS
ADVENTURE:
Phillip Jones
ARTICLE AND PHOTOS BY PHILLIP JONES



From family vacations to solo adventures, scenic destinations have always been my ultimate escape. Many of my lone excursions over the past 3 decades involved a mixture of off-roading in a modified Toyota 4x4, astronomy in dark skies, and photographing landscapes and wildlife. Driving curvy and hilly paved roads is a typical part of the journey, and each time I had the same thought: I hope to re-experience the route with a sports car.

In December 2021, I entered the realm of Porsche ownership and acquired what I believed to be the perfect vehicle for twisty roads. I found a Certified Pre-Owned 2016 Carrera GTS with under 30k on the odometer. Eager for a 911 adventure, I chose the Big Bend National Park (BBNP) area. I've been many times since the 1990s and greatly appreciate the natural wonders and dark skies. I decided to make this an adventure

of astronomy, landscape photography, and sports car thrills in deep southwest Texas. The unique dining experiences, inviting roads, and never-ending landscape views make for an indulging experience that thrills all of the senses. If you are looking for the ultimate distraction from big city traffic, work, or you need to reset your perspective on reality, this is the destination for you.

This portion of Texas is where we can immerse ourselves in the natural elements with dazzling shapes and colors lit by the sun; where desert, forest, canyons, and mountain ranges converge and we can go for miles without seeing man-made structures. Exploring where the paved roads have minimal traffic, fun curves, and help our minds escape the stresses of life. This is an encounter with the Wild West, old Texas, eccentric communities, and the Rio Grande.



I booked a rental house on a hilltop overlooking Terlingua and the Christmas Mountains. In addition to luggage and winter weather gear; I packed Nikon camera gear and a tripod, an Astro-Physics Stowaway 92 telescope, iOptron iEQ30 Pro mount with tripod and counterweights, a small collection of TeleVue eyepieces, folding chair; small collapsible table, and a laptop. To make it all fit, I was able to lay the 2 tripods and chair across the luggage in the backseat and the platform behind the backseat, and did so without entirely blocking my rearview mirror. The mount and telescope fit in the trunk, along with accessories.

When planning a visit to BBNP, the surrounding area requires consideration. Fort Davis, Marfa, and Lajitas are more than just interesting towns. They are gateways to inviting roads, mountainous terrain, and a way of life distant from urban environments in more ways than just mileage. This trip involved encounters with 5 mountain ranges: Sierra Del Carmen, Davis, Chisos, Bofecillos, and Christmas.

The approach strategy is to seek out a drive that delivers a serene landscape paired with ideal spirited driving. You will not be disappointed with the routes I am about to describe. Familiarity with the Fort Davis area comes from 2 decades of attending the annual Texas Star Party for astronomy enthusiasts at Prude Ranch, halfway between Fort Davis and McDonald Observatory.

Davis Mountains and the Scenic Loop

About 7 miles after exiting I-10 onto TX-17 to venture south toward Fort Davis, the massive Davis Mountains on the west side of the road stand at attention. This highway becomes a curvy canyon road and goes over Wild Rose Pass. The steep ruffled bluff walls are prominent on most of the mountain range. The wide lands between the mountains narrow after crossing the pass and the winding road and reek define the canyon basin. The road ends at a T-intersection, with the option of turning left to enter Fort Davis, or turning right to start the 87-mile Davis Mountains Scenic Loop, heading northwest on 118.

This curvy stretch of road is especially beautiful during the spring and fall. A worthwhile stop on the Loop is the Davis Mountains State Park to drive up to the hilltop where you can see the mountains and the observatories off in the distance. After the state park, the Prude Ranch is next. Macan and Cayenne owners should consider driving on Sproul Road (dirt road) to the VLBA Radio Telescope behind Prude Ranch.

The fun part of 118 begins with the squiggly climb up to McDonald Observatory and continues well past. I recommend stopping at McDonald Observatory to experience the nice visitor's center, and drive to the top of the mountain to visit the observatories and take in the mountain top vista. After the observatory, the next 16-miles consist of forest, valleys and mountains before the Loop transitions southwest onto 166. While the road becomes less twisty, the scenery still delights, especially during morning and pre-dusk times. Deer and horned sheep are prominent in this area.

Lajitas and The River Road

The next scenic encounter begins south of Terlingua in Lajitas: the River Road. Distance from Lajitas to Presidio is 50 miles, with the first half being the most captivating and fun for spirited driving. I consider this the most scenic drive in all of Texas. A sunrise drive will present glorious colors of the mountains, plant life, and the Rio Grande. Elevation changes in the canyon section allow visitors to experience views of the river valley from higher elevation. Porsche car drivers will find plenty of places to pull off without enduring underbody scraping. On a weekday, the traffic is sparse.

Big Bend Ranch State Park (BBRSP) is on both sides of the River Road with scenic stops along the Rio Grande, including an area with hoodoo spires. These Rio Grande stops were accessible with my 911. The majority of the state park is on the north side of the road and contains the scenic Bofecillos Mountains, which are visible on much of the River Road drive.

On weekdays, traffic is sparse. Caution is still required when the road gets close to the canyon walls due to falling rock. I drove this road 30 miles out of Lajitas and back 3 times, including a sunset drive. The low angle of the sun gives depth to the mountains and plant life while bringing out the rich colors.

For dining, I recommend breakfast and coffee at the Lajitas gas station and lunch at Candelilla Cafe, located at the golf resort. The Mayor of Lajitas is always ready for a visit. His establishment is next door to the gas station.

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Because of the amazing sunsets, dramatic terrain, and fascinating cultural embellishments, I never tire of the area. The Porsche helped me enjoy it all at a new level.

Big Bend National Park

This park is nothing short of amazing. I recommend devoting at least 2 whole days to the park.

Driving the switchback roads up to the BBNP Chisos Mountains is a treat, but the temptation for spirited driving must be resisted due to traffic, wildlife, and hikers. The Chisos are the crown jewel of BBNP. The descent is just as amazing, especially as the sun is setting. The view of the Sierra Del Carmen mountains in the east on the other side of the Rio Grande is spectacular when illuminated by the setting sun.

There are other drives in BBNP with fun roads and intriguing stop offs. The Ross Maxwell Scenic Drive to Santa Elena Canyon is epic, including the stop off at Sotol Vista. The drive to Boquillas Canyon is nice, but if you really want to see the canyon, bring your passport. You can park at the US Border Patrol Station and walk down to the river to take a rowboat across the river and have lunch in Boquillas Village at a restaurant overlooking the canyon.

Fuel, Accommodations, and a Ghost Town

Fuel stations in the area: 2 in BBNP. 1 in Terlingua (busiest), and 1 in Lajitas. Be aware the Lajitas and BBNP stations occasionally run out of fuel. Terlingua station often has long lines. Alpine, Marfa, and Presidio have multiple gas stations and offer higher octane, so fuel up before heading to the Terlingua/Lajitas area.

For accommodations, I recommend the Lajitas Golf Resort. The resort is luxurious and the eateries never disappoint. The reason I chose to rent a house was so I could experience the dark skies. The hilltop house was worth the cost, but most of the roads off of the main highway are dirt and gravel with washed out ruts. I had to stack flat rocks in the ruts to prevent tires from dropping in. The 3-mile drive to the house was slow and tedious. I was wishing I had a Dakar 911.

Make the night sky part of the experience. Bring a camping chair so you can spend at least one evening looking at the stars. With good binoculars, you can scan the Milky Way for deep sky treats.

Fine optics go with a fine car. Illinois-based Astro-Physics is known for making the finest refractors in the world. Each telescope has an extensive, multi-year waitlist. The Stowaway 92 is their smallest model. The 92mm aperture scope is configured at f/6.65, making it ideal for both astrophotography and widefield visual use. It is named "Stowaway" as it was designed to be transported in overhead aircraft luggage bins.

Being on a hilltop put me above the small amount of Terlingua light pollution. Southwest Texas is known for some of the darkest skies in the USA. I navigated the telescope to multiple deep sky objects—mostly nebulae and star clusters—and enjoyed the contrasty views thanks to the very dark background.

Terlingua Ghost Town provides an eccentric atmosphere. The famous Starlight Theater restaurant is worth the wait for dining and is near the Ghost Town cemetery. Plenty of other nearby dining establishments offer scrumptious cuisine. Mornings can start at the popular Espresso Y Poco Mas, which is across the street from Starlight Theater. While I plan to return with my Carrera, I have since acquired a new Cayenne and plan to break it in on these engaging routes. Because of the amazing sunsets, dramatic terrain, and fascinating cultural embellishments, I never tire of the area. The Porsche helped me enjoy it all at a new level.



PIT STOP

THE VITAL ROLE OF ENGINE OIL IN YOUR PORSCHE

PIT STOP is a regular column written, compiled, and submitted by Webster Mercado of GT International. Specializing in Porsche service and restoration with extensive experience, the technicians at GT International have the knowledge and skills to manage all your automotive concerns. You can contact them at (512) 494-5244 or www.gtintl.com

Maintaining a high-performance vehicle like a Porsche involves a meticulous approach to care and attention, and one of the critical aspects is a full understanding of engine oil. Selecting the right oil and adhering to proper change intervals are essential steps in ensuring the longevity, efficiency, and optimal performance of your Porsche engine. In this article we explore the various modern Porsche motor oil brands—Mobil 1, Motul, LiquiMoly, Red Line, and Driven DT40. We delve into the unique attributes of each, highlighting their significance and impact on the overall health of your prized automotive investment. We also touch on the advantages of conducting oil analysis to better understand how your motor oil is performing.

Mobil 1: Factory Excellence

Widely acclaimed as the factory fill for Porsche vehicles, Mobil 1 stands as a benchmark in the synthetic oil market. Renowned for its exceptional protection against engine wear, Mobil 1 formulations include advanced detergents and anti-wear additives, contributing to a cleaner engine and promoting overall longevity. Porsche's endorsement of Mobil 1 underlines its excellence as the initial choice for your high-performance vehicle.

Motul: Precision in Every Molecule

Motul, with a rich history in high-performance lubricants, specializes in synthetic oils crafted to meet the demands of high-performance engines. Offering excellent thermal stability and shear resistance, Motul formulations ensure consistent and reliable lubrication under challenging driving conditions. Trusted by enthusiasts and professionals alike, Motul oil exemplifies precision in every molecular composition, making it a stalwart choice for discerning Porsche owners.

LiquiMoly: German Engineering at Its Core

A brand synonymous with German engineering precision, LiquiMoly strikes a balance between superior lubrication and engine cleanliness. Proprietary additives enhance overall engine performance, making

LiquiMoly a reliable choice for those seeking comprehensive engine care.

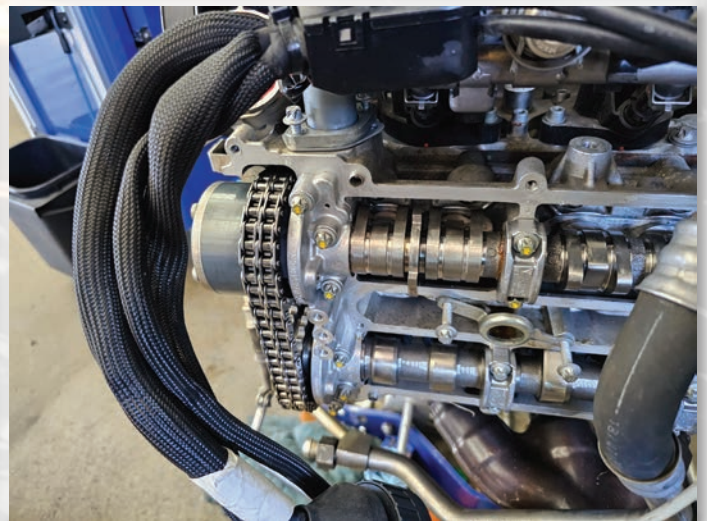
The meticulous formulation reflects German engineering at its core, catering to Porsche owners who demand excellence from their high-performance machines.

Red Line: Pushing the Limits

For those pushing the limits of performance, Red Line stands out as a preferred choice. Renowned for its commitment to high-performance lubricants, Red Line oils are engineered to withstand extreme temperatures and stress. Emphasizing superior film strength and stability, Red Line caters to enthusiasts seeking uncompromising performance. In the world of high-performance engines, Red Line oil becomes a critical partner in pushing the limits without compromising engine integrity.

Driven DT40: Wear Protection Specialist

With its synthetic formulation and elevated zinc content, Driven DT40 excels in wear protection. Particularly suitable for engines with flat tappet cams, Driven DT40 is chosen for its focus on extended engine longevity in performance applications. This specialization in wear protection makes Driven DT40 an essential consideration for Porsche owners aiming to safeguard critical engine components.



THE IMPORTANCE OF ROUTINE OIL ANALYSIS - Understanding what goes on within the intricate components of your Porsche engine is crucial for maintaining peak performance. Incorporating routine oil analysis into your maintenance regimen is a proactive step that yields invaluable insights. This diagnostic tool enables early detection of wear, contamination, or other issues, providing a snapshot of the engine's current state and predicting potential problems.

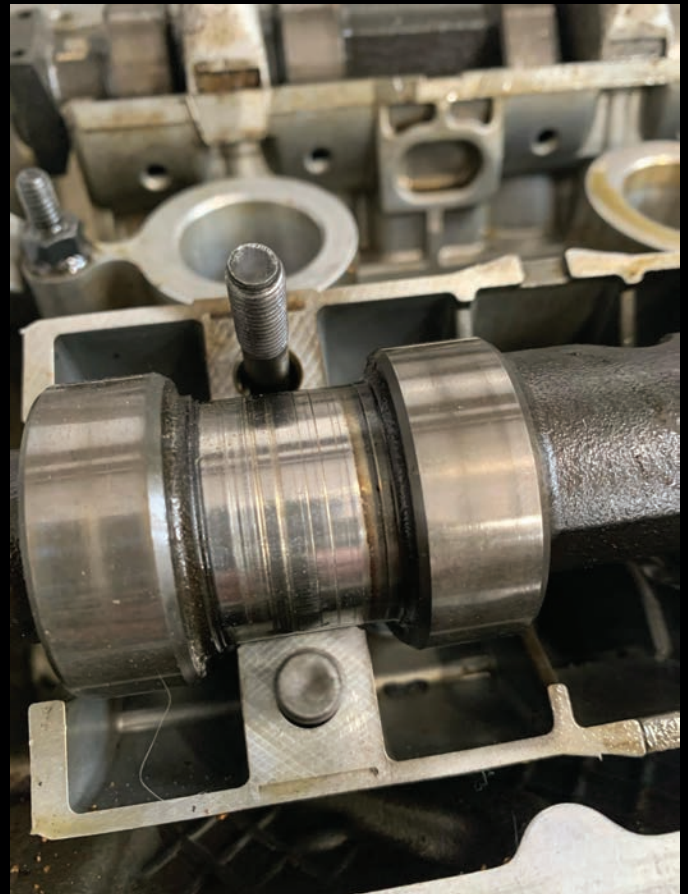
Identifying issues in their infancy allows for corrective action, preventing major engine damage and minimizing the need for extensive repairs. Routine oil analysis not only enhances performance but also allows for tailored oil change intervals based on the oil's actual condition, optimizing both longevity and cost-effectiveness.

In the dynamic world of high-performance vehicles, where stresses on the engine are heightened, the foresight gained through oil analysis becomes an indispensable tool for preserving the integrity of your Porsche engine.

Enlisting the aid of a reputable oil analysis service, such as the one provided by Blackstone Laboratories (www.blackstone-labs.com), is critical to understanding how your particular choice of motor oil performs under your unique driving habits.

In conclusion, the choice of engine oil for your Porsche is a crucial decision that goes beyond

brand preferences. Mobil 1, Motul, LiquiMoly, Red Line, and Driven DT40 each bring unique attributes to the table, contributing to the diverse needs of Porsche enthusiasts. Coupled with routine oil analysis, these measures ensure that your high-performance vehicle not only meets but exceeds its expected lifespan, delivering the exhilarating performance it was designed to provide.





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