

ROADRUNNER

PCA award winning newsletter 2020, 2019, 2018, 2017, 2016
PCA award winning website 2023, 2022, 2021, 2020, 2019, 2018, 2017, 2016
Region First Runner Up Ferry Porsche Award 2017

Ramblings

APRIL 2024



ROADRUNNER *Ramblings* 2024

The Magazine of the Roadrunner Region Porsche Club of America

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ROADRUNNER *Ramblings*

PCA award winning newsletter 2019, 2018,
2017, 2016, 2015

Region First Runner Up Ferry Porsche
Award 2017

2008 PCA's Region of the Year

www.rrrpca.com

The Roadrunner Region, Porsche Club of America (RRR) publishes the Ramblings monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is on the first of the month of publication. We credit all members for their submissions. All material in this newsletter is protected by copyright. However, the newsletter editors of other regions chartered by Porsche Club of America may reprint any article provided that credit is given to the author and Roadrunner Region and that the Ramblings is cited as the source.

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STEVE WALLER
PRESIDENT/EDITOR



The old saying about “April showers” came early for the Roadrunner autocross group. The March weekend of AX school with SCCA on Saturday went off as planned. The Sunday Die Serie #1 barely got started when a rare morning rainstorm and wind closed the course for the day. In my years of volunteering with AX this is the first time an event had to be shut down in the early morning due to weather. Love New Mexico!!

For those members who attended the social event at Tomasita’s in March, social director Becky Schreiber had gathered together donated items from members attending the event. Shirts, car models, other Porsche memorabilia were raffled off. The raffle was fun and raised \$400.00! Wow.

Becky had suggested to the Roadrunner board that we hold little fund raisers within our events with proceeds going to the Veterans Integration Center. So, I delivered the cash to the VIC and they were happy to get it. Thanks Becky, and everyone who donated items and bought items. That’s a win-win all around.

By the time this issue comes out, Vice President John Shannon, and I will have attended the annual zone meeting for Zone 9. This year’s meeting was in Salt Lake City. The meeting is attended by all the Presidents and VP’s in the zone, and is facilitated by our zone rep, Denise Jordan. There are usually one or two members of the PCA executive committee who also attend the meeting. It’s a good opportunity to hear from the leadership of PCA. As you may have heard the annual dues for PCA membership will be going up to \$56.00 per year starting on May 1st. The national organization has not raised the dues for more than 10 years. PCA is a club “fueled by volunteers”. It’s impressive that an organization with nearly 150,000 members has only 10-12 paid staffers. Everyone on the PCA executive committee, chairs, zone reps etc are all volunteers. That’s one reason the annual dues are so low.

In late March I organized a web conference with our executive committee and the PCA finance chair, David Angelus. We had attended a web conference with David in late February. After that conference we decided it would be a

Note: The Ramblings editor reserves the right to edit member and other outside submissions for space and content. If there is a reason to publish an article exactly as submitted please let us know.



good idea to have David consult with our group regarding the regions finances. We all met on Zoom and I sent David some bullet points on items that were on our minds. I also sent the region's Profit and Loss statement for 2023. We had a very good session. David answered all our questions and most importantly said that our region deserved FIVE STARS for how we have handled our finances. I knew that our current treasurer, Larry Kwei and previous treasurer, Yvonne Teske had done a great job of keeping our books straight and always transparent about details. So, I wasn't really concerned, just wanted make sure we were on track.

This month and the next few months look good for Roadrunner region events. Autocross on the 13th, a driving tour on the 20th, plans for a summer rally, and likely location for Roadrunner Roundup in the East Mountains later in the year.

Our club's dance card is filling up. Come out and enjoy the fun.

Steve Waller
ramblings@rrrpca.com



ROADRUNNER DRIVE TO DESTINATIONS WEST

April 20th

HEY ROADRUNNERS, JOIN DRIVE TOUR CHAIR STEVE JOHNSON FOR A TOUR TO GRANTS, NM.

Our destination, The New Mexico Mining museum and the Route 66 Neon Drive Thru. Steve has arranged for a tour of the museum and a photo op with your Porsche at the Neon Drive thru arch. Lunch follows at the Great American Diner at exit 108 on I-40. Here are the details:

When: Saturday April 20th, 2024

Where: Quail Plaza Golden Corral 2701 Coors Blvd. NW

Time: 9:00 arrival, 9:15 drivers meeting, 9:30 depart.

Lunch: Great American Diner exit 108 Acoma

Cost: Museum admission, \$4.00 senior, \$6.00 regular

RSVP to Steve Johnson
stevelee944@gmail.com



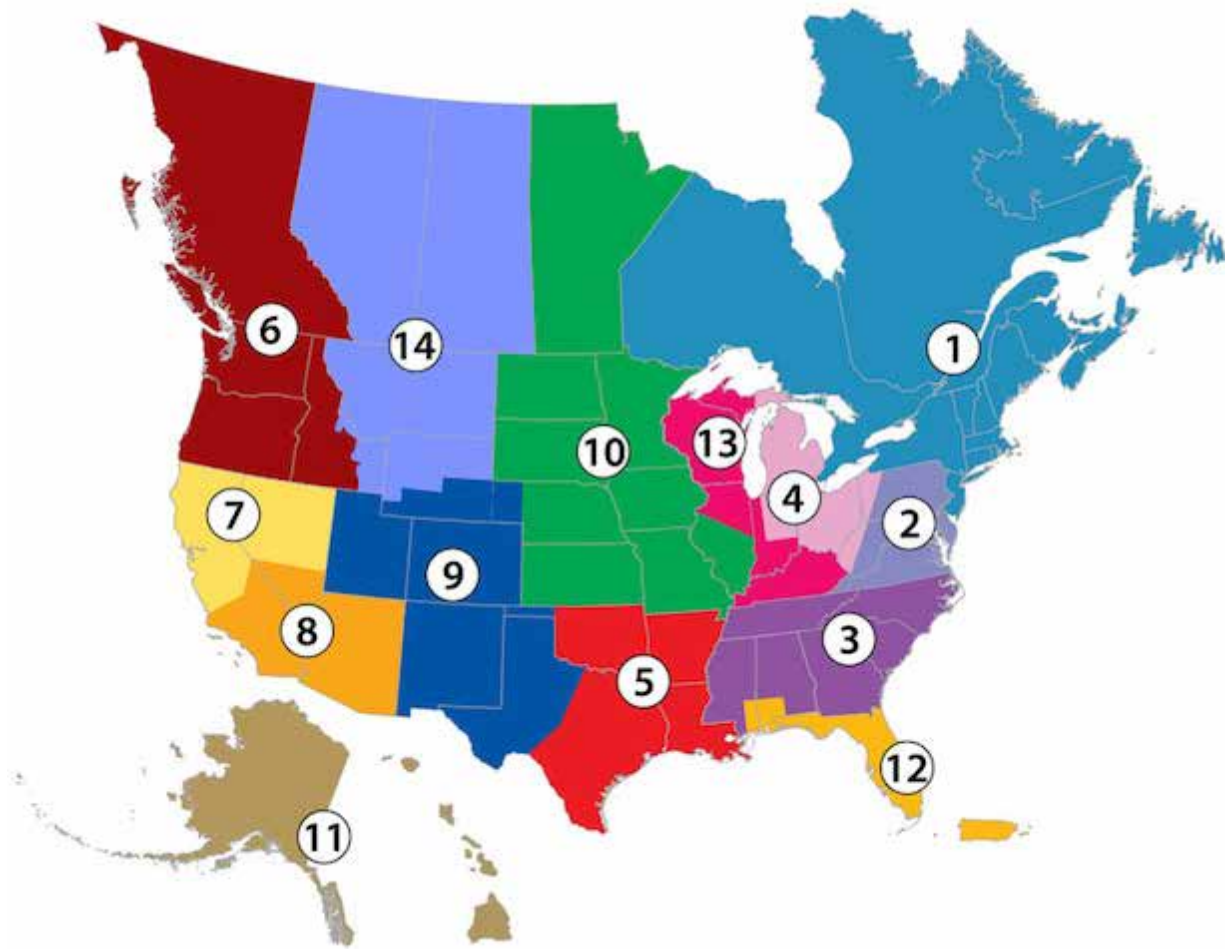
PCA Regions - USA and Canada

Meet Your Neighbors

The Roadrunner region of Porsche Club of America is a part of Zone 9. Zone 9 encompasses all or parts of the states of Utah, Colorado, New Mexico, and Texas. The largest region by members is Rocky Mountain region, headquartered in Denver. The smallest region is Llano Estacado in Amarillo, TX. In fact, the Llano Estacado region is the smallest region in PCA. There are 147 regions across America and Canada.

Zone 9 Regions

Region Name	Location
Alpine Mountain	Colorado Springs, CO
Carrera	El Paso, TX
Intermountain	Salt Lake City, UT
Llano Estacado	Amarillo, TX
Roadrunner	Albuquerque, NM
Rocky Mountain	Denver, CO
West Texas	Lubbock, TX





In 2024 the Board / membership meeting will be held online only via ZOOM. Any member can participate. Contact Roadrunner Region President Steve Waller for access. president@rrrpca.com.
The Wednesday lunches at the Owl Cafe start at 11:30am.

APRIL		
Tuesday April 2	Santa Fe car lunch	Capitol Grill
Tuesday April 9	Santa Fe car lunch	Capitol Grill
Tuesday April 9	RRR Board meeting	ZOOM
Wednesday April 10	RRR Wednesday lunch	Owl Cafe / Albq
Saturday April 13	Autocross Die Serie 2	Expo NM Fairgrounds
Tuesday April 16	Santa Fe car lunch	Capitol Grill
Saturday April 20	RRR Drive out	NM Mining Museum, Grants NM
Sun.-Thurs. April 21-25	PCA Treffen	Sonoma, Ca
Tuesday April 23	Santa Fe car lunch	Capitol Grill
Wednesday April 24	RRR Wednesday lunch	Owl Cafe / Albq
Saturday April 27	RRR Tech Session	Hans Wittler Auto
Tuesday April 30	Santa Fe car lunch	Capitol Grill
MAY		
Tuesday May 7	Santa Fe car lunch	Capitol Grill
Wednesday May 8	RRR Wednesday lunch	Owl Cafe / Albq
Saturday May 11	RRR Autocross	Expo NM Fairgrounds
Tuesday May 14	RRR Board Meeting	ZOOM
Tuesday May 14	Santa Fe car lunch	Capitol Grill
Thursday May 16	Isotopes Game With Dinner Social	
Saturday May 18	RRR Drive out	Location TBD
Tuesday May 21	Santa Fe car lunch	Capitol Grill
Wednesday May 22	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday May 28	Santa Fe car lunch	Capitol Grill



JUNE		
Saturday June 1	RRR Gimmick Rally	TBD
Tuesday June 4	Santa Fe car lunch	Capitol Grill
Wednesday June 5	RRR Wednesday lunch	Owl Cafe / Albq
Saturday June 8	RRR Autocross	Expo NM Fairgrounds
Sun-Sun June 9-16	PCA Porsche Parade	Birmingham, Al
Tuesday June 11	Santa Fe car lunch	Capitol Grill
Tuesday June 11	RRR Board meeting	ZOOM
Saturday June 15	RRR Drive out	Location TBD
Tuesday June 18	Santa Fe car lunch	Capitol Grill
Wednesday June 19	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday June 25	Santa Fe car lunch	Capitol Grill
JULY		
Tuesday July 2	Santa Fe car lunch	Capitol Grill
Wednesday July 3	RRR Wednesday lunch	Owl Cafe / Albq
Saturday July 6	RRR Autocross	Location TBD
Tuesday July 9	Santa Fe car lunch	Capitol Grill
Tuesday July 9	RRR Board meeting	ZOOM
Saturday July 13	New Member Picnic	Bernalillo, NM
Tuesday July 16	Santa Fe car lunch	Capitol Grill
Wednesday July 17	RRR Wednesday lunch	Owl Cafe / Albq
Saturday July 20	RRR Drive out	Location TBD
Tuesday July 23	Santa Fe car lunch	Capitol Grill
Tuesday July 30	Santa Fe car lunch	Capitol Grill
Wednesday July 31	RRR Wednesday lunch	Owl Cafe / Albq
Sun.-Sun. July 29-Aug 4	PCA Treffen at Sea	Alaska
AUGUST		
Tuesday Aug. 6	Santa Fe car lunch	Capitol Grill
Saturday Aug 10	RRR Autocross	Expo NM Fairgrounds
Tuesday Aug 13	Santa Fe car lunch	Capitol Grill
Tuesday Aug 13	RRR Board meeting	ZOOM
Wednesday Aug 14	RRR Wednesday lunch	Owl Cafe / Albq
Friday Aug 16	PCA WERKS Reunion	Monterey, Ca
Tuesday Aug 20	Santa Fe car lunch	Capitol Grill
Tuesday Aug 27	Santa Fe car lunch	Capitol Grill
Wednesday Aug 28	RRR Wednesday lunch	Owl Cafe / Albq
SEPTEMBER		
Tuesday Sept 3	Santa Fe Car lunch	Capitol Grill

Tuesday Sept 10	Santa Fe Car lunch	Capitol Grill
Tuesday Sept 11	RRR Board meeting	ZOOM
Wednesday Sept 12	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Sept 17	Santa Fe Car lunch	Capitol Grill
Saturday Sept 21	RRR Drive out	Location TBD
Tuesday Sept 24	Santa Fe Car lunch	Capitol Grill
Wednesday Sept 25	RRR Wednesday lunch	Owl Cafe / Albq
Saturday September 28	Oktoberfest	TBD
OCTOBER		
Tuesday Oct 1	Santa Fe Car lunch	Capitol Grill
Tuesday Oct 8	Santa Fe Car lunch	Capitol Grill
Wednesday Oct 9	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Oct 8	RRR Board meeting	ZOOM
Tuesday Oct 15	Santa Fe Car lunch	Capitol Grill
Saturday Oct 19	RRR Drive out	Location TBD
Saturday Oct 19	Chile Cook off	Waller home
Tuesday Oct 22	Santa Fe Car lunch	Capitol Grill
Wednesday Oct 23	RRR Wednesday lunch	Owl Cafe / Albq
Sat-Sun Oct 26-27	RRR Autocross	Farmington, NM
Tuesday Oct 29	Santa Fe Car lunch	Capitol Grill
NOVEMBER		
Tuesday Nov 5	Santa Fe Car lunch	Capitol Grill
Wednesday Nov 6	RRR Wednesday lunch	Owl Cafe / Albq
Saturday Nov 9	RRR Autocross	Location TBD
Tuesday Nov 12	RRR Board Meeting	ZOOM
Tuesday Nov 12	Santa Fe Car lunch	Capitol Grill
Tuesday Nov 19	Santa Fe Car lunch	Capitol Grill
Wednesday Nov 20	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Nov 26	Santa Fe Car lunch	Capitol Grill
DECEMBER		
Tuesday Dec 3	Santa Fe Car lunch	Capitol Grill
Wednesday Dec 4	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Dec 10	RRR Board Meeting	ZOOM
Tuesday Dec 10	Santa Fe Car lunch	Capitol Grill
Sunday Dec 15	RRR Holiday Party	Santa Ana Star Casino
Tuesday Dec 17	Santa Fe Car lunch	Capitol Grill
Wednesday Dec 18	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Dec 24	Santa Fe Car lunch	Capitol Grill
Tuesday Dec 31	Santa Fe Car lunch	Capitol Grill



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MARCH TOMASITA'S SOCIAL

STORY BECKY SCHREIBER, PHOTOS BY EVELYN WATKINS

On Thursday, March 21, thirty-five members of the Roadrunner Region PCA got together for an evening of fine food and socializing at Tomasita's in Albuquerque. We welcomed some new members and reintroduced some not-so-new members who shared stories of drive-outs and rebuilding engines. We love Tomasita's because they always take good care of us in our private dining room.

Because we have chosen to support the Veterans Integration Center for this year, we raffled some items donated by our generous members. We raised \$400 in short order for VIC. We will be doing raffles at many of our events this year; so, look around your home and garage for new or collectable items you don't need, but others would love to have.





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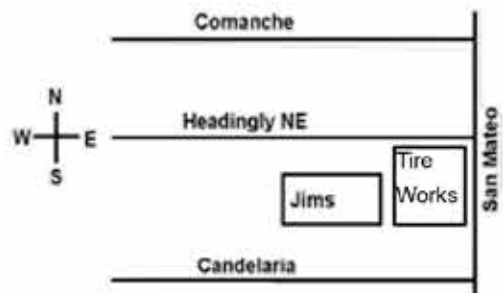
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MARCH AUTOCROSS... A HIT AND AN MISS

STORY AND PHOTOS BY MIKE COURTNEY



The RRR autocross and AX school with SCCA had mixed results in March. The Saturday school was well attended with new AX drivers getting schooled in the fine art of cone turning by RRR and SCCA driving instructors. The Sunday Die Series #1 AX got all set up, but Mother Nature had other

ideas for this day. As you can see from the photos, it looked like a dark and stormy morning, so the cones came up and everyone packed up. Better luck in April on the 13th at Expo New Mexico.

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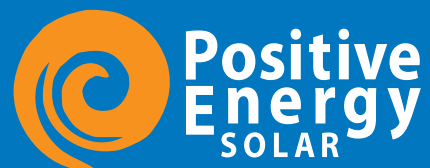
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Porsche AG enters its biggest year of product launches in a strong position

12/03/2024 Porsche AG closed out a very successful 2023 financial year and is planning the biggest year of product launches in the company's history in 2024.

With four new launches in the Panamera, Macan, Taycan and 911 model lines, the sports car manufacturer will continue to pick up speed in 2025. "We have had a strong financial year," says Chairman of the Executive Board Oliver Blume. "2024 is going to be a year of product launches for Porsche – more so than any year in our history. We will be introducing a variety of exhilarating sports cars to the road, they will delight our customers around the world. This will put the wind at our back for years to come."

Group sale revenue totaled 40.5 billion euros in 2023. This marks a 7.7 per cent increase (previous year: 37.6 billion euros). Group operating profit rose by 7.6 per cent to 7.3 billion euros (previous year: 6.8 billion euros). The Group operating return on sales remained stable at 18.0 per cent – despite

disruptions to global supply chains, significant inflation and exceptionally high investments in digitalization, product and innovation portfolios, and the brand experience. "Our strong results are due to the high demand for our attractive products and our strict cost discipline," says Lutz Meschke, Deputy Chairman of the Executive Board and Board Member for Finance and IT. Automotive net cash flow in the 2023 financial year amounted to 4.0 billion euros (previous year: 3.9 billion euros).

Porsche is highly profitable and has met its ambitious forecasts

Lutz Meschke: "Porsche proved in 2023 that we are resilient, highly profitable and financially robust even in volatile times. And we benefit from an even better-balanced sales structure than in the past," he says. "On this basis, we're laying the groundwork in 2024 for a flying start in 2025. Our focus remains on the sustainable success of the company. Our customers and employees, the company and our shareholders all benefit."

In the 2023 fiscal year, the earnings per ordinary share were 5.66 euros and the earnings per preferred share were 5.67 euros. In line with the current dividend policy, the Executive Board and Supervisory Board of the Annual General Meeting will propose a dividend payment of 2.1 billion euros for the 2023 fiscal year. This amounts to more than 40 per cent of the Group's net income after tax and 2.30 euros per ordinary share and 2.31 euros per preferred share. In the medium term, Porsche plans to distribute 50 per cent of the Group's net income after tax to shareholders.

Four model launches make 2024 a Porsche product year

"The Porsche team can be proud of their performance in 2023. Despite all the challenges, our customers have been thrilled with our exciting products, across all model lines," continues Blume. In 2023, deliveries to customers rose by 3.3 per cent to 320,221 vehicles. The results in the various sales regions were even more balanced than in the previous year. On this stable footing, Porsche aims to bring no fewer than four new or considerably revised model lines to the market in this year of product launches.

It begins with the third generation of the Panamera. The luxury sedan emphasizes its sporting character with even more powerful drivetrains. A fundamentally modernized control concept and numerous innovative technologies further sharpen its profile. These include the new Porsche Active Ride suspension. It combines a significantly higher level of comfort with the sporty driving characteristics for which Porsche is known.

The next generation of the all-electric Taycan sports car goes on sale in the spring. The new version has more power, a longer range, accelerates faster and charges in less time with greater stability. The Taycan Turbo GT also celebrated its world premiere yesterday. With it, Porsche is transferring its GT tradition into the electric age for the first time – with a top speed of 305 km/h, up to 815 kW (1108 PS, Taycan Turbo GT: Electric power consumption* combined (WLTP) 21.6 – 20.7 kWh/100 km, CO

emissions* combined (WLTP) 0 g/km, CO2 class A) and a 0 to 100 km/h time of 2.2 seconds. In the second half of the year, the second generation of the Porsche Macan will join the line-up in all-electric form. It will be manufactured in Leipzig alongside its ICE sister model, which will continue to be offered. Customer demand has developed very positively since the order books opened.

The product upgrade of the 911 is planned for early summer – including a high-performance hybrid drive. Oliver Blume: “Once again we are deploying technology in series-production models that we have derived from the world of motorsport. And our customers can look forward to further technological innovations along those same lines.” The revamped Cayenne hit the market at the end of 2023. The third generation of the luxury SUV has been extensively upgraded with regard to its powertrain, chassis, design, equipment and control concept.

Consistent long-term strategy

With their wide range of customization options, the new models lay the groundwork for Porsche to further advance its strategy of value-creating growth. Porsche is committed to a combination of three types of powertrains: efficient ICEs, exciting plug-in hybrids and innovative all-electric models.

Part of the strategy is retaining the greatest possible flexibility in the production of the different types of powertrains. At the same time, Porsche is investing in the brand and its ecosystem in order to inspire customers with exceptional experiences and services. In transforming the company, Porsche is investing extensively in innovation, digitalization and sustainability – and in the people who shape Porsche with their daily work.

With a view to the transformation in society and the long-term trends in customer demand, Porsche is driving forward the ramp-up of e-mobility with the same dedication as ever. The all-electric 718 is planned for the middle of the decade. It will be followed by the all-electric Cayenne. Porsche is also planning to expand its product portfolio upwards – with an all-electric SUV, sportily positioned above the Cayenne. This completely new car concept is based on the SSP Sport platform developed by Porsche and is to be built in Leipzig. Its powerful performance, automated driving functions and a completely new interior experience are intended to tap into new customer potential – particularly in the US and China.

Sajjad Khan – new Board Member for Car IT

In November 2023, Sajjad Khan joined the Executive Board of Porsche AG. He is responsible for the newly created Car IT unit of the Executive Board, which encompasses the topics of connectivity and infotainment. “In Sajjad, we have gained a recognized expert in the field,” says Blume. “He brings a lot of experience to the table and will continuously advance our Car IT unit along with his team.” At the Porsche Development Centre in Weissach, Khan works closely with Michael Steiner, Member of the Executive Board for Research and Development.

In the first quarter of 2024, Porsche has invested massively in digital and software partnerships. This includes the full takeover of the management and IT consultancy MHP and an investment in Applied Intuition. The Silicon-Valley-based company will further strengthen Porsche's expertise in Car-IT and customer experience. A development partnership has been started with the Mountain View-based company.

Sustainability remains the focus

Porsche is also sticking to its ambitious sustainability targets. In 2030, Porsche has the ambition to deliver more than 80 per cent of new vehicles fully electrified – depending on the demand of our customers and the development of electromobility in the respective regions of the world. Complementary, Porsche also focuses on eFuels. Renewable synthetic fuels allow combustion engines to operate potentially nearly carbon neutral. Porsche also thinks about the existing fleet. There are about 1.3 billion vehicles with combustion engines in the world. Many of them will probably still be used in 30 years or more. Together with partners, Porsche started the first commercial eFuels plant in Chile. With this pilot plant, Porsche and its partners show how the production of eFuels can work on an industrial scale. When added to fuel, eFuels can reduce fossil CO2 emissions.

Porsche also aims to use more environmentally friendly materials in its new cars – for example, in the interior of the all-electric Macan. The production of the new Macan in Leipzig is net carbon neutral. The plant in Leipzig is powered entirely by green electricity and covers its heating requirements proportionately with biomethane and biomass. Porsche supports the expansion of renewable energies to cover the electricity demand that models predict the all-electric Macan fleet is expected to require.

Porsche expects a Group operating return on sales of 15 to 17 per cent

With the comprehensive renewal of its product range in 2024, the global framework conditions, higher depreciations on capitalized development costs and the continued investments in the brand and the Porsche ecosystem, Porsche AG expects a Group operating return on sales in the range of 15 to 17 per cent for the full year 2024. This forecast includes assumed sales revenues ranging from 40 to 42 billion euros. "In the medium term, we are sticking to our forecast of an operating return on sales of around 17 to 19 percent," continues Meschke. "And, in the long run, we are aiming for a Group operating return on sales of more than 20 per cent."

With a view to achieving its long-term return target, Porsche is pushing ahead with its Road to 20 program. "Here, too, we are putting a lot of money into developing new sources of revenue," says Meschke. "The first projects of the Road to 20 program will be particularly exclusive offers and services with which we want to exceed our customers' expectations. We are currently developing very exciting products and services."

At the end of 2023, the Porsche Group had 42,140 employees. This equates to an increase of 7.6 per cent. Particularly in the areas of development and IT, Porsche hired a number of people in order to further strengthen its technical and software expertise.

Porsche AG Group	FY 2023	FY 2022 ¹	Change
Deliveries	320,221	309,884	+3.3%
Sales revenue	€40,530 million	€37,637 million	+7.7%
Operating profit	€7,284 million	€6,772 million	+7.6%
Operating return on sales	18.0%	18.0%	
Automotive net cash flow	€3,973 million	€3,866 million	+2.8%

Disclaimer

This presentation contains forward-looking statements and information that reflect Dr. Ing. h.c. F. Porsche AG's current views about future events. These statements are subject to many risks, uncertainties, and assumptions. They are based on assumptions relating to the development of the economic, political, and legal environment in individual countries, economic regions, and markets, and in particular for the automotive industry, which we have made on the basis of the information available to us and which we consider to be realistic at the time of publication. If any of these risks and uncertainties materializes or if the assumptions underlying any of the forward-looking statements prove to be incorrect, the actual results may be materially different from those Porsche AG expresses or implies by such statements. Forward-looking statements in this presentation are based solely on the circumstances at the date of publication.

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PCA SIM RACING-IT WAS THE BEST OF TIMES, IT WAS THE WORST OF TIMES...

STORY BY JEREMY MAYNE ROADRUNNER REGION

March saw two races for Series 11. Race 5 was on March 6, at Circuit Zandvoort in the Netherlands. This relatively short F1 track is a flowing road course with elevation changes and some nicely banked corners. I had little experience with this track going into the race, so I was trying to get in as much practice and instructional time as possible. I ended up feeling pretty comfortable with the layout by race night and managed to qualify third. A slight misstep a few laps in allowed the fourth place car to get past me, dropping me down a position. Several laps later, the leader (who was a previous race winner), spun out. Back to third place for me! I spent the rest of the race holding my position, trying to drive clean, but fast. When my pit stop came up about 30 minutes into the race, I botched it by not using my pit limiter and by taking too much fuel. Luckily, though I lost ten seconds to the car in front of me, I still managed to come out of the pits in third place. Coming down the final straight, the pole position driver who had spun out was breathing down my neck, but I managed to cross the line in third for my first podium finish!

The next race was at Mugello in Tuscany on March 20. Once again, this was a track that I had almost no previous experience on, so it was a scramble to learn its sweeping, high speed sections and tight carousels. On race night, I managed to score second place on the grid, surrounded by previous race winners. The race leader eventually outpaced the field by several seconds, but I held onto my position with two fast drivers right on my tail for the 30 minutes leading up to the pit stop. Once

again, I messed up the pit entry speed, slowing down too much. Then, I overshot my pit box. In iRacing, they will not start your pit service if you're out of position, so I had to back up. By then, the damage was done. I came out of the pits in ninth place and finally finished in eighth. Not a terrible result, but I was definitely frustrated that I had lost what could've been another podium finish.

Once again, I must commend the PCA Sim Racing instructor program. Because of my issues with pit stops, I was able to seek out individual sessions with two different instructors. In the first session, the instructor had me download an app called Crew Chief, which among other functions, will calculate and adjust the amount of fuel you get during the pit stop based on how many laps you have left. The second instructor showed me how to maximize pit entry speed and then to quickly engage the pit limiter to bring my speed down. These valuable tips will no doubt help me save critical seconds in the future.

The final race of Series 11 on April 3rd will be at legendary Daytona, using the combined oval and inner road course. To learn more about PCA Sim Racing, you can go to the website: <https://pcasimracing.com/>, and to see broadcasts of the races, go to the YouTube channel: <https://www.youtube.com/@pcasimracing>. You are also welcome to email me if you have any questions or comments at jeremymayne@msn.com

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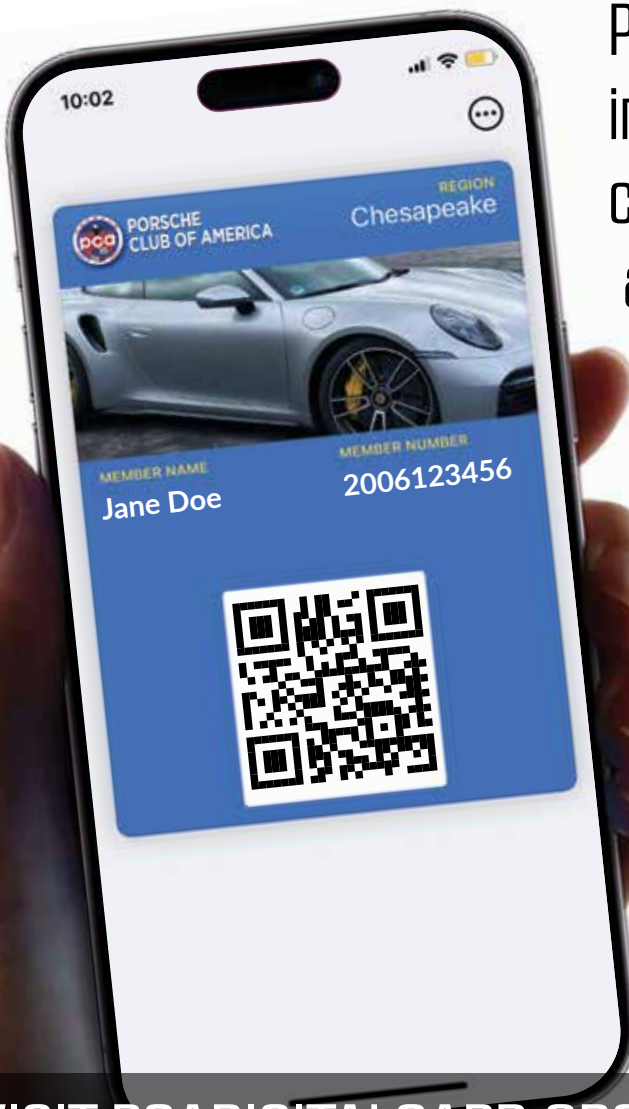


An autocross is a closed-course driving event, and they are held in a large open area - such as a parking lot - where the objective is to safely complete the course in the shortest amount of time. New to Autocrossing? Parade is a great time to give it a try!



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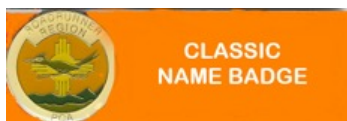
MEMBERSHIP

ROLAND WIELE
MEMBERSHIP CHAIR



APRIL 2024

As Membership Chair I would like to welcome new and transferred in members to the Roadrunner Region. A schedule of upcoming events can be found on the Roadrunner website at www.rrrpca.com. We encourage you to join in the fun.



Roadrunner Region PCA member badges are available for purchase and can be ordered at rrrpca.com. They are \$20.00 each, including shipping and handling.

Total Primary Members	510
Affiliate Members	319
Total Region Membership	829
Test Drive Participants	2
Test Drive Conversions	0
PCA Juniors	23
Renewals	29
Late and deleted renewals	6

PCA National Membership:

Primary Members	105,262
Affiliate Members	55,171
Lifetime Members	23
Total	160,456

New Members:

Ronjo Crisman-Jones – Albuquerque – 2018 Cayenne

New Test Drive Participants:

Robert Herbertson – Albuquerque

Transfers In:

Transfers Out:

Lapsed:

Lindsay Eckelman
Eric Rowland
Bryan Shivers
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Tech Tips from Pedro

2023 PRESIDENTIAL RACE

by Pedro P. Bonilla GCR PCA

As you may know from my previous articles, I'm one of the two Committee Chairs for Tech & Impound for the 48 Hours at Sebring Club Race.

This year, our 30th Anniversary was somewhat hectic the first couple of days because of a lack of personnel, both local and National, due to the bad weather up North and a few illnesses.

Nevertheless, our crew picked up the slack and the race went on without a hitch.



On Saturday morning, as things had settled down, I was happy to see an old friend and new PCA President, Aaron Ambrosino stop by the Tech & Impound Circus Tent to say hi.

We chatted a bit and I told him that the 48 Hours puts on a great Autocross (AX) event on the track's skid pad called the Zone 12 AX Challenge, where we get some of the best AX drivers from all of PCA's Zone 12 and beyond. I told him that he should take the challenge and go run it in my Boxster. I also told him I that I would go with him at noon, just before they break for lunch.

He said that he was really tied up, but thanked me anyway.

I tried to insist and he politely declined.

But, lo and behold, just before Noon, Aaron was standing behind me, waiting.

(I knew a Spec Boxster Racer like him couldn't pass up the opportunity to race).



So, we got in my car and drove the short distance from the circus tent, over the bridge and onto the Skid Pad.

When we arrived, AX had just shut down since the organizers (Steve and Dottie Kidd) were ready to do the Charity Track Tour with many of the AX participants. I introduced our new President to them and told them how we'd tried to be there earlier but couldn't make it on time and how we'd love to run the course.

Steve said: Take a reconnaissance lap together so you understand the layout and we'll leave the timing clock on so you can do your own (private) runs.

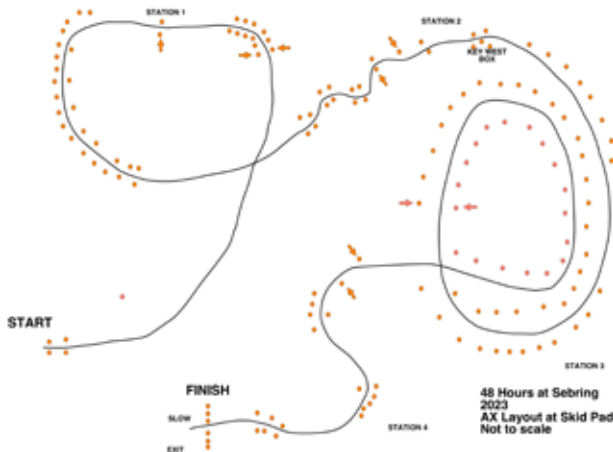
I thanked him and we did our parade lap with me at the wheel.

Taking my time, I made the run in 58.9 seconds.

When it was done, Aaron got out of the car and I lined up the Boxster at the starting line to do my first run.

Steve had created a very nice layout in the limited constraints of the Sebring Skid Pad.

Leaving the start line I trip the electronic eye that sets the timing clock into motion. Immediately heading to the edge of the tarmac where a hard left followed by a quick slalom and a long and fast sweeping left sets me up for a series of tight slaloms and a Key West Box that dumps me right onto the slippery Skid Pad itself, where I have to negotiate one and one half laps and be prepared to finish with a trio of very hard left-right-left turns and a final short straight to the other electronic eye which stops the clock.



All of the above needs to be negotiated without hitting a single cone, since hitting them generates a 1 second penalty for every cone hit.

Aaron is watching my run with eagle eyes!

I'm able to stop the clock at 55.3XX seconds.

I look at the time and know I can do much better still.

I now prepare myself for my second and last run.

Now the race is on! It's against the clock, but it's against another fierce competitor that I know will do his best.

I manage to get another clean run and the finish-line clock shows 53.755 seconds.

It's a good run. I hope it holds up.

I get out of my car, take off my helmet and give them both to Aaron.

He sets up the car at the start line and takes off!

I'm now the one with the eagle eyes.

He does a clean run. It's in the 56 second range. I can't see the last digits from the starting line.

He comes around for his second and final lap and takes off like he was stealing my car!

I run to the finish line while keeping an eye on his run. I've got to see the final time.

It's a clean run and it's going to be tight.

I see my beautiful car being accelerated, gyrated and stopped like I would do it and then the clock stops!



It reads 53.675 seconds!!!

The President beats me, in my own car, by a mere 0.08 seconds.

Aaron was ecstatic. He kept showing me his index finger, meaning first!



I accepted my defeat (kind of) but kept thinking how did that happen?

Aaron is a good driver, he knows the Boxster, but how did he beat me?

And then it dawned on me, and when he showed me that index finger again I told him: you know you beat me because I warmed up the tires for you!

It was a fair race and I lost (by a tiny margin) but It'll haunt me for the rest of my life ;)



Thank you, Mr. President. I had a great time. Next time, let's do it in your car!

For more information on Club Racing, AX and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro

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