

JANUARY-FEBRUARY 2019

The

Roundup

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INSIDE

Mikel's Corner - 2019 Calendar
Motorsport Tidbits - buying tires
Driving Laguna Seca



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EDITOR'S NEWS & NOTES

SHELLEY MATTHEWS

This is my first issue as Newsletter Editor. I am honored to have taken over for Holly Sanders who did a wonderful job. I hope to live up to her standards. I also want to acknowledge Robyn Barnes who will be editing the articles. We encourage anyone to submit an article and/or pictures. Without your help, there would be no newsletter. We do reserve the right to edit all articles and use the articles as space and time permit. We would ask that you put your name and date (including year) on all articles and the name of the person(s) who took the pictures. If you have any ideas or questions, please don't hesitate to contact me at editor@longhornpca.org.

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ON THE COVER

*Line up for drive to Johnson City.
Photo by Mike Matthews*

2019 CALENDAR

Longhorn Region Events

2019 EVENTS: *Subject to change*

All Dinner Meetings begin 6:15-6:30, meeting to start at 7:00

February:

7 - Monthly meeting at Chester's

23 - Drive to Junction City

March:

7 - Monthly meeting at Barn Door

16 - Fiesta Challenge - Councours, Charity Auction, and Rally from San Antonio Porsche Dealer

17 - Fiesta Challenge - Autocross at Retama

April:

4 - Monthly meeting at Krauses, New Braunfels

27 - Drive to Camp Verde

May:

2 - Monthly meeting at TBD

11 - Drive to Fredricksburg

18 - Track Day at Harris Hill

27 - Autocross at Retama





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MIKE'S CORNER

LONGHORN REGION PRESIDENT



It's been awhile since we've talked (or I've talked and hopefully you listened). There have been a lot of changes in our club over the past few months. Ron McAtee is retiring from the management side of the club but not from the club. If I remember correctly, Ron has been a member of PCA for over 50 years (longer than some LHR members have been alive) and over 25 years in the LHR. He's held most, if not all, of the positions in the club. Ron's been a friend since Shelley and I first got here in 2012; he made us feel like we belonged here. Ron, we hope you have a great 'retirement' and enjoy the family.

With Ron's retirement we have some big shoes to fill so I want to introduce you to the new Executive Board. You know the Board of Directors but maybe not the new committee chairs so here they are:

| | |
|---------------------|-----------------------------|
| Autocross: | James Bricken |
| Driving Instructor: | Jack Merrell |
| Concours: | Ron McAtee, Jud Walford |
| Dealership Liaison: | Jack Merrell |
| Driving Tour: | Chuck Bush, Jim Lowe |
| Events: | Robert McWhorter |
| Insurance: | Ron McAtee, Eric Kelner |
| Marketing: | Jack Merrell |
| Membership: | Rodney Lewis |
| Newsletter Editor: | Shelley Matthews |
| Rally: | Chuck Bush |
| Safety: | Jack Merrell, Mike Matthews |
| Social Media: | Cleo Garza |
| Track: | Jack Merrell |
| Webmaster: | John Barnes |

If you have questions, these are the people to contact. They are listed on our website and in the regional directory on the PCA website.

Reminder – Porsche Parade is coming up in July in Boca Raton, FL. You can still register! Just go to the PCA website.

Events, did someone say events? We have them coming your way. Here are the events planned for the rest of the year with the monthly meetings being held the first Thursday of each month:

- Mar: 7 - Barn Door, 8400 N New Braunfels Avenue, San Antonio
16 - Fiesta Challenge - Concours, Charity Auction, and Rally based out of the Porsche Dealer, Post Rally Dinner at Bombay Bicycle Club, 3506 N. Saint Marys St., San Antonio
17 - Autocross at Retama
- Apr: 4 - Krauses, 148 S Castell Avenue, New Braunfels
3-7 - Treffen Santa Barbara
27 - Drive Camp Verde (POC James Lowe)
- May: 2 - TBD
11 - Drive to Altstadt Brewery (POC James Lowe)
18 - Track Day at Harris Hill
27 - Autocross at Retama (Tentative)
- June: 6 - Blanco BBQ, 13259 Blanco Road 78216, south of Bitters Road on Blanco
15 - Drive to the Laurel Tree in Utopia (POC Chuck Bush)
- July: 11 - Pompeii's Italian Grill, 16109 N Nacogdoches Road, San Antonio
DIFFERENT DAY OF MONTH DUE TO JULY 4
21-28 - Porsche Parade in Boca Raton
- Aug: 1 - Chester's Hamburgers, 1006 NE Loop 410, San Antonio
3 - Tech Day (TBD)
24 - Drive to Trattoria Lisina (POC James Lowe)
- Sept: 5 - Barn Door, 8400 N New Braunfels Avenue, San Antonio
4-7 - Treffen Vermont
7 - Boxstoberfest in Fredericksburg
16 - Drive TBD- BBQ in Lockhart (POC James Lowe)
21 - Track Day at Harris Hill
- Oct: 3 - TBD
18-20 - Big Bend drive (POC Chuck Bush)
26 - PCA Picnic
- Nov: 7 - Pompeii's Italian Grill, 16109 N. Nacogdoches Road, San Antonio
2 - Track Day at Harris Hill
9 - Drive to Olive Orchard (POC Chuck Bush)
- Dec: 7 - Autocross at Fiesta Texas
14 - Christmas Party & Meeting combined. Petroleum Club, 8620 N New Braunfels Ave. Ste. 700, San Antonio

Dates and locations of the events are subject to change so please check the website - www.longhornpca.com or Facebook - <https://www.facebook.com/groups/longhorn.region/>. Please feel free to join us at any of the events, although some of them require registration. We will be using online registration for events later this year so please keep an eye out for more information.

I hope to see to you at some of the events,
Mike

MEMBERSHIP REPORT

AS OF JAN 1, 2019

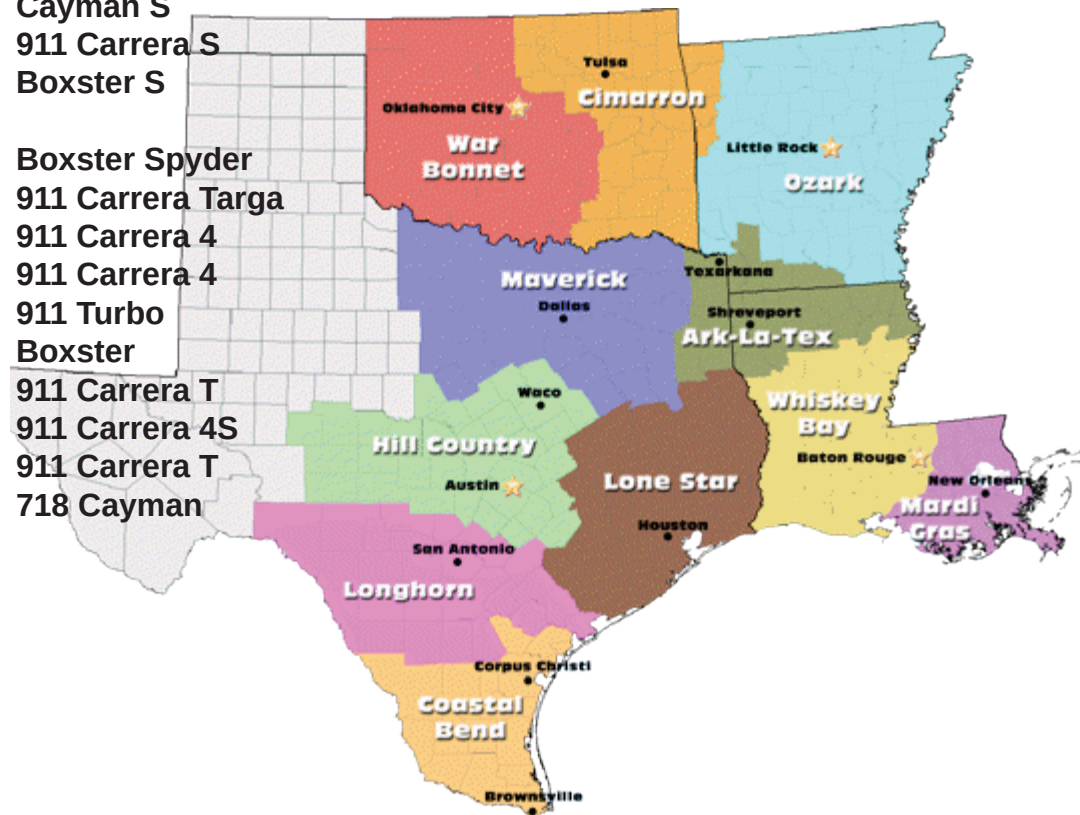
Primary members: 462
Affiliate/Family members: 244
Total: 706



Rodney Lewis, Membership Chairman

NEW MEMBERS

| | | | |
|-----------|----------|------|-------------------------|
| Rawls, | Willis | 2015 | Cayenne S |
| Roberts, | Mark | 2000 | 911 Carrera |
| Tayfel, | Kevin | 2009 | Cayenne S |
| DeLeon, | Michael | 2014 | 911 Carrera Cabriolet |
| Loyola, | Tomas | 2016 | 911 GT3 |
| Grant, | Darin | 2007 | 911 Carrera |
| Cameron, | Charles | 2007 | 911 Carrera 4S |
| Romano, | Glenn | 1984 | 944 |
| Bond | Randel | 2006 | 911 Carrera S Cabriolet |
| Lusher, | Jonathan | 2016 | 911 Carrera GTS |
| Gaiennie, | Mark | 1990 | 911 Carrera 2 Cabriolet |
| Sousa, | April | 2018 | Macan S |
| Wright, | Steve | 2014 | Cayman S |
| Bader, | Adham | 2018 | 911 Carrera S |
| Gately, | Jeff 2 | 2006 | Boxster S |
| Bader, | Medhat | | |
| Schadegg, | Thomas | 2011 | Boxster Spyder |
| Kich, | Kathy | 1986 | 911 Carrera Targa |
| Hendry, | Michael | 1991 | 911 Carrera 4 |
| Salamone, | Teresa | 1991 | 911 Carrera 4 |
| Chavez, | Gary | 2002 | 911 Turbo |
| Barnes, | Mark | 2011 | Boxster |
| Rose, | David | 2019 | 911 Carrera T |
| Ramones, | Nicholas | 2003 | 911 Carrera 4S |
| Stein, | Brian | 2019 | 911 Carrera T |
| Ruckman, | John | 2019 | 718 Cayman |



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Photos by Mike Matthews



MOTORSPORTS TIDBITS

BY JACK MERRILL



Let's talk tires. This subject has been touched on before, but questions recur.

As you all know, we do not allow drivers in autocross or track events to use tires that are over 5 years old or have any visible cord showing. Not having cord showing is a "no-brainer." Why five years? Tires age from the day they are produced even if you store them in a climate-controlled warehouse. The heat of summer and the associated hot roads contribute to this aging process.

As tires age, the compound hardens and thus you lose grip and they become noisier. Additionally, as tires approach the five-year mark, they begin to display small cracks in the sidewall or tread area, making them less safe. This is the general rule for street tires. "R" compound race tires age much faster and even with their very limited tread, normally age out first from heat cycles. The best you can hope for with a race tire is 15-20 heat cycles (a heat cycle is warming a tire while driving and then letting it cool down). Performance street tires such as the Bridgestone R71 and others fall in between; they will give you slightly over 15,000 miles of service, if you are not a regular track junkie, and good grip for about three years. Remember with all these tires 2/32nd of tread depth is the minimum legal depth and 4/32 is more realistic to safely disperse water and provide a better grip on wet roads.

That was a handful of knowledge and I did not answer two important questions:

1. What tires to buy
2. When to get them.

I'll answer the second question first. I'm a big fan of putting new tires on my daily driver in the fall for several reasons. One, I will have the maximum tread for the wet winter months. Two, fresh tires have the maximum grip designed into them so as the temperature cools, they will still retain more grip. As temperatures cool, tires do not heat up as much or as quickly and will have less grip. or as the tire people say, "road adhesion."

Now, what tires to buy? That really is easier to answer. If you are not a very good autocross or track driver - and I mean very good - stay away from "R" tires, even the DOT approved one. "R" tires wear out more quickly so you must buy them more often. They are terrible in the wet and/or cold and thus more dangerous. Finally, while they grip great, when "R" tires arrive at their limit of adhesion they break away abruptly --- and I mean *without warning* abruptly. Additionally, if you are not an expert driver, race tires will hide some basic driving deficiencies. Stick with street tires.

If you like to autocross and or track your favorite Porsche and also use it for the street, any one of the performance street tires will be fine. Right now, the Bridgestone R71 has a slight edge but that is a constantly changing thing.

If you only rarely participate in autocross and/or our track events, then perhaps a good all-weather tire that has longer mileage rating may be the wise choice. Just remember the five- year rule and tire depth, no matter what tire you buy.

Bottom line: tires are your only contact with the road don't skimp because they are cheaper in the long run than a mishap.

One last reminder about helmets. After January 1, 2019 you will need a Snell Foundation certified helmet of 2010 or newer to participate in track events. You can still use your 2005 Snell Foundation for autocross locally if it is in good condition.

If you track and are getting a new helmet, I would highly recommend you have HANS clips put on at delivery. After January 1, 2019 a HANS/ neck restraint will be required for all drivers and passengers in cars with harnesses. I firmly believe that with the number of hybrid neck restraints on the market, the rule will quickly be expanded to include all cars and all drivers. Think ahead and get the clips put on when you buy your new helmet if you plan to track.

Have a great month and enjoy the drive!



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14 LHR ROUNDUP



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Wanna Go For a Drive?

By Chuck Bush

Ever feel like you are stuck in a rut of work and chores? One great way to break out is to grab the car keys and hit the open road. But where to go and what to do? Well Longhorn PCA has a deal for you!

Almost every month, we put on a drive that gets you out into the local countryside to see the sites, try out a new restaurant, and visit with like minded Porsche fans.

Over this Summer we have had some great drives on roads that seem like they were made for Porsches! We have some of the best driving roads in the country within 45 minutes of our beautiful city and they are ours to explore at will. Add in a mix of quaint and historic little towns, and you have a recipe for some great fun.

Just over the last few months, we have driven the twisties of Hwy 337, had a gourmet meal in Utopia, eaten some of Texas's best BBQ at the Salt Lick near Wimberly, and cruised the back roads of Floresville and Poth, ending up at the historic Seguin Powerplant for a great lunch.

We also drove to l'art et L'automobile in Harper Texas. This gallery features vintage transportation-related categories that include drawings, paintings, photographs, posters, mascots, sculptures, models, toys, literature, and automobilia. We had a fun drive through the Texas hill country, and a catered lunch at the gallery.

Live life to the fullest! Break out of that rut, see some sights, meet some new folks, and enjoy all that the Texas hill country has to offer with the Longhorn PCA and a fun drive.





A Different Kind of View

By Shelley Matthews

Photo by Susie Bush

The view for many Porsche enthusiasts is behind the wheel. The driving is exciting - the power of the car, the thrill of hitting the apex on the turn, the stomach-lifting rise and falls of the hills, the smoothness of the handling. The excitement of driving is enough to get a car-nut's heart racing and blood pressure up. But there is a different kind of view from the same car – the one from the passenger seat. While it does not necessarily get the heart racing or raise the blood pressure in the same way as it does the drivers, it does stimulate the senses with tranquility and wonder.

One will find that you don't need to be knowledgeable about the size of the engine, know what Porsche is which by just the number, which setup for the car is best for autocrossing or track, or even where the engine is in your Boxster to understand the obsession and enjoy your Porsche. (I often tell people that when we bought our Boxster we had the option of an engine and one trunk or two trunks and no engine. We did a lot of weekend drives and we needed two trunks – so we have no engine!!) Enjoying the cars, the camaraderie of the people, the club, the drives, the festivals, parades and watching the exhilaration in my husband's eyes is enough for me! But I do so love the scenery!

I've always been the type of person who would rather sit back, look at the scenery and watch the world go by. Here in Texas, we are fortunate enough to live on the fringe of the beautifully scenic Hill Country. So, on January 19, 2019, the Longhorn Region (LHR) sponsored a drive starting in San Antonio and ending up in Johnson City. It was cold (around 46 degrees) and very windy but with a bright sun and beautiful blue sky. The drive started at 9:00am with 35 cars and 60 people (several first timers!) heading for a 138 mile drive. We drove up I-10 for about 12 miles before turning off to hit the back roads. We drove through miles of brownish-green pastures and scary looking trees with moss hanging on branches that looked like fingers over the road ready to grab us. We passed many Texas-style ranches with their gated entrances announcing the name of the ranch. There were pastures with horses, cattle, sheep, deer, and one with antelope. We came to small creeks and drove over small concrete bridges that would have been under water during a rain storm. There was very little traffic and long distances before announcing the next turn (usually around 20 miles) so there was plenty of time to take in the views.

Now, this drive had more than enough hills, dips and S-curves to make even the most obsessed enthusiast happy. But as a side note - this particular drive probably would not be advisable for someone who has motion sickness issues. (Note to self: get the brakes on the passenger side checked – no matter how hard I pressed down the car would not slow down!)

Almost every hill we sailed over had yet another amazing view of tall hills and valleys stretching out in front of us. (Not sure when hills become mountains but if you're from the Midwest like me, these were tall enough to be mountains – but we'll call them hills since this is the Hill Country.) The hills here are not green and soft with tree covered canopies. These hills are rock, with brown dirt, scrubby trees, prickly pear cactus and some with sheer rock cliffs going straight up. Nowing this part of Texas was once under water, it was interesting to look at the different colors and layers of the rock and wonder how they got there and what time period each layer was formed. And as your thoughts are forming, you come to the next hill so quickly it was hard to take in the beauty of it all.

About half way through, we stopped at a Shell Station on Hwy290 for a rest stop. Leaving there, we turned on FM1323 towards Willow City and took the Willow City Loop. This is a narrow road winding through open pastures with no fences - full of cattle and sheep who could freely cross the roads (signs were posted to that fact) but would not cross the cattle grates (which our cars did). The views through this 13 mile road were breathtaking! As we once again came over a hill, there was such an expanse of so many hills cradling rolling valleys that I felt like we were looking at a dramatic background of scenery depicting the tranquility of the open west. I could almost hear the rustic music playing! We snaked our way through the valleys, with a ranch house dotted here and there, past the rock cliffs and hills – once again going faster than I would have liked. Even though we went at a relatively slow speed through this area, the drivers could not appreciate the views since they were concentrating on the winding narrow roads, slowing for multiple cattle gates, and watching out for free roaming livestock. There were so many places I would like to have pulled over, taken a picture, and just taken in the awesome views. But alas, there was really no place to pull over (remember narrow roads) and we would have lost the group.

After our scenic ride through this awesome countryside, we once again turned on Hwy290 to make our way into Johnson City. There was a lot of activity in town as they had a kid's festival going on in the park where they had an area blanketed with snow (think snowball fights), some games and a food truck. Luckily as we turned the corner to go to the Pecan Street Pub and Brewery, there was ample parking around the town square. We went in the Pub and made our way to the back room where they were awaiting the arrival of 36 Porsche people. To their surprise, there were almost 60 of us so the waitstaff scrambled to set up 2 more long tables to accommodate all of us for a great lunch. They even made us special menus with the Porsche symbol. Service was great and we all had a good time before returning home. Chuck and Susie Bush did a great job of planning this drive.

Every driver talked about how great the roads were and how much fun they had driving. And it was – for them. I'm sure many drivers had split seconds where they looked up at the views, but most of them missed the breathtaking beauty and wonder of the Hill Country. They got the view they wanted and I got the view I wanted. Different views but one great ride!



Photo by Mike Matthews

Pecan Street Brewery

Johnson City Drive, Jan. 19, 2019

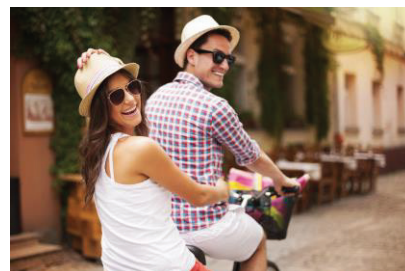
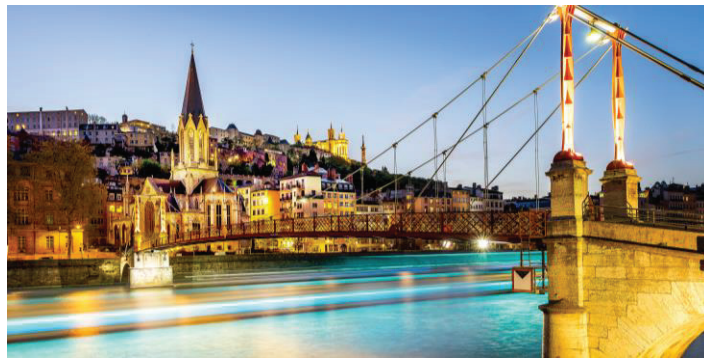
Photos by Mike Matthews



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Zone 5 Notes



By Chuck Bush - Zone Rep

Greeting's from your new Zone Rep

My name is Chuck Bush, and I have been selected to be the PCA Zone 5 representative. I am very excited for the opportunity to help PCA continue to serve its members.

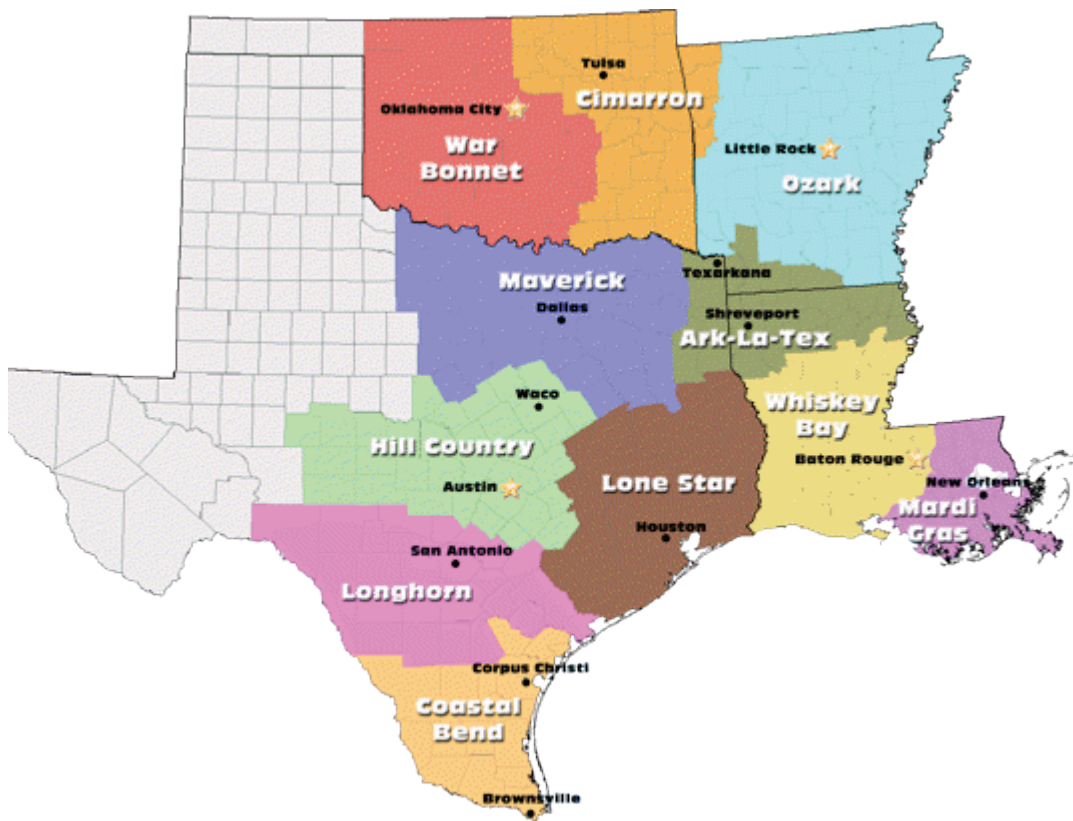
As a member of the Longhorn Region, I know many of you, and hope to get to know more of you at our events. I am not sure how familiar folks are with what a PCA zone rep is, so I'll provide a short introduction.

PCA is made up of 142 Regions, with 13 Zones to help manage the Regions. Zone 5 consists of 12 regions covering most of Texas, Oklahoma, Arkansas, and Louisiana. Our previous zone reps include Jon Jones from Cimarron Region (Tulsa), Lynn Friedman from Lonestar Region (Houston), and the current Past President of PCA, Caren Cooper from the Hill Country Region (Austin). Zone reps are the eyes and ears of the PCA leadership down to the region level, and help make sure PCA national leadership is in tune with and supporting our over 100 thousand members.

As the zone rep, I help PCA serve its members. I have the responsibility to visit all the zone 5 regions to talk with the members and leadership about PCA. I am really looking forward to this aspect of the role, as many of you know I am a big fan of the club, and its continued success. Susie and I already participate in pretty much every event our Region and PCA has to offer, so this presents more opportunities. From autocrosses to drives, Parades and Treffens, we really enjoy the people we meet from across the country.

What are you getting out of your PCA membership? We hope you feel your \$46 annual dues are one of the best investments you make. Let me know how we can make PCA better and more supportive of its fantastic members.

I hope to see you out on the road soon!



Zone 5

AUTOCROSS NEWS

BY JAMES BRICKEN

Due to a number of circumstances I will be assuming the duties of Autocross (auto-x) chairman. Jack Merrill and Ron McAtee have sacrificed a lot and have done an excellent job running the program for over 20 years. For that we are eternally grateful and I know I will have some big shoes to fill. That being said, expect some changes to be made to the program.

Of course this means I will have to relinquish my duties as technical chair. We are actively looking for somebody to assume those duties or at least a minimum helping out with tech inspections at the events.

Federico DelToro will be assuming the duties as course designer. Federico has a lifetime of racing and autocross experience. He has competed in autocross at the national level and he is well known for his autocross prowess and course designs.

It was suggested at a monthly meeting last year that we conduct our auto-x in a less passive and more competitive format. Most regions and clubs do this and we used to do this many years ago. One of the problems though is that some people want a specific class that their car fits into perfectly. Unfortunately, with as few entrants as we have, that can mean nobody else's car fits into that class and you end up with a lot of classes with only one car. Not exactly what I would call a competitive environment. But there is a solution: It's called the PAX index.

PAX uses a factoring table for each class to effectively even the score between classes. That means that the person with the slowest car (or time) could potentially beat the person with the fast car. In other words: in theory the car is eliminated from the equation and we are left with a test of driver skill. The caveat to this though is that the PAX index is only developed for SCCA (Sports Car Club of America) classes.

This means that we will all be responsible for properly classifying our cars with the correct SCCA classification. For those of us who already participate in SASCA (San Antonio Sports Car Association) or SCCA events we already know what class our cars fall into. The rest of us though will have to do a little research to properly classify our cars. It will be your responsibility to properly classify your car. If there is a complaint, or we otherwise discover you are not properly classified, we will re-classify your car for you. To this end we have a points scoring system and year end awards.

For more information on PAX and SCCA classes please visit:

<https://site-watcher.com/tools/paxcalc.aspx>

<https://www.scca.com/downloads/43452-2019-solo-rules-book-1-2018-01-02-draft-d-reduced/download> (pages 188-203 for stock classes. If your car has ANY modifications then you will need to read the rules and classify your car appropriately).

Points will be awarded based on an inverse scale of the number of participants. So, if we have 30 participants then the driver with the best score will get 30 points, second best driver 29 points, third 28 points and so on to 1 point. The greater number of participants means the greater number of points for each participant. Scores and points will be published in the newsletter and tallied at the end of the year.

Another thing we are considering is on-line registration. There are several options out there and we are looking into what fits our club the best. We are also considering allowing PCA members to drive other than Porsches in our auto-x events. This will allow members to participate in events even if their Porsche is in the shop or simply test other sports cars they may own. Ultimately, I would like to see participants from other clubs to help fill the slots and make the auto-x program financially viable.

Hopefully all the changes we are considering this year will yield more fun and participation for everybody. But I don't claim to know everything or have all the answers. If you think you might have good ideas I would like to hear them. The best time and place to bring up your suggestions is at the monthly meetings or contact me at j911brick@comcast.net.



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Driving Laguna Seca

by Steve Farnam



Laguna Seca Raceway, formerly known as Mazda Raceway Laguna Seca, and now sponsored by WeatherTech and Lexus, is one of the oldest and most iconic race tracks in the United States.

The original Laguna Seca Raceway was built in 1957 at a cost of \$1.5 million, raised from local businesses and individuals. Originally part of the former Fort Ord military base, Laguna Seca was turned over to the County of Monterey in 1974 with overall management responsibility delegated to the Monterey County Parks Department. The Monterey County-owned facility is jointly managed by Monterey County and the Sports Car Racing Association of the Monterey Peninsula (SCRAMP). The SCRAMP “family” consists of thousands of volunteers, including a volunteer Board of Governors and Race and Events Committee. These dedicated volunteers come from all walks of life and across the tri-county area to make up the work force needed to stage events at the Raceway.

The first race, held on November 9, 1957, was won by Pete Lovely driving a Ferrari. In the intervening years, the track has hosted USRRC, Can-Am, Trans-Am, Formula 5000, IMSA GT, Champ Car, American Le Mans Series, Grand-Am, Superbike World Championship and MotoGP motorcycle races and the Rolex Monterey Motorsports Reunion. Rennsport Reunion IV, V and VI have called Laguna Seca home.

The track itself has undergone significant changes over the past two decades to meet evolving safety homologation requirements. Changes include the addition of the entire infield area in 1988 (present day turns 3, 4 and 5, eliminating the straight that started at present day Turn 2 and ended at present day Turn 5) extending the track from its original 1.9-mile length to its current 2.238-mile length, the relocation of pedestrian bridges and embankments, and the expansion of gravel pits for additional runoff.

I signed up for a high-performance driving event at Laguna Seca almost a year ago knowing that I was going to be at Rennsport Reunion VI. Having the opportunity to drive at Laguna Seca Raceway was something I couldn’t pass up even though I would have to wait two weeks after Rennsport to get that opportunity.

The famous corkscrew is a thrill ride. While the track is a favorite of racers and fans worldwide, one specific section—officially Turns 8 and 8A—more commonly known as The Corkscrew, stands out. The Corkscrew is a one-of-a-kind turn in motorsports. Here’s what makes the hard-left, hard-right combination

so spectacular: At the apex to Turn 8 (the lefthander and entry to The Corkscrew), the elevation change is a 12 percent drop. By the time a race car reaches the apex of Turn 8A (the righthander), the elevation is at its steepest – an 18 percent drop. The Corkscrew drops 59 feet between the entrance of Turn 8 to the exit of Turn 8A—the equivalent of a 5½ story drop—in only 450 feet of track length. From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories. Watching races and seeing the cars cascade down the corkscrew looked like it would be exciting. And it was! My first hot lap around the track was definitely exciting as I turned left at the top of the corkscrew and then went straight over the right-hander without making any right-hand turn. I had failed to turn left far enough so there was no way I could make the right hander. Boy, was I surprised! Fortunately, things would quickly improve.

When learning a new track, it's useful to watch videos of experienced drivers driving the course. I spent quite a few hours watching drivers during the Rennsport VI races. I even rode along with my instructor in the first session of the day trying to get a good “vision” of the proper driving line.

Alas, nothing like the experience of the real thing. That “surprise” of that first lap will always be a fond memory but a memory that I'm glad is behind me. The turns after the corkscrew are downhill so the speed increases rapidly. The turn onto the main straight is very sharp and very similar to Turn 20 at Circuit of the Americas (COTA).

Turn One at Laguna is more like the “kink” at Road America. It's just after the start-finish line but you've got a lot of speed at the crest of a hill and are heading downhill into Turn Two shortly after. This long straight with a kink becomes a test of your inner strength; how gutsy are you? How much speed through Turn One, lift or brake?

Turn Two is interesting. Will you make a single late apex or do a double apex? I started with double apex but ended up going with the single, late apex. It seemed like I had better exit speed. Of course, with data recorders you'll know exactly which way is best. The one thing I really liked about the Laguna experience was the cambered turns, specifically at Turns Six and Eleven. Here's some pictures!



PORSCHE PARADE 2019

BOCA RATON, FL

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Porsche Parade is coming! Join other Porsche enthusiasts at Porsche's biggest party of the year!! Hotel registration open now, event and Banquet opens on April 15. Go to <http://porscheparade.org/> for more information and to sign up. Join us! Here are some pictures from the 2018 parade in the Lake of the Ozarks, MO.



Picking up their awards for the Gimmick Rally
- Chuck and Susie Bush (6th) and Steve and Cheryl Greentree (17th)



Mike Matthews takes 1st place in his class in
the Autocross



Concours and Historic
Display



Tan Tar A Resort welcomes the PCA



Porsche unveils the new, electric hybrid
e-Mission car

Photos by
Mike Matthews



Enjoying the Banquet



Concours



Historic display at the Concours



Display cars



Parade has lots of activities for kids too



Linda, RJ, Chuck, Susie, and Shelley chilling



Mike Matthews autocrossing

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