GOING PLACES
Porsche Club of America, Arizona Region
2017 National Region of the Year

December 2018
Born to compete.  
Even with ourselves.

The form varies. But the racing bloodlines, the undying dedication to pure sports car performance, the marriage of power and efficiency embodied in the Porsche principles, do not. And that truth is revealed in that moment you turn the key. Discover it for yourself with a test drive. Porsche. There is no substitute.

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porschescottsdale.com

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Chandler, AZ 85286  
(480) 994-9000  
porschechandler.com

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Written contributions and photographs are welcomed and can be emailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Arizona Region, its officers or members. Permission is granted to reprint any material herein provided full credit is given to the author and to Going Places. PORSCHE®, the Porsche Crest®, CARRERA®, and TARGA® are trademarks of Porsche AG. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. THE DEADLINE FOR ARTICLES AND ADVERTISEMENTS SUBMITTED FOR PUBLICATION IS THE 15TH OF THE MONTH PRIOR TO THE MONTH OF PUBLICATION. Commercial advertising rates can be found in the back of this publication.
## 2018/2019 Calendar of Events

Editor’s Note: The date, times and details of AZPCA events may change at anytime. CLICK HERE [AZ.PCA.ORG](http://AZ.PCA.ORG) to check the website for the latest event information.

### December 2018
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**To celebrate our 5 Year Anniversary**

McIlvain Motors has expanded!

We now offer the same great service and lowest prices in the state for all PORSCHE models and most VW/Audi and BMW.

For more info visit [mcilvainmotors.com](http://mcilvainmotors.com) or give us a call at **480-968-2858** today.
We have reached the end of another very successful year in the Arizona Region of the Porsche Club of America. I thought it would be nice to review the past year and take a look forward to 2019.

One of the largest changes was the elimination of the printed version of *Going Places* and moving to a 100% digital version. This was not a change willingly accepted by all members but was adopted due to the significant cost of publishing *Going Places*, estimated at approximately $35,000. per year, and the amount of work managing our membership rolls placed on the Membership Chairman. I am happy to report that readership of the digital version averaged 2,200 impressions per month (an impression being anytime the publication was displayed to a user).

A second significant change was the start-up of the Arizona Mountain Region (AMR). With this new region, the AZPCA stood to lose approximately 200 members. The Board of Directors had a goal for this year to ensure our membership numbers did not decrease with the loss of members to the AMR. We were successful in this regard with an increase in membership of 103 members through October.

For the benefit of our members, the AZPCA will have held 53 events in 2018 through this month. This includes five driver educations, nine autocrosses, eleven monthly meetings, thirteen tours, five Porsche and Pancakes, eight “other” events and Flight 41. Flight 41, our annual Concours d’Elegance, had a total of 90 registered cars including 64 in seven judged categories, and featured the start of a new award, the Director’s Award selected by the Board of Directors. The 2018 Director’s award was won by Don Bell, with an absolutely gorgeous 1960 Burgundy 356 Roadster. Congratulations Don!

In 2019, we welcome four new Board of Directors members, President Steve Sapareto, Vice-President Mark Baker and at large directors Jim Roberts and Mark Manente, joining four returning directors, Secretary Debbie Younger, Treasurer Kelly Parker and at large directors Greg Mannion and David Fisher. Challenges I see the board faces are increasing member engagement, ensuring we have the volunteers we need to execute our many club activities, spending some our our healthy budget for the benefit of our members, increasing community involvement and replacing our chief judge Jack Aman, who is retiring after 20 years.

I look forward to another busy, fun and successful year, I hope you do as well.

And finally, I wanted to remind everyone that we lost two directors this Year, Jason Bunting, a 2018 Director and Membership Chairman and Bob Shelker, a past Director and Membership Chairman. Both passed away in March.

Until next year Happy Holidays and Happy Motoring.
December Membership Meeting
Wednesday, December 5, 2018
5:00 p.m. - 8:00 p.m.

Lou Malnati’s Pizzeria
North Scottsdale
17787 N Scottsdale Rd.
Scottsdale, AZ 85255

Our monthly meeting will be held at the new Lou Malnati’s location in north Scottsdale located on the east side of Scottsdale Rd. right across the street from the Penske block of car dealerships (including Porsche North Scottsdale).

I dined there on the grand opening day (Sept 11) and the pizza is, as usual, amazing. We have a private room reserved and it holds a maximum of 60 people so register early to make sure you have a spot.

Times
5 p.m. – 6 p.m. - Social/Happy Hour
6 p.m. – 7 p.m. – Dinner
7 p.m. – 8 p.m. – Club Business

Menu: Unlimited Chicago style deep dish pizza – cheese, cheese and sausage, and cheese and pepperoni, salad, pasta and cookies
They also have a gluten free option.

Register at:
December Membership Meeting
Wednesday, December 5, 2018
5:00 p.m. - 8:00 p.m.
Ancala Golf and Country Club
11700 E Vía Linda
Scottsdale, AZ

Ancala is an upscale residential and golf community in Scottsdale. It is located on Vía Linda just east of Frank Lloyd Wright. We will be in their banquet room in the Club house which is on the left hand side of the road, as soon as you enter the gate. When you arrive at the gate, tell the guard that you are there to attend the ‘Porsche Club Event’.

Times: 5 p.m. – 6 p.m. - Social/Happy Hour; 6 p.m. – 7 p.m. – Dinner; 7 p.m. – 8 p.m. - Club Business

Dinner: Italian Buffet - Caesar Salad, Garlic Bread, Baked Ziti, Chicken Parmesan, Penne Pasta (Marinara or Alfredo), Grilled Vegetables

For more details go to: http://az.pca.org/event/monthly-meeting-at-ancala-golf-and-country-club/

Registration Deadline: Sunday December 30th, at midnight

February Membership Meeting
Wednesday, February 6, 2019
5:00 p.m. - 8:00 p.m.

Aunt Chilada’s
7330 N. Dreamy Draw Drive
Phoenix, AZ

5:00 p.m. – 6:00 p.m. Social/Happy Hour
6:00 p.m. – 7:00 p.m. Dinner
7:00 p.m. – 8:00 p.m. Club Business

AUNT CHILADA’S is always cooking great meals for our club!

Registration required and ends on Sunday February 3rd, at midnight

For more details go to: http://az.pca.org/event/monthly-meeting-at-aunt-chiladas/
Save the Date
Saturday - April 13, 2019
Porsches and Pancakes
at
Anthem Country Club

This is one of our most popular events coming up next year.
Our annual drive to Wickenburg for the fabulous buffet lunch at the Rancho de los Caballeros resort.

WHEN: Sunday, February 10, 2019 Meet at 9:00 a.m.; depart at 10:00 a.m.

WHERE: Meet at the Coffee Plantation at Shea Blvd & 74th St., Scottsdale

WHAT: A leisurely desert drive and buffet luncheon at the Rancho de los Caballeros in Wickenburg

Buffet lunch will include desserts (to die for!) iced tea or hot tea, lemonade, or coffee.

COST: $24.50 per adult/ $12.50 per child (12 and under)

RSVP: REQUIRED no later than February 7th- Sign up via calendar event link at:
http://az.pca.org/event/sunday-drive-to-wickenburg-rancho-de-los-caballeros/
2018 AZPCA Holiday Gala

Saturday, December 8, 2018

Don your festive attire and join your friends & fellow Porsche enthusiasts to celebrate the holidays in style at Slate Bistro & Bar. The evening will begin with Porsches on display and photos all while enjoying hors d’oeuvres and socializing with a cash bar. This will be followed by a delicious meal, dessert bar, live entertainment, and dancing the night away. The evening will include the introduction of the incoming Board Members and a thank you to our outgoing Board Members. Space is limited to 90 so reserve your spot now!

Photos, appetizers, & drinks: 6 pm
Dinner served at: 7 pm
Short Program & Dancing: 8 - 10 pm

Venue: Slate Bistro & Bar
Inside Trilogy Golf Club at Power Ranch
4415 East Village Parkway
Gilbert, AZ 85298

MENU

- Passed Hors Oeuvres
- Mixed Green Salad with Ranch or Apple dressing on the side
- Entree Choices:
  - Salmon with Lemon Beurre Sauce or Filet Mignon Oscar or Chicken Piccata
- Sides: Roasted Potatoes and Grilled Asparagus
- Dessert: Self-serve Assorted Dessert Table
- Drinks: Non-Alcoholic Beverages included

- $60.00 per person includes tax & gratuity
- Members are welcome to bring up to 3 guests

* The club has chosen Camp Sunrise as it’s charity for this event and your support with a $25 Target Gift Card would be appreciated.

2018/2019 AUTOCROSS SEASON

Saturday, December 8, 2018 AMP Skidpad
Saturday, January 26, 2019 AMP Skidpad
Saturday, February 23, 2019 AMP Skidpad
Saturday, March 30, 2019 AMP Skidpad
Saturday, April 20, 2019 AMP Skidpad

REGISTER ONLINE at az.pca.org

DRIVER EDUCATION EVENTS 2018/2019

Sunday, December 1, 2018, Arizona Motorsports Park
Saturday, January 19, 2019, Arizona Motorsports Park
Saturday, February 9, 2019, Wild Horse Pass - Bondurant School Track

REGISTER ONLINE at az.pca.org
Welcome to the Arizona Region! We look forward to meeting each of you in person at a future event.

**WELCOME NEW MEMBERS!**

**Greg Bailey**  
Phoenix, AZ  
2007 Cayman

**Larry Darr**  
Mesa, AZ  
2002 911 Turbo

**Fernando Del Vigna**  
Scottsdale, AZ  
2018 911 GT3

**Cade Fassett**  
Gilbert, AZ  
2015 Panamera GTS

**Art Hill**  
Scottsdale, AZ  
1976 911 S Targa

**Dennis Kelley**  
Tempe, AZ  
2018 911 Carrera

**Charles Mueller**  
San Tan Valley, AZ  
2016 Cayman

**Shaun Ongstad**  
Scottsdale, AZ  
2018 718 Cayman

**Recent Transfers In**

**John & Sandy Green**  
Green Valley, AZ  
2015 Boxster  
Transfer in from Allegheny

**Matt Klucha**  
Phoenix, AZ  
2013 911 Carrera  
Transfer in from Green Mountain

**Isabelle Lombard**  
Phoenix, AZ  
2014 Boxster  
Transfer in from Rocky Mountain

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**MEMBERSHIP by the numbers**

| 1,080   | Members |
| 613      | Co-Members |
| 1,693    | Total |

---

**Need to Order New Name Badges?**

Send a personal check for $15 made payable to **PCA Arizona Region** per badge to:  
Betsy Andrade  
2735 S. Spruce  
Mesa, AZ 85210

Include exact spelling with your order or email Betsy the details: betsy7890@earthlink.net  
Badge orders are placed at the end of each month, and the engraver returns them in about two weeks. They will then be mailed to you. If you need your badge faster, this can be done for $20 per badge, following the same directions as above.  
Betsy can also be reached by text or voicemail at: 602-550-1212
Congratulations to these members who are observing a PCA membership anniversary in December. This data is pulled from pca.org. Be sure your data, including your email and snail mail addresses are up to date, as well as information about your current Porsche. Member’s Year joined Location Year/model

38 Years
Jack and Loretta Aman

33 Years
Paul and Linda Besonday

31 Years
Martin and Barbara Pluth

30 Years
William and Sandra Gleason

26 Years
James and Anne Brackett

25 Years
Steven Jensen and Karen Manser
Ronald and Barbara Rinfret

24 Years
Steven and Chris Hanson
Edward and Susan Stone

23 Years
Cliff Pullins and Elizabeth Duncan

22 Years
Michael Mahler

21 Years
Donald and Tina Kodl
James and Diane Rapisarda

20 Years
Joe and Connie Piccininni

19 Years
Charles Botdorf
Paul and Ann Moss
Adele and Barry Tiller

18 Years
JoAnn Letchworth and Jerry Rusca

17 Years
Karen and Robert Lewis

16 Years
John Poremba and Abby Tucker

15 Years
John and Jana Lee

14 Years
Raleigh and Nancy Gossard

13 Years
Don and Pam Carlson

12 Years
Allen and Debbie Allford
Norman and Deborah Anderson
Kent and Leselyn Greenwald
Charles and Sharon Mc Ilvain
Peter Tomasulo

10 Years
Robert and Sammy Barrett
Scot Bergstrom
Brian Dunik
Jack and Janet Herlyck

9 Years
Roger Derse
Brian and Brooks Lange
Mark and Angela Manente

8 Years
Rick Macpherson
Stanley Prinke

7 Years
Mark and Lynne Berg
Steven Trenk

6 Years
James and Ashley Barnard
Mick Chandrani
Richard Fleming
Phillip Graham
Joe Maru
Lawrence and Mona Massimo
Greg and Julie Paul
Lewis and Peggy Satterfield
Dave Schoenbeck
Gary and Penny Solem

5 Years
David Evans
Michael Franzon
Steven and Donna Jones
Kevin and Peggy Murray
Jordan and Ann Oland

4 Years
Laurence Beaudry
Dennis and Lisa Cohen
Juliette Dennis
George Greenwood
Jeffrey and Elizabeth Hale
Frank and Carla Holzer
James and Jonni Hunter
Curtis Leonard
Aaron and Diana Lujan
Eddie Newkirk
Robert Schneider
David Tiro
Troy Turk

3 Years
Aaron Carluhgh
Peter Dutoit
Jeffrey & Patricia Englin
Shane Hiner
Michael Tepp
Andrew Wells
Gary Zetti

2 Years
Brian Bales
Brian Dobbins
Geoffrey Franks
Suneil Jain
Eli Kujolic
Don and Allison Newlen

1 Year
Raymond Berg
George Boyle
Kyle Chase
James Ervin
Dianne Harbin
Jim Hawkes
Karine Kingston
Tammy Knight-Gibbons
Mike Marek
Louise McIlravy
Brian Miller
David Peck
Michael Reed
Inessa Ripley
Candy Schneider
Cars ‘n’ Coffee/Strawberry Shortcake Drive
Saturday, December 1
7:00 a.m. - 1:00 p.m.

If you have ever gone out to the monthly cars ‘n’coffee Scottsdale Motorsports Gathering at the Scottsdale 101 shopping center on Mayo Blvd., you know there are always many beautiful and interesting Porsches among the many exotic, high-performance, and collector cars on display. And if you have never attended this extensive car exhibition, you are in for a treat. And after getting your fill of cars you’re in for another treat!

After spending time admiring the cars, chatting with their owners, and discussing which are your favorites with other car aficionados, we will gather our Porsches for a drive on a roundabout course to Cave Creek for an early lunch at the Horny Toad Restaurant. And you will want to save room for dessert – it is worth the drive to the Horny Toad just for their strawberry shortcake!

Details are on the AZPCA website event page: http://az.pca.org/event/cars-n-coffee-strawberry-shortcake-drive/
Sunday Drive to Saguaro Lake/
Lunch in Fountain Hills

Sunday, January 13

Our first drive of the year winds from Mesa through the hills bordering the East Valley, past Usery Mountain Regional Park, onto Bush Hwy where views of the cliffs flanking the Salt River are exquisite. We’ll pass by Saguaro Lake on the way to Fountain Hills where our drive will end at Arrivederci Cucina Italiana for a great Italian lunch. A scenic drive, with twisty bits, capped by a tasty lunch... A great way to start off 2019 with your Porsche and friends in the PCA!

You will pay for your lunch at the restaurant. Buon appetito!

Check the AZPCA events calendar for details — http://az.pca.org/events/2019-01/
AZPCA
Cordially invites you to Our 5th Annual

Valentine’s
Date Night

February 14th
6:30 p.m. to 9:30 p.m.
Arizona Culinary Institute
10585 N 114th Street, Scottsdale, AZ

Menu
Amuse’
Rumaki
Stuffed Medjool Date filled with cream cheese and wrapped in Bacon
Appetizer
Tossed Baby Greens
fresh field greens tossed with a Pomegranate Vinaigrette
dried cranberries, blueberries, candied walnuts and crumbled goat cheese
Choice of one Entrée
Grilled Filet Mignon
fresh winter vegetables, roasted Yukon gold potatoes
served with a rich hunter sauce
Wild Alaskan Salmon
pan seared served with white polenta, fresh winter vegetables maltaise sauce
ACI fresh baked bread
Dessert
Individual sampler plates
featuring an assortment of dujour’s famous desserts
Coffee and Iced Tea Included Cash Bar - Cash or Credit cards will be accepted for Soft Drinks and Alcoholic beverages

Cost: $38. per person (includes tax and gratuity) Limited to 50 guests!
Wear something red.

Any special dietary requirements, contact Cynthia Giacchetti at
cyns986@yahoo.com

RSVP at: http://az.pca.org/event/valentines-date-night/
Here it is December again! Where did this year go? I ask myself this same question every December. Well this time I know exactly where it went.

Mark and I were busy attending lots of AZPCA events (meetings, porches and pancakes, driver’s ed and Sunday drives and tours), San Diego Region Wine Country tour, PCA Treffen in New Mexico and attended Arizona Diamondbacks baseball spring training and regular season games. Oops, almost forgot publishing our monthly newsletter.

We have some special events left for this year (Holiday Party), and also some already scheduled for 2019 (Valentine’s Date Night and Wickenburg Drive), coming up over the next few months out on the calendar and don’t forget to register.

We also have a new advertiser in this month’s newsletter, LA Dismantler. Thanks Moe! Be sure to let our sponsors know you are a PCA member when you do business with them. They will be pleased to know their support of our club not only benefits the AZPCA, but their business as well.

I also want to acknowledge some of our loyal, long-time members celebrating PCA anniversaries for December:

- 38 Years
  Jack and Loretta Aman
- 33 Years
  Paul and Linda Besonday
- 31 Years
  Martin and Barbara Pluth
- 30 Years
  William and Sandra Gleason
- 26 Years
  James and Anne Brackett
- 25 Years
  Steven Jensen and Karen Manser
  Ronald and Barbara Rinfret

The winner of the Writer’s Drawing for the December issue of Going Places is Isabelle Lombard for “Bagdad Drive”. She will receive a $30.00 credit on Motorsportreg, which is good for one year to use on any AZPCA activity.

Hope to see you at the Holiday Party!

Angela
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Click Here To Schedule
The AZPCA is made up of a wonderful group of members. As Going Places Editor, I would like to introduce featured member, Raj Chandrasekaran.

1. When did you join PCA?
   August 2018.

2. What Porsche(s) do you have?
   2017 Macan GTS.

3. Where are you from?
   Grew up in Portland, Oregon but have lived in seven states! Moved to Phoenix from Dallas, Texas.

4. Family?
   For now just me and my wife...working on kids!

5. Work background or trade?
   Banker.

6. What makes your car special?
   It’s my first Porsche.

7. Next upgrade?
   Another Porsche...a 911 GTS or a Panamera.

8. Have you personalized your car?
   No.

9. Favorite memory with a car?
   First time my wife and I started it up!

10. Why did you buy your Porsche?
    Porsche ownership has been a dream since childhood.

11. High school nickname?
    Didn’t have one. I was one of those kids that flew under the radar.

12. Top 3 dream cars you would own?
    More like top 30, but if you insist: Ferrari F430 Scuderia (last car that F1 ace Schumacher developed for Ferrari before leaving), Porsche 911 (any variant), Mercedes S63 AMG.
Ten years ago I learned that the White Sands Missile Range had opened the site of the first Atomic Bomb test, called “Trinity”, now that the radiation levels had reduced to near background levels. As a Radiation Physicist, I was always interested in this and even took a course on atomic bomb design and nuclear power generation. The base opened the site on two days a year, one in the spring and one in the fall. The fall date happened to coincide with the Albuquerque Balloon Fiesta, another thing on my bucket list. So I decided to organize a tour for the Porsche Club. Although it was a great deal of work to organize, it was quite popular and we had participants who came all the way from Chicago.

I had intended to do it again the next year with some improvements, but had to cancel since my mom had been admitted to the hospital. For various reasons, I was never able to organize another opportunity until this year. As I began to organize this year’s event, I learned of many great opportunities to expand the tour.

First, a visit to the Very Large Array (VLA) of radio telescopes on the way to Socorro, New Mexico, then, a visit to the National Museum of Nuclear Science in Albuquerque (which used to be called the Atomic Museum before it moved to its current location).

Finally, in the intervening years, an International Balloon Museum had been built on the edge of the Balloon Fiesta Park. I made reservations for 25 hotel rooms more than 9 months in advance knowing that hotels in Albuquerque fill quickly for the Balloon Fiesta. Rook Younger, our tour chair kindly helped me set up the registrations and nearly immediately we were overwhelmed by the response with nearly 60 people registering.

Now we all know that AZPCA members never register early for anything, so in a panic I asked Rook to end registration early. But I now had my work cut out finalizing the details. Where do you stop for lunch with 60 people? Socorro is a small town with many good but small restaurants, I finally found one with an outdoor patio that could accommodate us and provide a location for the third “hot air” event, my talk on the bomb. As a medical physicist, I felt quite comfortable putting together material on the bomb, the Manhattan Project and radiation effects in general.

Checking all weather predictions, it seemed that early October in Socorro was usually great weather so I felt confident that this would work. Then Hurricane Rosa hit Southern California on October 1st and headed inland across Arizona into New Mexico making the outdoor dinner sound risky. Several frantic calls to the restaurant assured us they would take care of us even if it rained and then the storm moved north so the panic passed.

The drive from Fountain Hills to Socorro began with wonderful clear sunny and cool weather. I arranged a quick pit stop in Payson for those of us with weak bladders. Upon returning to my car to lead the group on, I discovered I was boxed in and had to struggle to get out, drive around the block and get ahead of the group.

We stopped in Springerville at Booga Red’s Restaurant for a nice lunch.

Then on to the Very Large (Radio telescope) Array for an informative tour.

Arriving in Socorro about sunset, we checked in and headed to the Sourdough Mine Restaurant where we dined and I gave my talk throwing in some information on the beneficial uses of radiation for treating cancer.

The next morning we were up bright and early to head for the north entrance to White Sands where we waited for the gate to allow us to drive to the bomb site. There is not much there except a monument and some pictures. The base Health Physicists had a table with a display of radioactive materials from the site and some meters. There is also a bus that would take us a few miles to the McDonald Ranch where the bomb was assembled. I learned there about a pretest that was a dud, but never found much information about this in my research online.
Returning to Socorro for lunch, since I couldn’t find a place to accommodate all of us, I provided a list of some better restaurants and told everyone to meet up after for the drive to Albuquerque, New Mexico.

Next stop, the National Museum of Nuclear Science, where the docents expanded on the information I provided in my talk. They even had a B-29 like the ones that dropped the bombs and the conning tower from a nuclear submarine. Everyone was on their own for dinner and the end of a great first two days of the tour.

The last day was a bit disappointing. The weather made the mass ascension of balloons iffy and it was finally canceled at the last minute. The local Roadrunners Region of the PCA was kind enough to help us arrange a view spot at the Porsche Dealership of Albuquerque overlooking the balloon park, but no balloons!

We then met up with the Rainbow Roadrunners Car Club to enter the balloon park. The Rainbow Runners are one of 27 chapters of the Lambda Car Club International, founded in 1981 as the Gay Old Car Owners Society, based in New York, New York. Unfortunately, we waited over an hour at the entrance and had our cars inspected by bomb sniffing dogs and a military team before entering the park. I learned later that the long delay was a miscommunication between the Rainbow Roadrunners Car Club and the bomb squad about the starting time, but we finally got in to wander the concessions.

Sunday evening we traveled to the Anderson-Abrazzo International Balloon Museum for a delightful dinner overlooking the park to watch the Balloon Glow where many balloons set up and fire their propane flames to light up the balloons in a beautiful display.

Alas, too much wind cancelled this event. However, we were entertained by a barbershop quartet and a great fireworks display followed by a chance to wander the museum’s interesting displays of the history of ballooning so the evening wasn’t a waste.

Since most of us were staying overnight, I contacted the dealership and they were kind enough to open early again for a second attempt to watch the mass ascension on Monday morning. This time the weather cooperated but it wasn’t a mass ascension day but instead competition day where balloons launched to compete for distance and some balloons launched upwind of the park to try to drop a marker on a target to see who could get closest.

Although not the 600-700 balloons of a mass ascension, I counted over 150 balloons from our viewpoint.

Some people stayed on a few more days and got great pictures later in the week. So my nerdy tour ended well and I got many compliments and queries about whether I would do it again next year. Definitely not! But maybe the year after.

More Pictures at: https://www.azpcaphotos.com/Driving-Tours/Hot-Air-Tour-2018
Bagdad Drive  
by Isabelle Lombard  
photos by Isabelle Lombard

Thanks Arizona PCA, Rook and Debbie Younger and each dedicated, passionate Porsche enthusiast that drove today (Sunday, October 14)!

The weekend is quickly coming to a close. I have opened all the windows and it’s NOT raining. The weather forecast for this weekend was: Saturday, high 73F, low 63F with 2.19” of heavy rain fall. Sunday was/is, scattered showers with 30% precipitation.

Saturday it started raining in Scottsdale around 10:00 a.m. while we were wrapping up a great Porsches and Pancakes breakfast at The Soul Café. And rain it did! Heavy rain from 10:00 a.m until 4:00 p.m. When I asked the folks around my table if they were coming on the Sunday Bagdad Porsche drive I heard a resounding no! The rain was supposed to last all through the night and into today.

Now, I’m a pretty dedicated and passionate Porsche enthusiast but after the last storm I drove to work through in North Scottsdale, I’ve become a believer in Arizona monsoon season. AZCentral.com wrote the following about the storm last week —

“The Valley again woke up Monday to… Nearly 2 inches of precipitation fell in an area near Sun City West, while central Scottsdale saw almost 1.5 inches during the brief storm, according to the Maricopa County Flood Control District. Other heavily-hit areas included Paradise Valley and Chandler, which saw 3/4ths of an inch and more than a half-inch of rain, respectively.”

I’m from Colorado and when it rains it doesn’t last long. I’ve never seen flooded streets before last Monday. Now I know why the Porsches stay home when even the hint of rain is mentioned in this town.

Well I was preparing for a Sunday Porsche drive anyway. I gassed up my 2014 Boxster, wiped her down with detail spray and put her to bed with my California Car Cover, underneath the carport where I live. The temperature was a cool 73 degrees and it was still raining.

The current weather report had not improved and I was worried the Sunday Drive would be cancelled at any moment. By evening the rain stopped but it was mostly cloudy, dark and damp.

I’ve been driving Porsches with the PCA since 2012 through all kinds of weather but club events almost never meet if it’s raining or snowing.

After enduring the long blistering heat of summer in Arizona, and missing all the events back home of which the Rocky Mountain Region still sends me notifications, I really needed to go on this Bagdad drive.

At 4:45 p.m. Saturday night, an email from Rook came through announcing “The drive to Bagdad is on, rain or shine!” After getting everything ready for the drive I went to bed prepared for a let-down in the morning.

This morning I started the coffee and threw the windows open wide to check the sky for rainfall. It was too early to tell so I proceeded to get ready. I told myself at the very least I’d enjoy the company for breakfast at The First Watch restaurant if we got rained out.

Outside I uncovered my car and rolled up my wet car cover and drove off. The farther north, the darker the skies grew. Onward I drove and I was the second car to arrive on the scene. I went inside for a cup of coffee as one by one the cars arrived. Debbie was getting signatures and Rook gave us a thorough drivers’ briefing. Debbie mentioned our cars would get dirty today.

I pulled my car behind Rook’s to guarantee myself a spirited drive and by 9:00 a.m. cars were still arriving as though they made a last minute decision to join us, rain or shine.

Rook broke us into two groups and we were off and running. It was slow at first, but I was thankful there was NO precipitation.

We followed our leaders through Yarnell Hill, People’s Valley and Kirkland Junction toward Bagdad. We enjoyed dry roads and beautiful landscapes, just what the doctor ordered. On Arizona Highway 97, we dodged cows lingering along the road and one had to drive fast and furious to keep up! What fun! What joy!
This is what makes the Porsche so addictive! No other car I’ve owned can handle the switchbacks with such precision and accuracy at high speeds. It’s breathtaking and invigorating to be sure.

Once again I was reminded that this is the reason I spend so much time washing, waxing, polishing, cleaning my car. And then there’s the Porsche budget, the very best tires, the clear bra, the tune-ups, and oil changes I get every 4,000 miles, etc., etc., etc. Today I remembered why I love Porsches, the PCA and my fellow Porsche fanatics.

So in ending, I guess all I can say is:

Thanks Rook and Debbie for your dedication and hard work today,
Thanks Arizona for the great touring opportunities,
Thanks Copper Country Bar & Grill,
Thanks to all the Porsche owners that drove today and
Thanks Porsche and the AZPCA.

More photos at: https://www.azpcaphotos.com/Driving-Tours/Sunday-Drive-to-Bagdad
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Flight 41 Concours
photos by Jan Nyquist

More photos at: https://www.azpcaphotos.com/Concours-and-Car-Shows/Flight-41
Our 2018 Autobahn Experience
by Roger and Betty Uhlich

Nearly 11 hours after leaving the Salt Lake City airport, we arrive in Frankfurt, Germany. Neither my wife, Brenda, nor I have ever been across the pond and as we pondered the numbers on our yardstick-of-life, we decided it was now or maybe never if we waited any longer.

From the travel ads we found in our Porsche publications, Autobahn Luxury Tours caught our eye. Mark and Tina Trewartha own this business and have been offering tours of Western Europe for several years now. By the time we decided to do this, most of their tours were already full. But, the Four Country Tour, including Germany, Switzerland, Italy and Austria, was still open for September 18 through October 2, so we sent our deposit in April. Of course, the carrot of driving a new 911 in the Alps was the deal-maker for me.

As we walked through the huge entry/departure area of the Frankfurt airport terminal, Brenda noticed a gal holding an Autobahn sign. Although she had been given pictures of all 24 couples on this Tour, she didn’t recognize us. But, we were the ones she was looking for and there was no one else arriving at this time.

The van ride to Wiesbaden, the starting point of the Tour, took about 45 minutes. We arrive at the Hotel Nassauer Hof, bragging it is the only Michelin-rated five-star hotel in Wiesbaden.

It was a bit intimidating, as I had virtually zero track experience, but, I had read every issue of Road & Track since I was a teenager. That had to help.

The next afternoon, Brenda headed to the spa and I met Matt in the lobby. Matt is Mark’s son-in-law, drives the Tour luggage van, and will be our van driver to the Ring. The other four guys, two father-son teams, arrive, and we’re off for a 1-1/2 hour ride.

As we enter the Ring area, my eyes are met with large buildings with the names of Aston Martin, Jaguar, BMW and Mercedes AMG identifying each.

We park at the Nurburgring Driving Academy building, across the street from the Mercedes AMG building, and soon Mark and Andy meet us. Andy is our Nurburgring tour host and we soon learn he is also the lead driver for Mercedes AMG, whose team effort in the GTR is now leading in points. There are two green GTR’s, one outside and one on a hoist inside that let’s us see the underpinnings of the car. Here, we learn that we can opt for a 300 Euro ride with Andy.

Using his large wad of keys, Andy gives us the grand tour of the facility, allowing us to see the VIP lounge and the Ring control room, too. Here, up to 24 folks monitor 24 screens showing nearly every square foot of the Ring. Today there are only three people working, but Andy says it becomes very intense on a race day.

We’ve chosen to arrive a day before the Tour starts. Mid-summer, I had received an email from Mark. He said he was taking four other guys, who would also arrive early, to the Nurburgring and wonders if I would like to go also and share a race car with him to drive on the Ring. It didn’t take long to respond to that email and I started watching all the YouTube videos I could find about driving on the Ring.
From here, we all visit the gift store and everyone buys a T-shirt or hat. You can even buy a toaster that imprints the Ring track on every piece of toast!

Since the Ring is only open to drive on for us plain folk from 5:00 p.m. until 7:00 p.m., we wander down to track-side where the cars enter the track to see what’s running. Other groups have rented or somehow found earlier times to play and we are treated to Ferrari’s, Lambo’s, GT3’s, GT3 RS’s and even a couple GT2 RS’s circulating. Here, I learn that “open” means any “thing” with wheels, from motorcycles to buses, piloted by anybody with talent enough to turn an ignition switch. The intimidation level increases.

“Circulating” is a bit of a misnomer; however, as there is a small, 25-car staging area that every car must start from and end up at. In other words, any loop of the track begins by leaving the staging area, inserting your prepaid card in the toll gate and partially circulating the track. Back about 200 yards from where you enter the track, you exit back to the staging area after completing your “near lap”. So, no, you are not able to do a very accurate time of your record setting lap of the Nurburgring. (Of course, Porsche and other manufacturers rent the entire course for their testing and record setting runs, so they can complete full laps.)

About 4:00 p.m., we head to the race car rental building. Mark and I, and the other two teams with us, will be driving three VW Scirocco GTR’s, a model not found in the U.S. After the paperwork, we are ushered into a class room with others for a one hour presentation of what not to do. We are warned that doing anything stupid will cost us dearly. For instance, hitting the raised curbing on the track edge can result in the car being catapulted to the opposite side into the barrier or cause damage to the car mechanicals or cause an accident for someone else. For instance, if your car loses anti-freeze on the track and it causes someone else to have an accident, namely a motorcyclist, you are responsible for all costs associated with the bike rider and successive riders if they fall. Numbers approaching six digits are thrown out from past experiences. If you are a passenger and get sick in the car, there are bags available.

But, if you don’t get one in time, the cleanup is on your credit card. One instance related resulted in a $4,000 cost to completely remove the interior and ventilation system. Of course, any damage to the race car, like abusing the gearbox if you’re not a manual-box driver, is understood to be covered by your Visa. Luckily, these cars are all automatics. To add frosting to the cake, our moderator tells us this is the most dangerous race circuit in the world, and 12-14 people die every year on the Ring. The intimidation level increases to a higher level.

Helmets are available and highly recommended, but it is your option to wear one. Everyone grabs a helmet.

I ask to ride with Mark on the first lap and we head out. Mark inserts the pre-paid card in the terminal and the arm raises to let us onto the track. We follow pylons for 100’ and enter the Ring.

Mark has been around this circuit over 300 times in their travels here and is very accomplished at keeping the VW right at its break-away limit as we pass many lesser cars and drivers.

We are soon back to the staging area and it’s my turn to drive. Now, the intimidation factor is peaking and I probably could have been talked out of this. But, I muster whatever it’s called, and we head out. The brakes on the Scirocco are very grabby and my drive is modest, to say the least. But, the folks with cameras, standing at several turns, didn’t get their pic-of-the day either. However, reading all those Road & Tracks didn’t seem to help a lot.

Soon after we return, we see Andy, in full race gear, arrive in the GTR. As he heads out with a passenger, I head for the nearby shack to suit-up and change to a helmet with communication for my ride. The full race suit is optional, but I want the full experience.

Continued on page 28
By the time I’m dressed, Andy has returned again and it’s my turn to get buckled into the cockpit of the GTR. His exiting passenger is shaking his head and uttering expletives ending with “unbelievable”. The GTR is shod with Cup 2 tires, as Andy says this is all they are allowed to use when taking passengers. Besides, he gets 14 laps from a new set. Andy has communication with me, but he won’t be able to hear my screams.

As we roll towards the starting gate, I learn I will get my own flash drive video of this ride. Part of the screen is focused on me, with the majority showing the hood of the GTR and the track-view ahead. Inserts in the frame include a view of the speedometer, a G-meter reading and a display of the track with a red dot circulating as we travel.

Leaving the pylon area, I hit the stopwatch feature on my watch and Andy asks for all 600 hp. We are at 150 mph before the first corner, where you have seen others on videos starting and stopping their timed Nurburgring runs.

Watching the video later, I have a constant grin on my face as Andy calmly tells me the proper line for each corner, what to do and what not to do, as we pass one car after the other. We max at 173 mph with cornering G-forces that suck me tight into the shoulder and lap belts.

We have to slow to 40 kph for one accident being attended by the track crew and a few cars we have caught in corners. As we slow to exit back into the staging area, I hit the stopwatch button again......7:58 min. Not very accurate for a lap time, but good enough for me. I’m sure Andy circulates in the 7’s with race tires. He has been around this circuit over 10,000 times and modestly told me he can do a bit better than 8 min!!

I exit the car shaking my head, blurt out expletives, all ending in “unbelievable”. The remaining members of our group exit the car saying the same thing. Andy later joins us for dinner at a track-side restaurant.

And, this isn’t part of the Tour, we start that tomorrow!!

Tour Day One

Our meet-and-greet is not until mid-afternoon, so Brenda and I explore Old Town Wiesbaden, which is only a couple blocks away from the hotel. There we find a multitude of shops from designer clothes offerings to cafes in every block with outside seating.

Twenty-four couples show for the meet-and-greet. There we are given our number, the position of our registering to take the Tour, name tags, parking passes and compensation for fuel and highway fees (along with all the champagne and beer we can drink). Our number is 21. This will be our selection spot for our 911. Ray and Denise get number 24 and he is worried about what car he will end up with.

The whole group walks to the underground garage and our eyes are blown away by 24, black, 2018 911’s, all backed into their spots and ready to go. There are C2S’s, C4’s and C4S’s. Most are cabriolets. Most everyone wants a C4S, so I hone in on a C2S cabriolet, not wanting all that extra front-wheel drive weight to slow me down on the Autobahn. When our number is called, this car is still available.

I go over every square inch of the car with my fingers and Brenda records every scratch I mention and what I think is an imperfection. We have a page and a half of notes. The Avis guy
records them without question. The car odometer shows just under 10,000 km. The G-meter indicates a left-hand turn of 1.1 G from the previous driver.

We are warned that many streets and highways have curbs and hitting one hard enough to scratch a wheel rim will set our credit card back $700/wheel.

At dinner we are told that this Tour group is too large for a single tour of the Porsche Factory, so we are split into two groups. Stacey, daughter of Mark and Tina, and our professional photographer, randomly assigns each couple to group 1 or group 2.

I hurry over to Graz and Brenda to ask if we can follow them tomorrow. Graz is a retiring army colonel and they have lived in Wiesbaden for over three years. They are in group 2; we are in group 1. We have to have our luggage in the lobby by 6:30 a.m. and leave by 7:30 a.m. for Stuttgart to make our 10:00 a.m. tour time.

Tour Day Two

Tina is up early and helps guide the group 1 cars through the narrow, curbed exit lane of the parking garage.

By the time we get out of the garage and through the parking semaphore, we are all alone. But, each car’s navigation has been programmed with all the destinations of the Tour, so all we have to do is select the Stuttgart entry and Gypsy tells us every turn to make. We are also highly entertained by the sport exhaust, which every 911 in our group has. Each is much more communicative than the muffled exhaust of my 911 Turbo.

We enter the Autobahn and find numerous speed limit signs from 60 kph to 130 kph, often within a very short distance of one another. Getting familiar with the car, I soon learn that the posted speed is noted in the driver’s information display and when there is no speed shown, we are on open-limit Autobahn. But, the traffic is so heavy, that unleashing any speed much above 160-200 kph is short lived.

I remember reading in all those Road & Track magazines about watching closely for slower cars moving left into your lane to pass another car. That was true, and good brakes are welcome. However, very rarely was there ever any passing in the right lane. It is still a bit unnerving to be passing truck after truck at speeds approaching 100 kph faster than their speed, however.

Soon, the familiar Porsche triple-911 attraction is in view and we pull into the underground parking garage.

With some time to spare before our tour starts, we wander outside to be greeted by a very rare GT1 on the street.

Our factory tour is a bit anti-climatic, as the new 992 is in production and Porsche doesn’t want our eyes to see it yet. So, the only mechanical operations we see are hides being cut on a CNC water jet and two robots installing screws into engine blocks. Hardly the Porsche assembly tour of dreams.

The final stop of the tour is at the Porsche Exclusive Department. Our guide tells of a recent car on display that had been painted with paint that changes color as your eyes travel around it. The optional cost was 80,000 Euros, or, as our guide noted, the price of a nice Cayman.

After lunch at the café, we ride up the long escalator to the museum. Catching my interest were a 904 GTS, 911 Carrera with a hard tonneau cover and one of the earliest 356 race cars.

Continued on page 30
Our 2018 Autobahn Experience 
continued

The museum afforded us a bit more appreciation, as I found models of the ‘13 red C2S I had owned and our current ‘18 silver 911 Turbo Cabriolet. They had hundreds of models to choose from.

From the factory, we head to the Hotel Schlossgarten in Stuttgart. Dinner is on our own tonight, but we are within walking distance of numerous eateries along a pedestrian shopping mall.

Our instructions tonight include a warning for our trip to the

Hotel Villa Honegg in Switzerland tomorrow. There is a long, narrow road leading to the hotel and the local farmers will be herding their cows up this road between 10:00 a.m. and 4:00 p.m. Each cow has a 50 pound bell around its neck and we are cautioned not to get into the herd and get whacked by a bell, not to mention getting the stuff cows leave on the roadway all over the cars.

Editor’s note: This article will be continued in the January issue of Going Places.
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It’s Been a Tough Year
by Danielle Badler

It’s been a tough year. Politics excluded. Although that hasn’t helped.

My father passed in early January. The day before my birthday. He was one of a dying breed, literally. A veteran of the big one, WWII. Battle of the Bulge. Wounded twice. Silver Star, although he never found out why. He was 18. I can’t even begin to imagine what he saw and felt, and went through.

A favorite aunt passed this summer. My oldest friend passed a few months ago. And, by oldest, I mean from the first grade. He introduced me to my ex. Some sort of rare blood disease.

It goes on. Another friend, with whom I play golf every few weeks or so, just found out he has stage three liver disease. And this is while he’s been preparing for spinal surgery. He retired just two years ago. You hear about these stories ….

My mother, who turns 90 in five days from this writing, says you do sort of get used to it. You don’t have a choice. She keeps asking me if she sounds “older.” I say, no, you’re as sharp as you’ve ever been. I’m not sure she believes me. I’m not sure I believe myself.

What to do? I’m doubling down on an active lifestyle. Eating well, living well, loving well. I ran another half marathon a few weeks ago. Out of 11,000 or so runners, there were 10 souls in my age group. That’s it, 10. I finished sixth.

I checked the times for the next older age group. And, sure enough, if I continue at my current pace, in three years I’ll win just by showing up.

So, looking back, what’s been consistent? My parents, my daughters, my lover, my friends, my dog, my cars.

Ah, my cars.

I’ve owned six Porsches. Bought my first one at 27. I still have number three. A ’78 SC. I’m celebrating its 40th anniversary on the planet. Actually, it’s 41 - the build date on the rocker panel says October ’77. It’s an early SC. I’ve owned it exactly 30 years.

I remember clearly the day I drove it home. A private sale. My father drove me to pick it up, and my older daughter came along. She was six. She’s a pediatrician now. Married, with two boys and a daughter due next month. All kids all the time. God bless her.

Alison rode home with me in the Porsche. She thought it was the coolest thing, sitting in one of the jump seats. “Seats just for me!” She said.

Although her sister soon occupied the other jump seat. No matter. I had plenty of room. One of my most cherished photos is of them both, as teenagers, posing at dusk in front of the car. More like striking a pose.

That car has been with me through three of six corporate relocations. It’s had license plates from four states. Three exhausts. I’ve lost track of how many sets of tires. Although I do remember a few sets ago. They dry rotted from the inside. I had no idea. I discovered the problem when I tried to check their inflation. The valve stem slid inside the tire.

The SC turned 50,000 miles last year. I tell this to people, and they look at me like I should be put away. But I’m always ready with a simple explanation for why I hang on.

First of all, it’s turned into a good investment. Although that’s only over the past 10 or so years. The first 20, the car’s value stayed absolutely flat. Second, there’s the cost of ownership. Classic car insurance. If it needs service, that’s usually a once-a-year proposition. It takes forever for anything to break.

Which enables me to enjoy the essence of ownership of a classic driver. It’s what I call “the thrill.” What’s “the thrill??” It’s the fact that, every time I get in, it feels like a new experience. I experience the thrill of discovery, again and again. The smell. The mixed-up ergonomics. The “je ne sais quoi.”

The driving. Learning, once again, how to finesse the gearbox into shifting, just so, with no grinding. The ride. They say that, in a Morgan, you can drive over a dime and tell if it’s heads or tails. I think you can also do that in an early Porsche. O the beauty of no manual assists.

Unless the ambient temperature is way, way low, I always drive with the sunroof open. And go searching for underpasses and tunnels, where I can downshift one, maybe two, gears and nail the throttle, in order to bask in the music of power.

I never winterize it. Oh no. If it’s snowy and icy for extended periods, I’ll start it. Roll it backward and forward, in order to keep the tires from flat-spotting. I get the fluids up to operating temperature before shutting it off. And, on those crystal, sun-bathed winter days, I’ll venture out. Oh yes, I will.

Am I crazy? Am I playing with time? Maybe. But, then again, maybe not. Others have been down this road. I think Fitzgerald said it best, when he concluded his masterpiece, The Great Gatsby, with this line.

“So we beat on, boats against the current, borne back ceaselessly into the past.”

Happy Holidays. Let’s keep making memories.
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Bring your cowboy hats and join us for a fabulous four-day weekend in Tucson, Arizona. We’ll be staying at the beautiful Marriott Starr Pass Resort in the mountains of Tucson. Upon arrival Friday evening, we’ll enjoy a family hoedown at the Catalina Grill.

On Saturday, we’re off to Old Tucson where many classic and current western movies have been filmed. The spirit of the “wild west” comes alive here! Saturday evening will be free for you to enjoy many of the great Sonoran restaurants in Tucson.

On Sunday, we’ll drive to the Pima Air Museum which is one of the largest aviation and space museums in the world with over 350 historical aircraft from the Wright brothers flyer to a 787 Dreamliner. The museum covers 80 entire acres. We will also go to the Sonora Desert Museum which is a world renowned zoo, natural history museum and botanical garden all in one location. Sunday night, our group will have a beautiful dinner overlooking the Tucson mountains on the hotel property.

On Monday, we’ll drive to Tombstone which is known for its Wild West history, re-enacted gun fights and the famous Boot Hill Cemetery. That evening, we’ll enjoy an authentic Sonoran dinner. Tuesday morning, we’ll head back to Southern California.

The four-day event is priced at $315 per person and includes three lunches, three dinners, admission to all venues and SBR activity fee.

To book your room, call the Starr Pass Marriott at 877-622-3140 or https://book.passkey.com/go/SBPorscheClub. Use group code SB Porsche Club. Rooms will be held for the block group until December 28, 2018. Discounted room rates are $189 (plus tax) per night. Resort fees and free parking are included. You can find the hotel’s website at www.jwmarriottstarrpass.com. There’s a special rate of $65-$95 for golf for those interested.

Any questions contact Barbara Spencer at barbaraleehill@gmail.com or 805-729-4636. Your payment must be received no later than January 4, 2019. Hope to see you there with your boots on!
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Kelly Parker
treasurer@az.pca.org

PAST PRESIDENT
Lyle Capstick
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pastpresident@az.pca.org

DIRECTORS-AT-LARGE
David Fisher
612.245.1858
DavidFisher@az.pca.org

Jim Hodos
480-236-1578
JimHodos@az.pca.org

Mike Labowitch
MikeLabowitch@az.pca.org

Greg Mannion
gregorymannion@sprintmail.com

EXECUTIVE APPOINTEES

AUTOCROSS
Rick Althouse
480.314.0532
autocross@az.pca.org

VICE CONCOURS JUDGE
Jack Aman
602.938.1317
concours@az.pca.org

SECRETARY
Debbie Younger
secretary@az.pca.org

TREASURER
Kelly Parker
treasurer@az.pca.org

PAST PRESIDENT
Lyle Capstick
612.991.9780
pastpresident@az.pca.org

DIRECTORS-AT-LARGE
David Fisher
612.245.1858
DavidFisher@az.pca.org

Jim Hodos
480-236-1578
JimHodos@az.pca.org

Mike Labowitch
MikeLabowitch@az.pca.org

Greg Mannion
gregorymannion@sprintmail.com

MEMBERSHIP
Richard Wyatt
membership@az.pca.org

MONTHLY MEETING COORDINATOR
Mark Baker
monthlymeetings@az.pca.org

NAMES BADGES
Betsy Andrade
602.550.1212
betsy7890@earthlink.net

NEWSLETTER
Angela Manente
952.240.4292
gpeditor@az.pca.org

PANORAMA LIAISON
Vacant

PORSCHES & PANCAKES COORDINATORS
Camille Miles, Moe Scharhon
and Jane Perlman
camillemiles@earthlink.net

SAFETY
Eric Schmidt
safety@az.pca.org

SOCIAL COMMITTEE
Vacant

SOCIAL MEDIA
Jan Mackulak
602.750.2145
socialmedia@az.pca.org

SPONSORSHIP & ADVERTISING
Moe Scharhon
sponsorship@az.pca.org

TECHNICAL
Scott Mcilvain
480.968.2858
CDI@az.pca.org

WEBMASTER
Kevin Gilchrist
webmaster@az.pca.org

WEBSITE ASSISTANTS
Craig Harland
Eddy Newkirk
We’ll post a more formal listing of our 2019 schedule on our website shortly. I was asked repeatedly about the 2019 schedule this past weekend so here’s the results. We have some challenges to address for 2019, here is the Cliff Notes version.... So here’s your proposed 2019 schedule:

**January 12-13**  Streets of Willow Springs  
**January 19**  Annual Banquet @ The Porsche Experience Center  
**February 2-3**  Willow Springs International Raceway  
**March 9-10**  Buttonwillow Raceway Park  
**March 29-31**  Auto Club Speedway CA Festival of Speed  
**April 27-28**  Spring Mountain  
**May 18-19**  Willow Springs International Raceway POC/Guard Transmission “Tribute to LeMans”  
**June 22-23**  Streets of Willow Springs  
**July**  TBD  
**August 23-25**  Mazda Raceway Laguna Seca  
**September 7-8**  Auto Club Speedway  
**October 5-6**  Spring Mountain Motor Resort & Country Club  
**November 9-10**  Chuckwalla Valley Raceway  
**December 7-8**  Willow Springs International Raceway
SPONSORSHIP PROGRAM

The sponsorship programs were designed to allow our current and new advertisers and sponsors a simple way to choose a program that will include: digital on-line published newsletter and internet exposure opportunities all for one simple investment.

The sponsorship program has five tiers:

Bronze - $250 includes one small website banner on the Events and Going Places digital magazine page of our website, rotating with other sponsors, and one eighth-page (3.5” x 2”) color or grayscale ad in the Going Places publication.

Silver - $600 Includes one medium-sized website banner on the Events and Going Places digital magazine page of our website, rotating with other sponsors, and one quarter-page (3.5” x 4.75”) color or grayscale ad in the Going Places publication.

Gold - $1200 Includes one medium-sized website ad on the main page of our website rotating with other sponsors, and one half-page (8” x 5”) color or grayscale ad in the Going Places publication.

Titanium - $2500 Includes one large vertical ad on the front page of our website rotating with other sponsors and one full-page (8” x 10”) color or grayscale ad in the Going Places publication.

Platinum - $10,000. Includes one large vertical ad on the front page of our website, an embedded video, one full-color or grayscale, full-page (8” x 10”) ad inside the front cover in the Going Places publication.

It is the responsibility for each sponsor to develop and design their unique promotional ads. Sponsors must submit their own artwork electronically for ads in gif, pdf, jpeg or swf (for website ads) formats. New sponsorships will run yearly, and investment will be pro-rated for any new sponsor who commits mid-year. All website ads will be viewed only by Arizona Porsche Club members and therefore will not be accessed until the member logs into the website. The acceptance and display of advertising in this publication does not constitute an endorsement of the advertiser or product by the Porsche Club of America, Arizona Region. AZPCA reserves the right to refuse to print any ad it deems inappropriate. Sponsorships must be prepaid. Staff reserves the right to change rates upon notice at any time.

Contacts:
Sponsorship Requests and Tier Details
Sponsorships and Advertising Manager, Moe Scharhon
Phone: 206-228-7302
E-mail: sponsorship@az.pca.org

Angela Manente – Going Places Deadlines
Going Places Editor
Phone: 952.240.4292
E-mail: gpeditor@az.pca.org

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