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

July 2018
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Even with ourselves.

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Cover:
“Sportscar Together Day” Cake Porsche-North Scottsdale, AZ
By Jan Mackulak
JULY 2018
8-14 Su-Sa  Porsche Parade, Lake of the Ozarks
15   Su  Going Places Deadline (August 18)
21   Sa  Saturday Drive to Prescott
23   Mo  Board of Directors Meeting

AUGUST 2018
1   We  Monthly Membership Meeting
13-16 Mo-Th  Southern California Porsche Tour
15   We  Going Places Deadline (Sept. 18)
20   Mo  Board of Directors Meeting
25   Sa  7th Annual AZPCA Night Out at the Ballpark - D-backs vs Mariners

SEPTEMBER 2018
5   We  Monthly Membership Meeting
12-16 We-Su  Treffen Banff - Canada
15   Sa  Going Places Deadline (October 18)
17   Mo  Board of Directors Meeting
22   Sa  Autocross AMP Skidpad
27-30 Th-Su  Rennsport Reunion - Monterey, CA

OCTOBER 2018
3   We  Monthly Membership Meeting
5-8 Fr-Mo  Hot Air Tour/White Sands and Albuquerque Balloon Fiesta
6   Sa  Autocross AMP Skidpad
15   Mo  Going Places Deadline (November 18)
15   Mo  Board of Directors Meeting
27   Su  Driver Education at AMP

NOVEMBER 2018
2-3 Fr-Su  Phoenix Flight 41
10   Sa  Autocross AMP Skidpad
10-11   Sa-Su  Polo Club Championships at Westworld
12   Mo  Autocross AMP Skidpad
15   Th  Going Places Deadline (Dec. 18)
19   Mo  Board of Directors Meeting

DECEMBER 2018
8   Sa  Holiday Party
8   Sa  Autocross AMP Skidpad
15   Sa  Going Places Deadline (Jan. 19)
16   Su  Driver Education - Wild Horse Park
17   Mo  Board of Directors Meeting

Editor's Note: The date, times and details of AZPCA events may change at anytime. Always check the website at az.pca.org for the latest event information.
I hope everyone is enjoying their summer wherever you are.

For Cheryl and me, we have just returned from the land of Ferraris - Italy. We noticed lots of Ferraris in southern Italy, however as we headed north towards the Alps, Porsches began to appear and around Lake Como, Porsches seemed to outnumber the Ferraris. While we did not drive on any of the surrounding mountain roads there were many roads into the Italian Alps marked as driving roads. In-fact the Lake Como Road, also known as “via Regina” was identified by TomTom, a manufacturer of car navigation systems, as the third best ultimate summer drive in Europe due to its stunning views of Lake Como and the mountains along an ancient route.

Getting back to the Arizona Region, activities continue, albeit at a less hectic pace. If you are looking to get out of the heat of the valley for a day join Rook Younger for a cool drive to Prescott, the land of the Arizona Mountain Region on July 21st. And while we have no member meeting in July, August brings a new venue to our monthly meeting, The Persian Room, on August 1st.

Rook has also scheduled a four day trip from August 13th through the 16th to southern California to visit the Porsche Experience Center and the Petersen Automotive Museum. This looks to be a true Porsche experience! Registration is open now. Rounding out August activities is the 7th Annual AZPCA Night Out at the Ballpark on August 25th.

As we move into the fall, David Fisher and Jim Roberts have selected The Millennium Resort in Scottsdale to be the site of Flight 41. This event will be held over the weekend of November 2-4. Further details of the event will be forthcoming. Please remember that while David and Jim are the organizers of this event, many volunteers will be needed to ensure its success.

Well, as we in Arizona are now in our own “Dog Days of Summer,” I will also take a short break and make this my shortest column of the year. Here’s hoping you are enjoying the hot, sultry days of summer wherever you find yourself.

Note, the next Arizona Region Board of Director’s Meeting is scheduled for July 23rd. If you are interested in attending, look for the event on our website, az.pca.org and register.

Bob
Saturday Drive to Prescott
July 21, 2018
8:00 AM - 5:00 PM

Prescott Summer Drive

It’s mid-summer in the Valley, and that means it’s time to get out of the heat and head to the mountains! It’s been a while since we have exercised our cars on the Spurs to Prescott, and there is no better route to get to the cool climes of the north country!

On our arrival in downtown Prescott we will join Arizona Mountain Region members for lunch at the Gurley St. Grill.

After lunch the AZ Mtn Region has planned a drive for us up to Flagstaff. More great roads, more cool temps!

Check the event calendar at az.pca.org/events for details coming soon!
Southern California Porsche Tour
August 13 - 16, 2018

Come on this 4-day tour to the L.A. area to immerse yourself in Porsche culture — a day at the Porsche Experience Center, plus a visit to the Petersen Automotive Museum. See below to find what we have planned at the two venues. We’ll be heading to California on Monday, Aug. 13, returning on Thursday, Aug. 16.

We will drive from the Valley to Carson, California and stay one night at the Hampton Inn, which is a convenient location for us to drive to the Porsche Experience Center on Tuesday morning. After a day of activities at the PEC we will drive to LA and check in to the DoubleTree by Hilton Hotel Los Angeles - Westside. The Petersen Museum is a short drive from the DoubleTree location.

This event is limited to 40 attendees — you will want to sign up early!

Porsche Experience Center

• Private Tour of the Porsche Motorsport Workshop
  • Lunch at the Speedster Café
  • Optional activities: Demonstration Laps, Simulator Lab, Driving Experiences

Petersen Automotive Museum

• Time to explore the extensive public galleries at what is considered by some to be the world’s greatest museum dedicated to the automobile.
• The Porsche Effect exhibition “exploring the history and significance behind the brand’s distinctive design, engineering, advertising, partnerships, and its enviable record of racing triumphs.”
• Optional tour of The Vault: a behind-the-scenes” tour of some of the most unique cars in the collection that are not on display in the museum galleries.
  • Lunch at the Drago Ristorante

WELCOME NEW MEMBERS!

Jason Armistead
Gilbert, AZ
2016 Boxster Spyder

Phil Chen
Cave Creek, AZ
2009 911 Carrera

Charles Chugerman
Scottsdale, AZ
2016 Cayman GTS

Alex Curtis
Scottsdale, AZ
1995 911 Carrera

Charles Dexter
Paradise Valley, AZ
2006 Cayenne S

Ed Eichenlaub
Chandler, AZ
2015 Cayman

Mike Fisher
Phoenix, AZ
2016 Cayman S

Jamie Franklin
Phoenix, AZ
2015 Cayman S

Daniel Hildebrand
Gilbert, AZ
2006 911 Carrera Cabriolet

Jon Puleo
Payson, AZ
2018 718 Cayman S

Joe Rainey
Gilbert, AZ
2018 911 GT3

William Ribadeneira
Phoenix, AZ
2014 Cayman

James Sejba
Scottsdale, AZ
2010 Cayman

Rick Simmons
Paradise Valley, AZ
2008 Boxster S GT

Rick Smith
Paradise Valley, AZ
2017 911 Carrera 4S

Gregory Torok
Yuma, AZ
2016 Cayenne S E-Hybrid

Colon Zamora
Chandler, AZ
1996 911 Carrera

Member Transfers In:

William Berendes & Karen Meter
1973 911 T
From: Oregon

Dennis Ketterer & Nancy McKee
1984 911 Carrera
From: Ohio Valley

Darrin Mack
2000 Boxster
From: Northern Ohio

Welcome to the Arizona Region!
We look forward to meeting each of you in person at a future event.
HAPPY AZPCA ANNIVERSARY!

Arizona Region PCA Members Celebrating July 2018 Membership Anniversaries

35 years
Drew and Susan Salter

33 years
Brian Preblich

26 years
Bruce Barth

25 years
Paul Cordell

24 years
Donald Shaw and Vicki Wheeless

23 years
William and Katheryn Kilpatrick

21 years
Jonathan and Alison Ariano

18 years
Stuart and Teri Bass
Alan Gruening

17 years
Jim and Ellen Hodos
Chas Wirken and Kelly Flood

16 years
Rhett and Kay Butler
Julie Reynolds
Andrew and Carrie Schermuly

15 years
Dr. Arnold Curry

14 years
Tom Liguori and Christy Copeman

13 years
Mark and Kristen Browne
Albert and Beatrice Zens

12 years
Arthur and Teri Curtis
Nick and Ramie Vallario

11 years
Jerry Eagleston
Patrick Michel
Larry and Jill Portcellato
Diane & Greg Smith

10 years
Mike and Nancy Gray
Andy Titus and Patricia Marra
John and Maggie Valiante

9 years
Scott Guenther-Lee
Christopher Hunter
Jim Oest

8 years
Andy and Karen Logan

7 years
Ernie C’DeBaca
Lou Junk
Mario and Kelly Martinez
Michael Simons

6 years
Mark and Penny Devlin
Chuck Nasser

5 years
Amber Brown
Mark Coryell and Ella Cevallos Bravo
Mike Donick
Dan and Audrey Haag
Greg and Sandra Herd
Jason O’Clair

4 years
Joe Deka
Greg Mastroieni
Walter and Judy Skowronski
David Spelich

3 years
Tom Beilstein
Thomas Fisher
John Leslie
Mark Matwey
Craig and Dawn McCrory
Lawrence Merry
Matt Morong
Mark Schaefer
Max Tseng
Liz Van Valin
A.J. Zujewski

2 years
Ron Hammer
Peter and Nancy Heacock
Doug Montonaro
Joseph Nevin
Todd Rozman
Rick and Kathy Seidel

1 year
Brett Guarnieri
Mark Kwosek and Lisa Themistos
Chris and Karen McCarthy
Michael McEwan
Russell Olmstead
Joshua Parriott
Gary Straker

MEMBERSHIP by the numbers

1068 Members
610 Co-Members
1678 Total
2018 AUTO CROSS SEASON

Saturday, September 22, 2018 AMP Skidpad
Saturday, October 6, 2018 AMP Skidpad
Saturday, November 10, 2018 AMP Skidpad
Monday, (Veterans Day) November 12, 2018 AMP Skidpad
Saturday, December 8, 2018 AMP Skidpad

REGISTER ONLINE at az.pca.org

Saturday, October 27, 2018, Arizona Motorsports Park
Sunday, December 16, 2018, Wild Horse Pass

REGISTER ONLINE at az.pca.org
August Membership Meeting  
Wednesday, August 1, 2018  
5:00 pm - 8:00 pm  

The Persian Room  
1740 N Scottsdale Road  
Scottsdale, AZ  

Join your fellow AZPCA members for the August Monthly Meeting at The Persian Room, an atmosphere of plush elegance, enjoy the exotic aroma and flavor of carefully blended herbs and prime quality fresh meats and vegetables, prepared to tease the palate and tantalize the senses. Thousands of years of traditional recipes and methods combine to provide a wide menu of taste treats, from fresh clay oven baked bread and award winning appetizers to rich traditional desserts.  

Menu:  
Appetizers: Hummus, Dolmeh, Salad  
Main Course: Chicken Filet or Chicken Koobidett or Gyros or Beef Koobidett, and Basmati Rice  

5:00pm to 6:00pm Happy Hour  
6:00pm to 7:00pm Dinner  
7:00pm to 8:00pm Club business  

Register at [http://az.pca.org/event/monthly-meeting-at-the-persian-room/](http://az.pca.org/event/monthly-meeting-at-the-persian-room/)  

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Upcoming Membership Meetings  

**Wednesday, September 5 - Blue Martini**  
5455 E. High Street  
Phoenix, AZ 85054  

**Wednesday, October 3 - Pera Club**  
1 E Continental Dr.  
Tempe, AZ 85281
Good news! Our Arizona Diamondbacks are back in first place and two injured starting pitchers are back too (Shelby Miller and Robbie Ray). Don’t forget to get your tickets for the 7th Annual AZPCA Night Out at the Ballpark event.

Mark and I met some wonderful members during the Alpine XVIII weekend trip. Look for an article and pictures in the next issue of Going Places. We even decided to host it again next year. The only change for me, I will meet the group at Tali-Wi-Wi Lodge and forgo the ride up U.S. 191. Mark will lead the group and enjoy the ride much more without having me as a passenger. Ha! Ha!

We have some great articles and book reviews in this month’s newsletter. Read the “Famous American Racecar Driver”. I think you will enjoy it.

I also want to acknowledge some of our loyal, long-time members celebrating AZPCA anniversaries for July:
- 35 years - Drew and Susan Salter
- 33 years - Brian Preblich
- 26 years - Bruce Barth
- 25 years - Paul Cordell
- 24 years - Donald Shaw and Vicki Wheeless
- 23 years - William and Katheryn Kilpatrick
- 21 years - Johnathan and Alison Ariano

The winner of the Writer’s Drawing for the July issue of Going Places is Norbert O’Donnell for “Meet A Member”. He will receive a $30.00 credit on Motorsportreg, which is good for one year to use on any AZPCA activity.

Please keep those articles and photos coming my way. When you attend an event or take a road trip, consider writing a short story of your experience. Who knows, you might even win!

Don’t forget to check the club calendar for up to the minute events and activities.

Enjoy the summer, wherever you are.

Angela
7TH ANNUAL AZPCA
NIGHT OUT AT THE BALLPARK
AT CHASE FIELD

7TH ANNUAL AZPCA
Mariners vs. D-backs
Saturday, August 25 5:10pm

Join us on Saturday, August 25 to cheer on the Arizona Diamondbacks as they take on the Seattle Mariners.

This will be our 7th annual event and there are more surprises for us too!

Prior to the game, we’ll meet for a wonderful private ballpark tour. Discounted tour tickets will be available for $3.00! At the conclusion of the tour, we will all meet up in the Draft Room at Chase Field for drinks and pre-game snacks. Then we’ll enjoy the game from our reserved seats at the Diamond Level (Section 208) to the right of the 1st Baseline. Tickets are just $61 each and include $10 in D-backs food & merchandise credit.

Limited quantity available!

SATURDAY
AUGUST 25
5:10PM

ARIZONA
DIAMONDBACKS
VS
SEATTLE
MARINERS

PLEASE CONTACT
ANDREW FADELL
EMAIL: AFADELL@DBACKS.COM

Please note, registration this year is directly through the Diamondbacks. To purchase game and optional tour tickets you must contact Andrew Fadell directly at: AFADELL@DBACKS.COM or 602-462-4600.

Be sure to tell him you’re with the Porsche Club.

OPTIONAL BALLPARK TOUR WILL START AT 2:00 PM
Rennsport VI is coming.
September 27 – 30, 2018

Porsche Cars North America and Mazda Raceway Laguna Seca are proud to announce the details for the next Porsche Rennsport Reunion. From September 27 – 30, 2018, Porsche enthusiasts from around the world will gather on this famous California racetrack for an unparalleled celebration of Porsche Passion. Drawing nearly 60,000 people in 2015, Rennsport Reunion brings together the biggest fans of one of the most visceral sports car brands on earth.

Please join us in 2018 for a thrilling weekend of events on and off the track. Featuring hundreds of classic Porsche race cars and thousands of Porsche street cars, it is truly a spectacular event to behold.

Please mark your calendar now and visit www.mazdaraceway.com to purchase tickets.
The AZPCA is made up of a wonderful group of members. As Going Places Editor, I would like to introduce this month’s featured members, Norbert and Jeannie O’Donnell.

1. When did you join PCA?
   Originally joined PCA back in Pennsylvania, we just relocated to Goodyear, Arizona in April 2018.

2. What Porsche(s) do you have?
   I currently own a 2014 981 dark blue PDK Boxster with many more creature comforts than the Cayman and a much more refined demeanor.

3. Where are you from?
   Berwick, Pennsylvania (28 miles southwest of Wilkes Barre).

4. Family?
   I have two sons, a wonderful wife, Jeannie, and a three pound Yorkshire Terrier named Olive. One son made the trip and is currently enrolling in school and looking for a job. The other is a Mail Carrier and fitness enthusiast in Berwick, PA. We’re hoping to convince him to come west.

5. Work background or trade?
   Former winery owner. Sold the business in April. My wife is a consulting corporate compliance and security auditor and works for healthcare systems all over the Country. As for my dog, we keep busy making sure she doesn’t become a desert predator snack.

6. What makes your car special?
   The open air convertible top, the handling, the sound and the gorgeous form of the 981 had me captivated. The problem was the PA weather. I was averaging less than 4000 miles a year on the car. Well, not anymore, the Arizona countryside and mostly perfect weather add up to miles and miles of fun.

7. Next upgrade?
   None planned.

8. Have you personalized your car?
   No.

9. Favorite memory with a car?
   My favorite Porsche memory was seeing a brand new 1978 Porsche 928. I thought it was the most beautiful car I had ever seen. It also had the highest price tag I had ever seen. I’ve been a fan ever since then. Porsche is moving art. Owning one makes you happy every time you drive or even look at it.

10. Top 3 dream cars you would own?
   Three cars I would own would have to include the 1978 Porsche 928 just because that car was my first Porsche crush. The 911 Turbo S is in my opinion the coolest subtle super car in existence. Lastly, the car I now own a 981 Boxster because it makes me smile.
Every now and then, instead of technical stuff, I also like writing about personal stories relating to Porsches. This one in particular has just a hint of Porsche content but it mostly relates to my other passions, Formula 1, and little karts that go fast and burn gasoline laced with nitro-methane and castor oil, so here it is:

Back in the last century, in the 1990s, in another life, when I was part of the corporate world, I had to travel constantly. One of those trips took me to Brazil, São Paulo to be more precise. I had been to São Paulo multiple times before but I’d never had any free time to see the sights, since my hectic schedule usually was: overnight flight from the U.S., go to hotel, shower and change, go to long meeting, then to dinner with business host, back to hotel for a few hours of sleep, early morning visit to the plant, wrap up negotiations, back to airport, evening flight and return home. Repeat next week in another country.

On this particular trip we were able to reach our business agreements very quickly and suddenly found ourselves with some free time.

My business host asked me if there was anything that I’d like to see or do while in São Paulo and I told him that there were actually two things that I’d love to do.

One was to pay my respects to the greatest racecar driver ever, Ayrton Senna, who had died just the year before, and the other one was to visit the Formula 1 track of Interlagos (Autódromo José Carlos Pace).

My host, who was an F1 maniac like 99.9% of Brazilians, was all smiles. He told me that it would be a pleasure for him to take me to both places and as an added bonus we would take his beautiful Guards Red 944S (this is the extent of the Porsche content).

We chitchatted a little as we made our way to the Morumbi Cemetery in São Paulo which took about 90 minutes, as we fought through the intense traffic of the largest metropolis of the Southern Hemisphere. When we arrived you could hardly tell it was a cemetery. It looked more like a park, since you couldn’t see any vertical headstones or monuments. We slowly made our way to the big tree in the center of the concentric rows of tombs, each with a small, discreet plaque on the recently mowed grass. Ayrton Senna’s is very simple and somber.

The bronze plaque reads:
Ayrton Senna da Silva
21-03-1960  01-05-1994
NADA PODE ME SEPARAR DO AMOR DE DEUS.
Nothing can separate me from the Love of God.

We spent there about a half hour and left without saying a word. It was a moving experience, since Senna had been my all-time favorite racecar driver and I had followed his career very closely. His fatal racing accident was still fresh in my mind since it had happened less than a year before while he was leading the 1994 San Marino Grand Prix at the Autodromo Enzo e Dino Ferrari in Imola, Italy.

After we left the cemetery we headed south.
“Let’s go see Autódromo Carlos Pace. It’s only about 10 kilometers” (6 miles) my host said, breaking the silence with a cheerful voice. Indeed it was a quick drive but when we got there the main entrance was closed!
We parked to the side and I walked up to the cyclone fence to try to see the cars that were on the track. I couldn’t see the track from there but I could hear the screaming engines of various 4 cylinder powerplants going around the track.

My host had walked to the gate, a few yards away and I could see him talking to someone on the other side. After a short time, he waved me over and said: “Get in the car, we’re going in”. I asked him how he had got permission and he said: “Oh, I just told the guard that you were a famous American racecar driver visiting Brazil and that you wanted to see the track”. Immediately I jumped in the car, the gate opened and we drove in. We made our way to the tunnel and to the infield, then to the pits. What I had been hearing was a foursome of Formula 3 cars that were practicing and were now coming into the garages. We got out of the car and walked all around, looking at the cars, equipment, etc.

After about 30 minutes, when we were about to head back to the car, I heard someone call out my name but I didn’t react. Pedro is a common Brazilian name so it must be some other Pedro, I thought. “Pedro!” the voice called out again and this time I turned around. “I knew it was you!” he said. I can’t believe my eyes. There, in front of me was one of my former rivals from my old Karting days. We both had made it twice to the CIK’s (Commission Internationale de Karting) Pan-American Championship 25 years earlier.

In 1970, I had bested him, finishing in 11th and he in 13th place overall, and two years later he bested me by only 1/10th of a second grabbing 10th place and leaving me out of the final runoff championship race.

We looked at each other not knowing what the greeting protocol should be. Do I smack him or shake his hand?, I thought to myself.

We then just hugged and patted each other on the back. Kind of hard if, I remember correctly. He then asked me: “What are you doing here?” I said: “Just looking. I’m in São Paulo till tomorrow and came by to see the track. What about you?” I asked. He said: “I am coaching some young drivers at the Kartódromo Ayrton Senna, over there, next to the track”. Then he said: “You think you still have it in you?” I answered: “Do you have a helmet for me?”

He said: “Let’s go and find out! Follow me in your car”. He hopped into his golf cart and we followed in the car. We made our way out of the infield and onto the circular access road towards the Karting School’s track. There my old friend had his guys quickly prepare two of the training Karts for us and we went at it.

We did 8-10 laps passing each other several times. This was a much friendlier battle than our previous encounters and I still remember the feeling to this day. It was just wonderful! … and to top it off it was at Senna’s hometown track, where he had raced his Kart and won many times.

We spent another 45 minutes or so there and we were shown around the compound. After being all caught-up, in our lives, we hugged again, promised to keep in touch and I headed back to the car with my business host. When we were in the car, just leaving the track my host turned to me and said: “Wow! I wasn’t lying when I told the guard that you were a famous American racecar driver. Who knew!”

Happy Porsche’ing,
Pedro
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Porsche 70th Anniversary "Sportscar Together Day"
by Jan Mackulak

TWO 70th Anniversary Parties in one day celebrating Porsche’s start! Saturday, June 9 was a very special day.

Awesome events at both dealers, thank you for celebrating 70 years of the cars we love.
Lisa C. (and Richard from Stuttgart) threw a great breakfast and Winkelman Loop drive at Porsche Chandler.
Dave Z. via Atlanta Facebook Live, witnessed his Porsche North Scottsdale lunch party. All photos interspersed from both events showing fun, friends, and beautiful cars. Thank you Porsche for 70 wonderful years!
Rally with Las Vegas Region in Flagstaff
photos by Tamela Kahle

On Saturday afternoon, June 9th, Bob Bandera lead a group of 15 AZPCA members from the First Watch restaurant in North Phoenix for Flagstaff to meet up with the Las Vegas Region’s Northern Arizona Scenic Tour and Gimmick Rally.

Saturday, we joined them for dinner at the Horsemen Lodge.

Sunday morning, the Las Vegas Region staged a Gimmick Rally for all of us with a planned location for lunch.

After the rally and lunch, some members returned home and some continued with the Las Vegas folks to Sunset Crater and Wupatki National Monuments, followed by a dinner at La Fonda Mexican Restaurant.
WHERE THE ENTHUSIASTS ARE—Werks Reunion, recognized as one of the top-two events to attend during the world-famous “Car Week” on California’s Monterey Peninsula. PCA welcomes all Porsches, Porsche enthusiasts, and Porsche clubs to join us for the day. Last year’s event had more than 800 Porsches on display.

*Free admission for spectators!*

Corral de Tierra Country Club • 81 Corral de Tierra Road • Corral de Tierra, CA 93908
South of Highway 68, minutes from Mazda Raceway Laguna Seca

*Friday, August 24, 2018 • www.werksreunion.com*

Also, be sure to join us at the PCA Corral at the Rolex Monterey Motorsport Reunion. Event info: [pcacorralmonterey.com](http://pcacorralmonterey.com)
Join us for the second “Hot Air Tour” to New Mexico. We will be leaving Phoenix for Socorro New Mexico on Friday, October 5, taking a scenic route through eastern Arizona and Western New Mexico to Socorro. On the way, there will be a surprise treat. We will stay at the Best Western Socorro Hotel and Suites. Friday evening we will have dinner at the Socorro Springs Brewery near the hotel followed by a short educational program on the Atomic Bomb and the effects of radiation presented by Steve Sapareto (the first “hot air” event).

Saturday morning we will drive into White Sands Missile Range to the Trinity Bomb site and museum where the first atomic bomb was detonated. It is only open to the public two days per year (don’t worry, radiation levels are very low). We will leave the site about noon time for lunch and a scenic drive to Albuquerque arriving in time to visit the The National Museum of Nuclear Science & History for a guided tour before checking into our hotel. We will have dinner at a nearby restaurant.

Getting up very early Sunday we will join the PCA Roadrunner region at the Albuquerque Porsche dealership to watch the Albuquerque Balloon Fiesta Mass Ascension, one of the largest balloon launches in the world. More than 700 balloons from all over the world launch from a 78 acre launch field (54 football fields) at the 365 acre Balloon Fiesta Park. Those interested can also join us to meet the Lambda Car Club for the Fiesta of Wheels, a car display right on the balloon launch grounds, displaying our cars along with over 200 others with free admission. The rest of the day will be available for sight seeing followed by a dinner and viewing of the Balloon Glow and Fireworks.

We will return home on Monday as a group or individually.

Make Reservations for Friday night, October, 5 at the Best Western Socorro Hotel and Suites, 1100 California Street, Socorro, NM 87801, (575) 838-0556. Indicate you are with the Porsche Club to get our special rate of $95. The cutoff date is September 6, 2018

In addition, make reservations Saturday, Oct 6 and Sunday, Oct 7 at the Nativo Lodge, 6000 Pan American Freeway, NE, Albuquerque, NM 87109, (505) 798-4300 or (866) 505-7829. Also specify that you are with the Porsche Club ($219/night). Cut-off date for this rate is September 6, 2018. Those interested in arranging balloon rides should contact Rainbow Ryders the official Fiesta Balloon ride concession. Find contact information at www.balloonfiesta.com under guest information. Other special event offerings are also listed.

We only have a limited number of rooms available at each location so please make your reservations as soon as possible to get our group rate and to insure a room as hotels during the Balloon Fiesta will be extremely difficult to find.

Register at: https://www.motorsportreg.com/events/hot-air-tour-dennys-fountain-hills-pca-arizona-669308
WINNING The racing life of Paul Newman

If you are a fan of Paul Newman, the race car driver, this book is for you. If you prefer your Paul Newman as an Hollywood Actor and Gentleman Race-team Owner, maybe this book will change your mind. In any event, it is a profusely illustrated great read, albeit a bit disjointed because of the profusion of personal anecdotes and testimonials inserted into the text.

Mario Andretti’s foreword to this book, describes Paul Newman as a colorful character, bigger than life but trying to be extraordinarily ordinary. The stories and personal commentaries collected from a multitude of individuals, both the famous and the unknown, paint a picture of a guy everyone would like to have known. Having face time with Paul Newman is no longer possible, but this book is the next best thing.

Divided into five chapters (plus a brief ‘Coda’, two appendices and a comprehensive index in micro-type), WINNING tells the story of Paul Newman’s automotive oriented life. Personal commentaries by some 50 people who had interfaced with Paul, are interspersed in the text.

The first and fourth chapters deal with Paul’s involvement in movies. First is Winning which honed, but did not really create his interest in race driving. It did provide him with special schooling in race driving which was intended to help the movie and no doubt helped his competitive driving career.

The fourth chapter deals with Newman’s involvement in the movie Cars, the careful selection of Newman as the voice for Doc Hudson, a character with a variety of forms of civic involvement masking a history in motor racing, a situation nicely mimicking Paul Newman’s life at that point. The premiere of the movie at Charlotte Motor Speedway was a truly unique event for Hollywood.

Chapter 2 provides a great deal of detail about his experiences as a race driver and he did have an extensive career both as an ‘amateur’ and as a ‘pro’ race driver. No tabulation is given as to the various ‘classes’ of vehicles he raced, but he raced many makes (including Porsche) in almost every imaginable closed-wheel and open-wheel racing series imaginable, except F1 and Indycar. A large part of Chapter 2 is devoted to Paul’s days running in ‘ordinary’ SCCA events. He spent many more years, and won many more races (even National Championships), as one-of-the-boys in Club Racing, than this reviewer had been aware.

Chapter 3 deals with Paul’s ups and downs as a race team owner or co-owner, and the many prominent motor racing figures he interfaced with or employed. It is made clear that his teams were successful because of his devotion to the sport, and his hands-on participation in every aspect of the racing programs.

Chapter 5 gives insight into Newman’s penchant for having ‘sleeper’ beetles and Volvo station wagons. There is also more movie involvement - the TV Documentary, Once Upon a Wheel, and serving as narrator for the iMAX Super Speedway, and Dale about Dale Earnhardt.

WINNING is soft bound with 176, 8x10-1/2 inch matte pages, including 172 color and 28 b&w illustrations. It should be available from your favorite book seller (ask for it), or for $14.39 from https://www.quartoknows.com/Motorbooks.
BOOK REVIEWS FOR PORSCHEPHILES
by Bruce Herrington, Orange Coast Region

Essential Buyers Guide – PORSCHE 986 Boxster
Essential Buyers Guide – PORSCHE 911 (996)

These books are part of an extensive British series of buyers guides for mostly ‘sporty’ cars and motorcycles. Some of the guidance is generic – ‘make sure the vehicle numbers match the paperwork’, ‘place a magnet on the bodywork; if it doesn’t stick find out why’, etc. But a great deal is very specific including features distinguishing MkI Boxsters from MkII.

At $25 for a 64 page paperback, these books may seem pricey. But through specific guidance or by stimulating a buyer-beware-mentality, they could prevent mistakes easily ten or 100 times more costly. With this in view, chapter 9 of these books consists of a comprehensive check list of features that should be considered and a system for scoring the condition of any vehicle being considered. The books also include a useful list of questions to ask the seller and an entire chapter on key points to inspect on each car/model.

Directed at car buyers not Porsche enthusiasts, these books offer suggestions of comparable automobiles to consider. There is even an entire chapter on how to determine ‘is this the right car for you?’, by checking headroom, legroom, insurance costs, garage space requirements, luggage capacity, service availability, repair costs, etc. Unique to these books are tables of relative value for every year-model-configuration.

The guidance, though often specific, is presented in a casual, conversational tone; not negative but very cautionary about all the possible pitfalls, financial and life style, in the ownership of either of these models. Definitely designed to give the reader second thoughts about a purchase before, rather than after, completion of the sale.

Recommended tools of inspection include mirror-on-a-stick, “Torch”, and a digital camera or cell phone with camera function. Including a second pair of eyes, coupled to a brain with a different perspective on purchase, is also a worthwhile suggestion.

There are seventeen chapters, ranging from ‘Is it the Right Car for You?’ through ‘Before You View’ to ‘Vital Statistics’. The Vital Statics chapter contains enough data to satisfy the most nerdy of Porsche enthusiasts.

The Boxster book provides data on, among other things, the 3 engine types as well as 6 transmission and the weights of 6 different configurations. The 996 (911) book includes 11 headings, 8 brakes, 7 basic model dimensions and 9 different model weights. Tire section lists 16 types for the 996, with such arcane info as that Michelin Pilot Sport N1 is approved only for 2w drive. The Boxster book lists 21 approved tires distributed amongst the three wheel sizes.

Each book is 64, 5-3/4 x 7-3/4 inch pages, with a detailed index and 5 pages of ads. These guides are very worthwhile for anyone contemplating purchase of a Porsche model with which they are not personally familiar. The comprehensive statistical information is potentially worthwhile to a current owner. These books should be available from your favorite bookseller (ask for them) or from quartoknows.com. Note that by the time you read this, the 996 book may be ‘out of print’. If so, the 997 books (Gen1 and Gen2) should be very adequate alternatives.
Say It Ain’t So!
by Danielle Badler

Geesh. Two thirds of a page in The New York Times under the headline “Classic Car Museums Are Losing Much of Their Luster.” It’s another sad day for gear heads.

Exhibit A is the Auto Collections at the Linq Hotel & Casino in Las Vegas, which was formerly known as the Imperial Palace Hotel. Have you been there?

The space consumes virtually the entire fifth floor of the hotel, and it has for the last 40 years. Up until 1999, the venue hosted the personal collection of hotel owner Ralph Englestad. That’s when Don Williams took over the space, showcasing some 150 to 200 cars at a time. He got it rent-free, in exchange for the hotel pocketing ticket and merchandising revenue.

The article quotes Rob Williams, Don’s son, sitting at a “wooden desk on one end of 125,000 square feet of emptiness.”

“I can’t wait to close the door and walk away. I don’t want to remember this place like this,” he says.

In its prime, the space hosted some 3,500 visitors a day, making it one of the most popular daytime attractions in Sin City. By the end, according to Williams, attendance was down to fewer than 1,000 per day.

The museum closed its doors last New Year’s Eve. And most of the cars were auctioned off.

Hostetler’s Hudson Auto Museum in Shipshewana, Indiana came to the same fate on the same day. A year earlier, the Walter P. Chrysler Museum, on the campus of Fiat Chrysler outside Detroit, was shuttered. And, a few months before that, the Riverside International Automotive Museum, the last physical remembrance of that once-fabled track, also bit the dust.

What’s going on? According to the Times article, Kurt Ernst, editor of the classic-car news site Hemmings Daily, included the following in his five predictions for 2018.

“Expect to see more museums close and more collections head to auction,” he said. And Ernst added, “If you have a favorite museum, 2018 will be a good year to pay it a visit, or better yet, make a cash donation.”

Then there’s Matt Anderson, a curator at the Henry Ford Museum of American Innovation in Dearborn, Michigan, and president of the National Association of Automobile Museums. He says in the Times article that his members are “struggling with this realization that younger folks aren’t into cars the way their parents and grandparents were.”

But wait. There are some rays of sunshine. Take the Indy 500 Museum in Indianapolis. The Shelby American Museum in Boulder. The Petersen Automotive Museum in Los Angeles, which underwent a $180 million renovation, before reopening in 2015 as a glittering car palace.

Or the Gilmore Car Museum in Hickory Corners, Michigan, which lets visitors take lessons on driving a vintage Model T. The catch? You have to book ahead. And the Simeone Foundation Automotive Museum in Philadelphia, which hosts twice-monthly “demonstration days.”

What’s different at these facilities? According to the article in The Times, these venues have tried to offer “unusual experiences and a different mix of wares.” Although, whether this works long-term, is anybody’s guess.

I’ve tried to help it along. For Father’s Day last year I got my daughter and son-in-law a family membership at the Petersen, which is close to where they live. They take my two grandsons, almost four years old and one, to see the “cool cars” on a regular basis. To spur interest, every time I visit I bring along Tonka toys for them to play with, mostly of Porsches. And we practice saying “PorSHA.”

So, to a certain extent at least, there’s still a lot of interest out there, among young and old. Car shows abound, as do Cars and Coffee get-togethers. My daughter informed me that, for Father’s Day this year, they took the boys to Rodeo Drive for the annual display of exotics.

But I wonder whether this will be sustained. Will my grandsons ever actually drive a car, by the time they come of age? Will they care? I don’t know. I just hope I’ll be around to find out.

According to the Times story, museum closings are not entirely doom and gloom. Kevin Biebel, chair of the Saratoga Auto Museum, says that these shutdowns often mean the cars are going to new collectors.

“They’re not going to the crusher,” Biebel notes. “They’re not getting turned into soda cans…. They might not be that tourist attraction, but they might very well be the next making of another car collection.”

I sure hope so. Although it sounds like the cars won’t exactly be open to public enjoyment. Rather, they could very well be locked up tight in private warehouses, only to see the light of day at special events and at specialized car shows.

Oh well. It’s better than scrap iron, I guess. I have my memories and I’ll cherish them always.
Dean was killed in a car accident on Sept. 30, 1955 on California’s State Route 46 when the Porsche 550 Spyder he was driving collided with a 1950 Ford Custom Coupe driven by a local motorist that was turning across an intersection and couldn’t see the Porsche in the low afternoon sun. While Dean’s passenger, Porsche factory mechanic Rolf Wütherich, was ejected from the vehicle and ultimately survived, Dean succumbed to his injuries almost instantly.

Almost ironically, Dean and Wütherich were on their way to compete in a race in Salinas, California, and Wütherich had encouraged Dean to drive his new Porsche from Los Angeles to the race to break it in, receiving a speeding ticket along the way before that fateful accident.

The 550 Spyder (which Dean dubbed “Little Bastard” at the suggestion of his language coach) was famously difficult to drive, as it was Porsche’s first factory attempt at a pure-bred race car. In fact, Alec Guinness (who famously portrayed Obi-Wan Kenobi in Star Wars), reportedly told Dean just a week before his death that if he got behind the wheel of “Little Bastard,” he’d be found dead within a week.

Curiously, even after the accident, the “Little Bastard” developed a reputation for being cursed, as the wreckage (which had been repurchased by the original seller, George Barris) slipped off its trailer and broke a mechanic’s leg. Subsequently, repaired drivetrain parts from Dean’s Porsche that were used in later 550 Spyder models were involved in a wreck that took the lives of two other customers.

The tires were re-used as well and subsequently blew out, causing yet another wreck.

Convinced that the car was cursed, it was given by Barris to the California Highway Patrol to be used as an educational tool on the dangers of speeding, but the first exhibit that housed the car burned down, leaving the wreckage of “Little Bastard” curiously unscathed.

The Porsche was then moved to the next exhibition at a high school, where it slipped off the display and broke the hip of a local student. The wrecked Spyder was subsequently involved in an accident when the truck carrying it lost control, the truck’s driver crushed by the wreckage in the ensuing accident.

Almost no car in history has been involved in quite the amount of tragedy as Dean’s “Little Bastard,” and to this day, painstaking replicas of the 550 Spyder are produced and sold all over the world, if not only for its status as the car that killed such a prolific star, but also as the earliest example of the first foray into motorsport for one of the world’s most successful racing brands.

Less than 90 original 550s were ever produced, 14 of which were used as factory racers. Fewer than 40 of them came to the United States, and original examples have sold at auction for as much as $6.1 million while high-quality replicas can run as much as almost $500,000 for custom orders.

Editor’s Note: The following story was found on the internet without credit to its author.
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