The carpool lane really is faster.

Five seats. Invigorating power. The kind of performance only 70 years of sports car heritage can produce. In the new Cayenne, the carpool lane is yours for the taking. And then some. Porsche. There is no substitute.

The new Cayenne. Sportscar Together.

Porsche North Scottsdale
18000 N. Scottsdale Road
Phoenix, Arizona 85054
(855) 901-8818

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GOING PLACES
porsche club of america, arizona region

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AZ.PCA.ORG

March 2019
Cover: Kevin’s 1970 911 T Coupe
2019 Barrett-Jackson Car Auction
Scottsdale, AZ
By Ken Gilchrist

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# 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.

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**JULY 2019**

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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.
Another month has flown by and the coming month will have some great events. One of the most important is our new member event on March 23. Jen Bartling has been planning a great event at a new venue with opportunities for new members to learn about all of the events we hold during the year. The Region will be subsidizing this event and I encourage all members, new and old to come and mingle for a great day.

I have been taking my Cayenne off road the last two weekends to find a tour route. I am impressed at how well the vehicle handles the rough roads and I have seen some beautiful scenery only possible from these trails. The first event will likely occur in April and will be easy and fun, so if you have a Cayenne or Macan, please plan on joining us on this adventure.

As I prepare this article for the newsletter, I have reflected back on the president’s article I wrote 10 years ago for this newsletter. Many of the things I said are still true today; we have a very active region with many and varied events and we need volunteers. In April 2008, we had a Verde Canyon Railroad tour which sold out. There was also discussion of the upcoming Southern Arizona Region Cinco de Mayo event. Many Southern Arizona Region members come to our annual Phoenix Flight event and I hope that many of you will reciprocate and participate in their event. This is an excellent opportunity for first time concour participants to get a good start, since it is a smaller event and you have a better chance of winning a trophy!

I also noted that I put in a request for volunteers. Our Region only functions because of the great volunteer efforts of our members. The club is always in need of volunteers for a few important jobs, some small and some large. First and foremost we are still seeking a chair to help organize this year’s Phoenix Flight. The board is actively looking for a new venue this year that will be as good or even better than this past year. Although chairing this event takes lots of planning there are many hands to help but we need an organizer to lead the team. If you haven’t volunteered to help the club ask someone who has about their experience. I doubt if you will find anyone who has not enjoyed the camaraderie and friendships they have developed in making our region one of the best and most active in the country.

Drive safely.

In the beginning I looked around and, not finding the automobile of my dreams, decided to build it myself. Ferdinand Porsche
Porsche Chandler
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Porsche Chandler, a luxury experience encompassing Sales, Service, Parts & Accessories in the heart of the East Valley. Offering complimentary Porsche mobile services and door-to-door Sales & Service vehicle delivery. Showcasing the finest selection of New, Certified, Pre-Owned and Classic Porsche models. Conveniently located North of the Santan 202 Freeway on Gilbert Road.

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Chandler, AZ 85226
480-994-7000
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REGION ANNOUNCEMENTS

Porsches and Pancakes
Saturday, March 16, 2019

Our March Porsches and Pancakes breakfast will be at "THE PLACE". A restaurant located at 5171 West Bell Road in Glendale, AZ 85308. This has become quite a popular breakfast and lunch spot that is locally owned. It's easy to find with lots of parking around it, especially early in the morning!

You can arrive as early as 6:30 a.m. or as late as 7:45 a.m. for breakfast with the group. We will be in a separate room that holds a maximum of 52 people. You can order anything on the menu, and you can see the menu online at http://theplacearizona.com.

Please sign up on our website even though you don't have to pay in advance, we do need a count of approximately how many people will be attending.

Hope to see you in March at "The Place". Come early, stay late!!

Registration required and ends on Thursday, March 14th, at midnight.

For more details go to: http://az.pca.org/event/porsches-and-pancakes-at-the-place/
REGION ANNOUNCEMENTS

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

Maggiano’s Little Italy
16405 N Scottsdale Rd,
Scottsdale, AZ 85254

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

Menu: (Note – Anyone with dietary restrictions, let Mark Baker know)
First Course – Bruschetta and Salad
Second Course – Spaghetti with Marina Sauce and Chicken Parmesan
Third Course - Lemon Cookies

Registration required and ends on Sunday, March 3rd, at midnight
For more details go to:
http://az.pca.org/event/monthly-meeting-at-maggianos/

April Membership Meeting
Wednesday, April 3, 2019
6:00 p.m.* - 8:00 p.m.

Porsche Chandler
1010 S Gilbert Rd.
Chandler, AZ 85286

Join your fellow AZPCA members for the April Monthly Meeting at Porsche Chandler. Our friends at the dealership will provide a great evening of food and beautiful Porsches.

*If you are interested in doing a test drive of a 911, Panamera, Boxster, Macan or Cayenne sign up before 5:00 p.m. Test drives: 5:00 p.m. - 6:00 p.m.

Parking Location: Rear lot accessed from the South Gate (room for 70 cars)
Food: Buffet – starts at 6:30 p.m. in dealership Service bay area
Club Business: 7:15 p.m.
Concludes: 8:00 p.m.

To Register go to:
http://az.pca.org/event/monthly-meeting-at-porsche-chandler/

Use the link under “Details”. RSVP deadline is on March 29, 2019 11:59 P.M. MST.
Kartchner Caverns/Bisbee/Tombstone Overnighter

Saturday-Sunday, March 16-17

Come along on an overnight trip to Southern Arizona to Kartchner Caverns, Bisbee, and Tombstone.

We will meet at the Cracker Barrel Old Country Store near Chandler Blvd/I-10 and take the drive south through Tucson and on to Kartchner Caverns, voted "Best Arizona Attraction" by USA Today readers (I guess the Grand Canyon is not considered an “attraction!”). After touring the amazing caverns we will head toward the quaint and historic mining town of Bisbee. The afternoon is on your own to view the immense Vendere Pitchine, tour historic streets, and visit the unique shops and other interesting sites in the once boomtown now. Plans for the evening include a social gathering at the Copper Queen Hotel before retiring.

On Sunday we’ll gather after breakfast for the short drive to Tombstone, "The Town Too Tough to Die," home of Boothill Graveyard, the Birdcage Theatre, and the O.K. Corral. Not to mention Big Nose Kate’s Saloon. After spending time taking in the sites and attractions in this most “authentic” of western towns we’ll have a couple options for the return route, or you can return back to the Valley on your own.

Pre-registration is required on MotorsportReg.com. Go to the event page on the club website for details — [http://az.pca.org/event/kartchner-bisbee-tombstone/](http://az.pca.org/event/kartchner-bisbee-tombstone/). Attendance is limited, so don’t wait to sign up!
REGION ANNOUNCEMENTS

New Members’ Day
Saturday, March 23, 2019
10:00 a.m. - 1:00 p.m.

Culinary Dropout: The Broadway Room at The Yard in Tempe
149 S Farmer Avenue
Tempe, Arizona

Attention all members!

This year we have an exciting new format for New Members’ Day to welcome and celebrate our new club members. This event is an opportunity for our members to meet the 2019 Board of Directors, the chairpersons, and other club members for a lunch and learn in the Broadway Room at The Yard in Tempe where you will enjoy a catered lunch and learn all about your club.

The program includes presentations from the board members and chairpersons about their areas of responsibility and club activities, as well as how to use the AZPCA website and sign up for exciting club events. After lunch, there will be an opportunity to discuss individual topics one-on-one with board members and chairpersons.

Located in the heart of The Yard at Farmer Arts District in Tempe, Culinary Dropout serves classic meals done right. The Broadway Room, located at the North side of The Showcase Room, features an inviting industrial atmosphere with original vaulted wood ceilings. An assortment of menu items at food stations will be provided along with non-alcoholic beverages. A cash bar will also be available during the event.

The event will cost $10 per attendee, with remaining costs subsidized by the club. The attendance fee will be refunded to all new members who have joined the club in 2018 or 2019 once your attendance has been verified at check-in.

Registration for the event will be open until Sunday night, March 18, so don’t delay! To register, go to our website at: [http://az.pca.org/event/new-member-event/](http://az.pca.org/event/new-member-event/)

Follow the link provided under the event details to register for the event.

Hope to see you all there!
Autocross #6 Results
by Rick Althouse and Kim Kemper

Here are the results from last Saturday's (January 26, 2019) autocross at Arizona Motorsports Park. The first chart below, contains the raw times from all of the runs, so add 2 seconds to the time where a cone is noted. The second chart on the right, is the Top Time of Day Everyone's best time then arranged from the fastest down. Congratulations to Ken for capturing TTOD!

Saturday morning was cool and crisp with temps in the 40s. A gentle breeze intensified by mid morning as the temperature climbed to the low 70s. Another perfect day for an autocross! Kim designed another fun course. He, Jim E. and David F. set up the course on Friday afternoon - THANKS - so the remaining preparations in the morning went by quickly.

I also want to thank Rob T. for the bagels, we all appreciated them! Another satisfying lunch of hot dogs, sodas, and chips was provided by Pat the Hot Dog Lady. The afternoon session was completed around 3:00 p.m.

Thanks to everyone for pitching in and helping to take down and put away all of the equipment, cones and timing gear. We couldn't do these events without your help! We hope to see you all again next month!

Rick
and
Kim

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<th>CAR</th>
<th>RUN 1</th>
<th>RUN 2</th>
<th>RUN 3</th>
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<th>RUN 7</th>
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<td>56.650+1</td>
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</tbody>
</table>
2019 AUTOCROSS SEASON

Saturday, April 13, 2019 AMP Skidpad
Saturday, May 4, 2019 AMP Skidpad
REGISTER ONLINE at az.pca.org

DRIVER EDUCATION EVENTS 2019

Last Event of the Season!
Saturday, March 9, 2019 AMP Skidpad

To Register:

www.motorsportreg.com/events/az-pca-driver-education-track-event-arizona-motorsports-park-299533
Saturday Drive to Jerome
April 6, 2019
9:00 a.m. - 1:00 p.m.

Lunch at the Asylum Restaurant in the Grand Jerome Hotel

Nuts About The Asylum

Join your fellow AZPCA buddies on a Saturday Drive over twisty Mingus Mountain to scenic Jerome, with lunch at The Asylum Restaurant, located in the historic Jerome Grand Hotel. The Asylum Restaurant has been chef owned and operated since 2001. We can only reserve seating for a maximum of 45 members, so please register early.

We'll meet at the First Watch Restaurant (formerly The Good Egg) on North Valley Parkway near I-17 and Carefree Highway). Driver briefing at 9:00 a.m. with a 9:15 a.m. departure.

Meeting Start location:
First Watch
34948 N. North Valley Pkwy (near I-17 and Carefree Highway)
Phoenix, AZ 85086

Date: Saturday April 6, 2019
Time: 9:00am to 1:00pm

Location: First Watch 34948 N. North Valley Pkwy (near I-17 and Carefree Highway)/ Jerome Grand Hotel 200 Hill St, Jerome, AZ

Cost: Based on what you order (pay when you arrive)
Maximum # of Attendees: 45

Please register using the website calendar link below.
http://az.pca.org/event/sunday-drive-to-jerome/

RSVP deadline is midnight March 31st.
Ironwood Grill at Anthem Country Club
Brunch’a Little

On the heels of the five past years’ of very successful events, we will again return to the elegant Ironwood Grill at the Anthem Country Club for another signature event, with both indoor and outdoor seating available at your option!

Please save the date for this special event, and plan to join us on Saturday, April 13th. Since we will likely exceed 55 Porsches and expect in excess of 100 enthusiasts, secure your spot now. Forget the red zones in front of the main entrance, this is a Porsche event, and we’ll have the cars lined up around the circular drive and let them overflow into the parking lot once again. Check-In opens at 8:30 a.m., with food served at 9:00 a.m.! There will be no onsite registration and you must make your reservation and pay on-line in advance.

To entice those of you who missed this event last year, we thought you would like to see what you missed, all for an all inclusive $24/person again this year (all-in,Fully inclusive):

**Healthy, Sweet, Savory Buffet**

Fresh Sliced Fruit Display
French Toast
Asparagus, Mushroom and Gruyere Strudel

**EGG STATION**
Prepared to order with Peppers, Onions, Mushrooms, Spinach, Tomatoes, Ham, Bacon, Sausage, Cheddar, Salsa and Swiss and Feta Cheeses!

Coffee, Decaffeinated Coffee, Tea, Grapefruit & Orange Juices

Maria and I are excited by the prospect of welcoming you to experience the best of Anthem Country Club, please join us and reserve now!

Event Organizer: Frank Grimmelmann

Register at: [http://az.pca.org/event/anthem-country-club/](http://az.pca.org/event/anthem-country-club/)
REGION ANNOUNCEMENTS
ARIZONA REGION MEMBERSHIP UPDATE

by Richard Wyatt, Membership Chair

WELCOME NEW MEMBERS!

Oliver Baltazar
Chandler, AZ
2014 911 Carrera 4S

Katrina Cayce
Gilbert, AZ
2010 Boxster

Mark Dunkel
Scottsdale, AZ
2006 911 Carrera 4S Cabriolet

Scott and Pamela Fischer
Phoenix, AZ
2000 911 Carrera Cabriolet

David Haag
Scottsdale, AZ
1971 914

David Hobin
Surprise, AZ
2014 Boxster

Ealing Jahn
Mesa, AZ
2012 911 Carrera S

Marwan Joury and Lisa Cerilli
Phoenix, AZ
2007 Cayman S

Donald MacKenzie
Phoenix, AZ
2008 911 Carrera S Cabriolet

Victor Milianti and Kim Lafontaine
Cave Creek, AZ
2003 911 Carrera

Tom Murray
Gilbert, AZ
2014 Boxster S

Robert Nicoletti
Scottsdale, AZ
2014 911 Carrera

Joseph Ortega
Fountain Hills, AZ
2015 911 Carrera

Waymond Parker
Goodyear, AZ
2006 911 Carrera S

Brian Scott
Scottsdale, AZ
1969 912

Brandt Stuns
Phoenix, AZ
2018 718 Cayman S

Francis Tyrol
Cave Creek, AZ
2015 Panamera Turbo S

Natalie Wesner-Goschisnki
Phoenix, AZ
2009 911 Carrera

Eric Williams
Lake Oswego, OR
2017 718 Boxster

Recent Transfers In

James Azzinaro III
Scottsdale, AZ
2006 Cayman S
Transfer from Metropolitan New York (MNY)

R David Rees and Jamie Powers
Peoria, AZ
2000 Boxster
Transfer in from Mardi Gras (MG)

James and Janet Thole
Fountain Hills, AZ
2001 911 Carrera
Transfer in from Nord Stern (NST)

David Wittig
Phoenix, AZ
2008 Boxster S
Transfer from Chicago (CHO)

Welcome to the Arizona Region!
We look forward to meeting each of you in person at a future event.
FYI - New Members' Day - 3/23/2019
HAPPY PCA ANNIVERSARY!

Congratulations to these members who are observing a PCA membership anniversary in March. 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.

### 46 Years
- Brian Richardson

### 44 Years
- Paul Fairchild and Melinda Kornblum

### 43 Years
- Robert and Joan Kilburn

### 39 Years
- George and Arla Zimmerman

### 38 Years
- Craig Binder and Linda Jensen

### 32 Years
- Charles and Lois Folk

### 31 Years
- John and Emma Hillend

### 29 Years
- David A Sherf

### 28 Years
- Bernhard and Catherine Meyer, David Derr and Sybil Solis-Derr

### 25 Years
- Jonathan and Kristin Luse

### 24 Years
- Billy and Diane Morgan

### 23 Years
- Mark and Marybeth Howard

### 22 Years
- David and Mari Laube, Michael Carver and Ellie Fenton

### 19 Years
- Brian Porcelli, Steven Wall and Lorri Ellingsworth

### 18 Years
- Ronald King, Gregory and Dierdre Furseth, Glenn Butler

### 17 Years
- Patrick Bryson, Bob and Ann Bandera, Gail Brinkman

### 16 Years
- Craig Reeder, Chuck and Denise Brasille, James Roberts, Gary and Pam Swanson, Daniel and Nancy Maloney

### 15 Years
- Richard Sourbrine, Gary Gibson, Thomas and Cynthia Knudsen

### 14 Years
- Rick and Karen Althouse, Clifford Loader, Nancy Bowland, Safder and Aisha Rabbani, Ettore Balletto and Wendy Ann Saint

### 13 Years
- John and Leslie Richardson

### 12 Years
- Kurt and Alice Meyer, Grace Guarino and David Engstrom

### 11 Years
- William and Catherine Franklin, Bruce Hatlin and Renee Delgato

### 10 Years
- Todd Logan

### 9 Years
- Kim and Ellen Kemper, Jennifer and Brian Elliott, Denver and Patricia Pittman

### 8 Years
- John and Elaine Berquist, Francisco and Jacqueline Mendes, Roger Moody, Kevin and Teresa Baker, Tom Crowe, Linda Lessor

### 7 Years
- Joe Crisp, Joseph and Alicia Holmes

### 6 Years
- Rees Candee

### 5 Years
- Tim Dudzik, Joe Brown and Jennifer Solomon, Jonathan and Morgan Belancourt, William and Nicola Gilmour

### 4 Years
- Eric Archer, James Schafer, Norbert O’Donnell, Mike Bachara, Joe and Shelley Sump, Mike Swift

### 3 Years
- Narayanan and Sumara Mandala, Tom Harvey, Jeff Flaherty and Kelly Parker, Robert Guerena, Walter Johnson and Jacqueline Jensen, Dmitri Whelan, Robert Voit

### 2 Years
- Michael Seuman, William Lucia, Robert Saxon, Robert Seals, Marcus Kurschat, Kale Keltz

### 1 Year
- Fred Campbell, Spencer Piller, Joseph Kurtus, Gregory Varela, Edgar and Sheila Unrein, Todd Lejkowitz, Michael Rust, Jeremy Buckner, Ian Larson, Joseph Calderon, Simpson Carter, Curtis S. Amand, James Azzinaro III, Joni DiMino, Jeannie O’Donnell, Gina Bachara, Patricia Felotch, Joy Bickham, Fraser Elliott

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**MEMBERSHIP by the numbers**

1,119 Members

634 Co-Members

1,753 Total
Meet A Member

The AZPCA is made up of a wonderful group of members. As Going Places Editor, I would like to introduce featured members, Ron and Janet Green.


2. What Porsche(s) do you have? 1976 914-2

3. Where are you from? Recently we moved from New Mexico. I lived in Albuquerque, Santa Fe, and Los Alamos over the years. Originally from Tucson, but left Arizona after finishing my undergraduate work at ASU. Finished graduate school at USC and moved around between Portland, Oregon, So Cal, and New Mexico, where I found my home.

4. Family? Two children both in their 20's, both college educated, self sufficient (phew!) and living on their own (double PHEW!).

5. Work background or trade? Computer Engineer, Technology Evangelist and Manager.

6. What makes your car special? Only two owners, both from New Mexico. This is it’s first year garaged outside of New Mexico since 1976. Always garaged. Totally stock. Last year for 914 and it has EVERY conceivable option including a somewhat rare handling package. But no garage queen, it is approaching 200K miles of joy ripping up mountain roads around New Mexico. I dropped the motor and transaxle at 176K about 17 years ago and did a total rebuild - well with the precision help from a good machine shop. I did the dirty work of teardown and re-assembly of everything. It runs like a new car.

7. Next upgrade? Body work is really overdue. Original paint, some dings, minor rust on body panels lower. Needs to be stripped to the metal, dings patched, clean spray. It looks gorgeous from 10 feet however; not so urgent. Oh I need a secondary oil cooler here in this desert - it was marginal in Albuquerque summers, it’ll be red-lined on the temp gauge here in the summer.

8. Have you personalized your car? Why? It’s perfect as-is in stock configuration.

9. Favorite memory with a car? First drive on the High Road to Taos with the Targa top off!

10. Why did you buy your Porsche? I had an Uncle with a 914. I get approached just about every day by someone who owned a 914, or drove one back in the day. Lots of joyful memories from everyone who sees it.

11. High school nickname? Racin’ Ron - My crowd were hot-rod ing muscle cars and playing with old MGs and Triumphs for kicks. I total gear head like my peers.

12. Top 3 dream cars you would own? All convertibles or Targas - why would you box yourself in when you live in the Southwest? 2005ish Boxster, Jag XKE, Porsche 912. I’m into touring, buzzing up mountains chasing monsoons not sweating around a track.

This is our 914 “Cato”.

| 16 |
Well baseball spring training has started and I am back at Salt River Fields for the season selling tickets and enjoying the games. Both the Arizona Diamondbacks and Colorado Rockies play at this stadium, which means there is a game here everyday!

Our members have sent me some great articles for this month’s issue. Also check out the newsletter calendar and our website for all the details on upcoming events. Don’t miss out because you procrastinated on signing up!

I also want to acknowledge some of our loyal, long-time member celebrating AZPCA anniversaries for March:
- 46 Years - Brian Richardson
- 44 Years - Paul Fairchild and Melinda Kornblum
- 43 Years - Robert and Joan Kilburn
- 39 Years - George and Arla Zimmerman
- 38 Years - Craig Binder and Linda Jensen
- 32 Years - Charles and Lois Folk
- 31 Years - John and Emma Hillend
- 29 Years - David A Sherf
- 28 Years - Bernhard and Catherine Meyer
  David Derr and Sybil Solis-Derr
- 25 Years - Jonathan and Kristin Luse

The winner of the Writer’s Drawing for the March issue of Going Places is Kevin Gilchrist for “Barrett-Jackson Shock!” He will receive a $30. 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, consider writing a short story of your experience. Who knows, you might even win!

Hope to see you at the New Members’ Day event.

Angela

Looking for a new place to park your Porsche?
Call the Brasiles, your AZPCA-member REALTORS®! Whether you are looking for a first or second home, a retirement home, or a relocation, we promise responsive attention to your real estate needs and a reliable and resourceful management of your transaction with integrity.

Chuck Brasile 602.741.5338  Denise Brasile 602.741.5339
No one wants bad things to happen. But sometimes our ability to self-determine our own lives is unexpectedly taken away by rule-breakers. When that occurs, we hold rule breakers accountable, for full and fair compensation for the harms caused.

Attorney Robert J. Hommel has over 30 years experience dealing with injury claims and insurance denials of benefits you paid for.

PCA member
480-778-0123

ArizonaInjuryAndInsurance.Law

PORSCHIE INSURANCE
“No More Emission Testing”

HAGERTY
Collector Car Insurance

Russ Beyer (480) 860-2899

PATRICK MOTORSPORTS
Arizona’s largest independent PORSCHE service center.
602.244.0911 PatrickMotorsports.com

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
Hey Autocrossers;
Here are the results from Saturday’s autocross (February 23). The first chart below, contains the raw times from all of the runs, so add 2 seconds to the time where a cone is noted. The second chart on the right, is the Top Time of Day Everyone’s best time then arranged from the fastest down. Congratulations to Ken for setting the TTOD!

Early Saturday morning was downright cold - especially by Arizona standards! With dawn and the daylight, the view of snow on the Estrellas and the White Tanks was amazing and very rare.

Kim designed another great course and had it set up during a break between the rains on Friday. Thanks so much for doing this! We got everything set up quickly, had the course chalked /marked, safety inspections completed, with plenty of time to walk the course. Everything ran smoothly throughout the day. Temperatures warmed to the low 50s with very little wind which made for a comfortable day weather wise.

We enjoyed a nice lunch provided by Pat the Hot Dog Lady. Thanks to everyone for helping with set up and tear down and stowing equipment at the end of the day. We really appreciate all that you do to help us!

We look forward to seeing everyone again at the next event in April.

### Autocross #7 Results

**by Rick Althouse and Kim Kemper**

**AHPCA A-X #7 February 23, 2019**

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>CAR</th>
<th>BEST RUN</th>
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<tbody>
<tr>
<td>Ken O</td>
<td>2003 BMW M3</td>
<td>46.851</td>
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<tr>
<td>Jim M</td>
<td>2004 Dodge Viper</td>
<td>49.474</td>
</tr>
<tr>
<td>Kim K</td>
<td>2016 Porsche GT3 RS</td>
<td>49.51</td>
</tr>
<tr>
<td>Eric S</td>
<td>2006 Porsche 911</td>
<td>49.888</td>
</tr>
<tr>
<td>John V</td>
<td>2010 Dodge Viper</td>
<td>50.012</td>
</tr>
<tr>
<td>Steve A</td>
<td>1990 Mazda Miata</td>
<td>50.138</td>
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<tr>
<td>Brian M</td>
<td>2016 Corvette</td>
<td>51.073</td>
</tr>
<tr>
<td>Don L</td>
<td>2015 Porsche Cayman GT4</td>
<td>51.605</td>
</tr>
<tr>
<td>Mathias A</td>
<td>2014 Dodge Viper</td>
<td>51.885</td>
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<tr>
<td>Jason S</td>
<td>2003 Corvette Z06</td>
<td>52.702</td>
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<td>Jon R</td>
<td>2014 Porsche Cayman S</td>
<td>53.077</td>
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<tr>
<td>Dave M</td>
<td>2004 Honda S2000</td>
<td>53.362</td>
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<tr>
<td>Ealing J</td>
<td>2012 Porsche 911</td>
<td>53.775</td>
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<tr>
<td>Marc T</td>
<td>1976 Porsche 914</td>
<td>53.901</td>
</tr>
<tr>
<td>Myers H</td>
<td>2013 Scion FRS</td>
<td>54.958</td>
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<tr>
<td>Rick A</td>
<td>2008 VW Rabbit</td>
<td>55.409</td>
</tr>
<tr>
<td>David E</td>
<td>1991 Chevy Corvette</td>
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<tr>
<td>Bill S</td>
<td>2015 Porsche Cayman GTS</td>
<td>57.77</td>
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<tr>
<td>Nathan A</td>
<td>2010 Porsche Cayman S</td>
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<td>Jason T</td>
<td>2014 Ford Fiesta ST</td>
<td>58.652</td>
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<tr>
<td>Nick A</td>
<td>2017 Ford Fiesta ST</td>
<td>59.902</td>
</tr>
<tr>
<td>Philippe M</td>
<td>2007 Porsche 911 Turbo</td>
<td>60.034</td>
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<tr>
<td>Thomas H</td>
<td>2013 Ford Focus SEL</td>
<td>60.146</td>
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<tr>
<td>April L</td>
<td>2015 BMW 228i</td>
<td>61.109</td>
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<tr>
<td>Valerie M</td>
<td>2007 Porsche 911 Turbo</td>
<td>77.01</td>
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### AZPCA A-X #7 February 23, 2019

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>CAR</th>
<th>HEAT 1</th>
<th>HEAT 2</th>
<th>CONES</th>
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<td>Philippe M</td>
<td>2007 Porsche 911 Turbo</td>
<td>RUN 1 RUN 2 RUN 3 RUN 4</td>
<td>RUN 5 RUN 6 RUN 7 RUN 8</td>
<td>CONES</td>
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<tr>
<td>April L</td>
<td>2015 BMW 228i</td>
<td>63.458+1 63.36 61.943 61.469</td>
<td>62.517 62.954 60.034 62.323</td>
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<tr>
<td>Eric S</td>
<td>2006 Porsche 911</td>
<td>51.163 50.83+1 51.09 50.688</td>
<td>50.73 49.888 49.999+1 51.178</td>
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<tr>
<td>Mathias A</td>
<td>2014 Dodge Viper</td>
<td>52.214 53.328 52.204 51.885</td>
<td>52.392+1 52.378+2 51.910+1 51.533+1</td>
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<tr>
<td>Myers H</td>
<td>2013 Scion FRS</td>
<td>56.719 54.807 55.807 55.757+2</td>
<td>55.122 55.484 55.723+1 55.233</td>
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<tr>
<td>Brian M</td>
<td>2016 Corvette</td>
<td>70.722 53.864 51.756+1 51.668</td>
<td>52.527 52.273 51.073 51.25</td>
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<tr>
<td>Steve A</td>
<td>1990 Mazda Miata</td>
<td>51.005+1 51.103+1 51.457</td>
<td>50.138 50.532+1 50.766 57.632+3</td>
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<tr>
<td>Nathan A</td>
<td>2010 Porsche Cayman S</td>
<td>DNF 50.881 60.881</td>
<td>58.305 57.371+1 58.064+1 58.035</td>
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<tr>
<td>Jon R</td>
<td>2014 Porsche Cayman S</td>
<td>55.134 54.915+1 54.304 53.402+2</td>
<td>54.774+1 53.077 53.441 53.829+1</td>
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<tr>
<td>Valerie M</td>
<td>2007 Porsche 911 Turbo</td>
<td>77.01 DNF 83.329 79.191</td>
<td>DNS DNS DNS DNS</td>
<td>DNS</td>
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<tr>
<td>Nick A</td>
<td>2017 Ford Fiesta ST</td>
<td>65.434 62.384 61.153 60.58</td>
<td>60.265 60.274 60.779 59.902</td>
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</tr>
<tr>
<td>Rick A</td>
<td>2008 VW Rabbit</td>
<td>56.065 55.63 55.321+1 DNF</td>
<td>56.954 55.409 55.806 55.899</td>
<td>1</td>
</tr>
<tr>
<td>David E</td>
<td>1991 Chevy Corvette</td>
<td>57.997 57.443 57.462 57.138</td>
<td>57.33 56.911 56.425 57.161</td>
<td>1</td>
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<tr>
<td>Thomas H</td>
<td>2013 Ford Focus SEL</td>
<td>66.525 64.964 63.88 63.87</td>
<td>60.678 60.146 60.658 60.308</td>
<td>1</td>
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<tr>
<td>Jason S</td>
<td>2003 Corvette Z06</td>
<td>54.694 53.703 52.702 53.741</td>
<td>DNF 53.281+1 54.83 55.478</td>
<td>1</td>
</tr>
<tr>
<td>Ken O</td>
<td>2003 BMW M3</td>
<td>DNF 48.367+1 48.464 48.397</td>
<td>50.07 46.851 47.199 47.47</td>
<td>1</td>
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<tr>
<td>Jason T</td>
<td>2014 Ford Fiesta ST</td>
<td>64.325 62.947 61.97 62.498</td>
<td>59.69 59.43 58.652 57.527+1</td>
<td>1</td>
</tr>
<tr>
<td>Dave M</td>
<td>2004 Honda S2000</td>
<td>55.693 54.509+1 53.863 53.365</td>
<td>54.937 53.431 53.384 53.362</td>
<td>1</td>
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<tr>
<td>Don L</td>
<td>2015 Porsche Cayman GT4</td>
<td>DNF 52.978 52.001 51.605</td>
<td>52.034+1 52.068+1</td>
<td>2</td>
</tr>
<tr>
<td>Bill S</td>
<td>2015 Porsche Cayman GTS</td>
<td>62.29 63.246 63.583 62.269</td>
<td>59.669 58.363 59.847+1 57.77</td>
<td>1</td>
</tr>
<tr>
<td>Ealing J</td>
<td>2012 Porsche 911</td>
<td>DNF 55.156 53.775 57.308</td>
<td>DNS DNF 55.417 54.978</td>
<td>1</td>
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<tr>
<td>Kim K</td>
<td>2016 Porsche GT3 RS</td>
<td>51.5 51.213 49.758 50.753</td>
<td>51.275+1 50.188 50.259 49.51</td>
<td>3</td>
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<tr>
<td>Jim M</td>
<td>2004 Dodge Viper</td>
<td>55.513 52.697+1 51.925 50.192</td>
<td>50.3 49.976 50.199+2 49.474</td>
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<tr>
<td>John V</td>
<td>2010 Dodge Viper</td>
<td>55.835 53.982 DNF 51.89</td>
<td>50.564 50.012 50.157 50.708</td>
<td>1</td>
</tr>
<tr>
<td>Marc T</td>
<td>1976 Porsche 914</td>
<td>56.391 56.118 55.681+1 54.122</td>
<td>55.803 53.901 55.068 54.898+1</td>
<td>2</td>
</tr>
</tbody>
</table>
It was a week before the largest collector car auction was to start at the WestWorld facility in Scottsdale, Arizona. This year Barrett-Jackson will again break records, already sold out with their largest inventory ever, 1850 cars going across the block. And my ivory white 1970 911T is about to be checked-in and included in that number.

Check-in is a very refined process with Barrett-Jackson, as I drive past the huge semi-trucks unloading cars for the auction, I am guided into a staging spot. Three employees swarm the car, one guy checking that the paperwork matches the vin number and description of the vehicle, another going through to make sure there nothing left in the car other than the box of provenance and documentation I provided with the car, which is secured for the prospective buyer. My license plate is given to me and replaced with a Barrett-Jackson decorative plate that says, “Classic”, a driver hops in and away goes my car, no longer in my possession, to be prepared for its designated spot under a tent on the property.

The layout of the auction has one huge enclosed tent that contains most of the high dollar cars, then multiple very long open air tents that contain the rest of the cars. I was sure I would end up in one of those tents, lost in a sea of great collector cars. But it turned out they placed our 911 in a smaller tent of only 40 cars, up in a high traffic area next to the main tent, which is outstanding for visibility.

Fast forward a week and the spectacular show that Barrett-Jackson puts on begins. The first weekend are preview days, with no cars going across the block. But sellers are encouraged to be around their cars to answer questions to prospective buyers that will be bidding on them. Unfortunately or fortunately in my case, there is another motorsport event going on in the valley that I wouldn’t miss attending, so I was absent on the preview weekend.
My wonderful and always up for fun wife, Judi and I, did make the opening gala party for co-signers and bidders on Sunday night, which takes over the huge auction area. A live band plays to the crowd of who’s who in Scottsdale, while people dance and enjoy food and drink from some of the nicest restaurants in the valley. When we decided to leave, we stopped by our 911 to check on it and noticed a note on the drivers seat with an interested party’s phone number, with questions, asking us to call.

I park in the packed bidders lot and arrive at the auction grounds on Monday, really the start of the auctions, with our Porsche scheduled to go across the block on Wednesday evening during prime time. As I walk up to our car, there is a guy laying inside of it looking under the dash. Being somewhat alarmed I ask if I can help him. Turns out he is an owner of a classic car dealership in Iowa and has a bunch of questions and ends up getting me on a speaker phone with his partner.

This continues all the way up through Wednesday as there is a lot of interest in our 1970 long nose 911, which seems to be one of the older 911’s in the auction.
Some of the interested parties, included a guy from Montana that collects Porsche’s and brought back a mechanic to loosely PPI the car, a local guy that offered cash to pull it from the auction and sell it to him, a father of a CEO from Los Angeles that said his son had bidders watching the car, a Porsche shop in Tucson that was going to take it south and the guy that left the note in the car was from Southern California, he planned to win the car and drive it all the way back the next day.

It is known that each day as the auction progresses, the auction sales price of the cars increase, all the way up to Saturday when triple digits and more are achieved. Since we are earlier in the week, my anticipation is we might achieve a $30k price range, although my wife is assuming a $40k range. Of course it is all no-reserve pricing and it is up to the bidders to determine what the gavel falls at. A fun but nerve racking process leading up to a couple of minutes on the block to seal your fate.

The cars seem to be going very quick across the block this day, which has us concerned if we will make that prime time slot and be on the TV broadcast that starts at 4 p.m. Upon going back to the tent where our car is stationed at, we find it was moved out of the tent into the main area, placed at an angle next to a sliver 996. Turns out the TV crew just finished filming a feature on the difference in a classic and a more current 911 that they planned to show on the broadcast as they open the show, which is amazing.

The day flew by and at about 2:30 p.m. the driver assigned to our car shows up to drive it to the staging lanes, which he advises, it takes about one and half hours to get through to the auction block. He asks how old the batteries are, since the car will be doing a lot of starting and stopping before it reaches the block. A concern I have, but never had starting problems and always kept our 911 on a battery tender. Turned out it started every time like a champ while some of the cars around us had staff scrambling to connect battery charges to them. We are the first Porsche to cross the block in our group, with the silver 996 and a red slant nose just behind us.

A flurry of people are giving the car attention, inspecting and asking final questions as we inched up to the block. We were about three cars away from the block and it was 4:05 p.m. which alleviated our fears of making the broadcast. Nerves abound, my wife Judi got in the drivers seat with the driver to ride up on the block, while my son Cory and I walked up to prepare for the start of bidding. Once up on the block you scan your eyes out into a massive crowd of bidders in their seats surrounded by spectators and the piercing sound of the auctioneer blasting out in the speakers. On the stage a single small monitor is up high to view the bidding progress, very hard to see compared to the huge screens the crowds sees on both sides of the stage.
As our 911 arrived on stage the TV crew and cameras swarmed our car and begin discussing the car to the TV audience, as the bidding begins. Judi gets out of the car and walks around the back to join my son and I. Heart in our throats, the price starts to inch up, and rather quickly it reaches $30k and I am about ready to hear the auctioneer scream out, “sold”. But the price continues up and now hits the $40k range and we are really expecting that gavel any second.

But now comes the shock! We started climbing up, $47k, $51k, $54k, $56k and it keeps going up and many bids are being thrown out, $62k, $67k and we see the local guy on the stage throw his hands up saying he’s out and walks away. $75k, $81k and we are in shock with knees about to buckle. Now there is a three bidder stand-off, a guy in the front row, a phone bidder and an internet bidder from Beverly Hills. Craig Jackson stops the auctioneer and yells out, “come on Scottsdale” and the crowd is erupting in applause. The stand-off continues, $82k, $83k and finally $84k as the phone bidder drops and the internet bidder is out and the gavel falls, “sold” echoes across the bidding floor and it is announced that our car is the top dollar car for the day at that point. And it ends up in the top five by the end of the day. We were all speechless as we looked at each other. The Barrett-Jackson shock!
Barrett-Jackson Shock! (continued)

Congratulated by many people as we walk off the stage and our phones lighting up with texts, we still can’t believe what just happened. The reason we were selling our 911 was to help fund our son’s education, as he just started his first semester at ASU. It appears that we are really in a good position for our goals and very, very relieved. Even after the 8% seller commission, we are ecstatic.

Finally we take a walk back to the tent of the ivory white 911 we used to own which has been put back. The new owner is at the car looking it over with a couple of other guys. He is a really nice guy that owns a Ford dealership in Texas and has a personal collection of 60 cars. Looking to add his first Porsche, and a classic 911 to that collection. I mentioned to him that I have the original matching numbers 2.2 liter motor separately, as it has a 2.4 liter 911s motor in the car. No questions asked he wanted the original motor, we agree on it for another $3500, and to ship it out to Texas. He was very appreciative of what our 1970 911T is and what it means as a collectible and the value of keeping the matching numbers motor with it. To us, it is going to a great home, someone that really cares about the car, what it is and the ability to enjoy it, not just a dealer looking for a re-sale.

The whole amazing experience was a whirlwind, going through the whole process from applying back in June, to the preparation of the car, answering every type of question you can imagine about the car and the anticipation of going across the block in January. The massive crowds and TV looking at your prize possession, even pulling up carpets and looking at it from every angle. All leading up to the Barrett-Jackson shock, that just blew us away.

Editor’s note: Check out the live videos of all the action.
Feature  
http://www.racecode.com/barrett-911-feature.m4v  
Auction Block  
http://www.racecode.com/barrett-911-bidding.m4v
Brand loyalty. Automotive manufacturers just love the concept. It means that life-time buyers can go from the El Cheapo entry-level car all the way up to the Grand Poohbah luxo barge, all without leaving the comfort and safety of the driver’s seat of their favorite brand. No doubt the Grand Poohbah is probably the most expensive car in the fleet and I have a sneaking suspicion, also the least fuel-efficient car in the fleet too, but that’s okay, because it’s also the most profitable car the manufacturer makes. You know—the one that no matter what the Government of XYZ country does to try to kill it, the manufacturer will keep building that sucker till the nodding donkeys stop pumping oil.

OK, so maybe I am talking about Lexus guys, but there is something to say about how we Porsche folk approach our favorite marque. I am willing to bet that for many of us, there’s more than one Porsche lurking in our collective garages. We bought in to the concept of the entry-level car and maybe started with a Boxster. But from there we may have moved to the flag ship, the 911 Carrera (or something more fun like a Turbo, GT3 or, dare I say it, a GT2). And as family needs changed maybe we added a Cayenne, Macan or Panamera for when two-up driving was out of the question and you were forced—yes forced—to put people or stuff in the back. Point is, once we bought into the Porsche family hook, line, and PDK, we most likely decided to stay around for quite some time.

But have you checked the prices of those suckers lately? I mean a Cayman can run way north of $100K and that does not even include fun stuff like seats and wheels. Problem is for me, the price tag of new Porsches is beyond my reach. Not so much because of what I make, but because of one or two other things that occupy me financially (like kids in college, their cars, room and board and the myriad of other things that seem to be attached to young adults these days, like eSports subscriptions and music stream services… which I pay for!). So I have to be content with pre-owned Porsches. I may be dating myself a bit, but there was a time when we called them used cars; but pre-owned sounds so much more civilized.

Nowadays a 2002 Boxster S is what fills my garage. Yes, I procured it as a pre-owned vehicle. Although to most people a Porsche is not exactly entry-level, fact is at this time in my life, it’s what I can afford. To the uninitiated layman, however, a 2002 Boxster looks pretty much like a 2010 Boxster or a 2015 Boxster. Honestly they cannot tell the difference.

But what about a real entry-level Porsche, say a sub-Boxster? At one point, it was rumored for years. It was an on again/off again affair that kept us guessing. One day it’s going to be an enhanced version of a new VW, the next it’s going to be smaller and lighter than the Boxster.

This is great! I remember thinking. Hey, I can afford an entry-level Porsche. Something around $40K (well equipped). If I move a few things around financially, get top dollar for my Boxster S and use the proceeds from the sale as a down payment, it could work. But ultimately Detlev Von Platen, (at that time the CEO of Porsche North America) killed any hope of an El Cheapo Porsche, saying “You won’t see anything lower than the current Boxster model.” Further squashing any hopes for an entry-level Porsche, he continued: “Our entry model is our pre-owned program.” Thanks Detlev. We get the picture. Been there, doing that…

And on that exhaust note, see you next time.
The Things We Look Forward To
by Diron Scott
photos by David Schneider and Rook Younger

Well, after being excited about the upcoming “Wickenburg Drive” all week and even prior to that, the BIG DAY has finally arrived. Sylvia and I talked about the ride a lot on Saturday (the day prior) and woke up especially excited to get started on Sunday morning. We ate a very nice breakfast prior to heading over to the Coffee Plantation so we’d have more time to view all the beautiful Porsches and chat with many of our Porsche Peeps. The day started off incredibly beautiful as the weather was pretty close to perfect. As we arrived at the Coffee Plantation (right at the scheduled 9:30 A.M. time) we could see many of the beautiful Porsches already lined up out front. What a beautiful sight of all colors, all models, all years, all beautifully cleaned and ready to roll (most Porsche people are incredibly meticulous regarding their cars and today certainly was no exception).

Sylvia and I were greeted in the parking lot by Rook Younger and Jack Aman who, along with his wife Loretta, deserve a tremendous Thank You for organizing such a wonderful day. While I had never met Jack until today, I was welcomed into the club by Rook several weeks ago and as expected they both made Sylvia and me feel incredibly welcomed. Jack asked us to go inside and register with Loretta, which we did (making us official for the day with PCA). Sylvia purchased a cup of tea and stayed indoors to chat while I went back outside to continue looking at the beautiful cars from Germany (or at least the ones wearing Porsche badges). While I was viewing the cars, I kept wondering whether my new friend from our last ride would bring his 993 (so we could talk more 993 stuff) and almost immediately he and his wife Sheryl motored up in their black-on-tan 1996 C4S. I’m already a sucker for 993s but Phil and Sheryl have an absolutely beautiful ride and it practically glistened as they drove up (Phil told me had spent 3 hours waxing it). I would say Time WELL Spent.

As for the ride, we took off in three separate groups, as I was told we had over 100 Porsche Peeps and approximately 50 cars, making the largest showing EVER for this event. As we headed out, I could hear the roar of the beautiful red GT3 several cars ahead of me and I thought, “What a beautiful sound.” We took off down Scottsdale Road and our day began. As we headed down Scottsdale, I saw numerous people stop to look, admire and take pictures of our Porsche Parade of vehicles (how proud I was to be a part of it). It was an incredible ride with the sun beaming down on us, the fresh air flowing through the windows, the sound of so many wonderful exhaust systems, the looks of my Porsche Peeps in their cars as they drove by me or as I drove by them. The drive route was incredible. The roads we traveled were mostly wide open allowing us to really remember why we bought Porsches and to be thankful for another day on an Arizona back road.

When we finally arrived at the restaurant we all parked together, allowing for a beautiful picture and allowing for many other folks to realize the Arizona Porsche Club had arrived. The food at the restaurant was excellent, the conversations and camaraderie amongst our crowd was incredible and most people kept sharing how much they enjoyed the ride out. As I sit here penning this letter and thinking back on what my day was like I’ll end with the words I started with “The things we look forward to.” Have a great week.
Sunday, February 10th marked the date of the second Arizona Region day tour of the year, a Sunday Drive to Wickenburg, destination Rancho de los Caballeros for a fabulous buffet lunch. This annual event has continually grown, with the 2019 version being a sell out with 110 attendees in over 50 Porsches. And nearly every model was represented—912, 944, nearly all generations of 911, and two Macans. Colors, too! Reds, Whites, Blacks, Blues, Yellows, Greens, Silvers, and convertibles with contrasting color tops. We were certain to further brighten a typical sunny, though unseasonably cool, Arizona winter day.

The gathering point was the Coffee Plantation in Scottsdale, where a hot cup of coffee awaited those who needed either or both of a quick warm up or morning charge. Waivers were signed, route sheets were handed out, and before long event coordinator, Jack Aman made the necessary announcements. New this year, and due to car count, was that the group was separated into three. And how would you separate nearly 50 cars into three manageable groups? The old fashioned way—alphabetically. Jack headed up one group, I took group two, and Rook Younger group three. I’m not sure of the specifics of groups one and three, but in my group we balanced out nicely, both in model and color.

So, off we went. Meandering through traffic to Carefree, then west for a few miles, and finally out of the urban area in looping the entirety of New River Road, before we rejoined Carefree Highway/SR74, and finally US 60 into Wickenburg. I believe all of these roads existed when I lived here 30-35 years ago, though our starting point was probably at the end of said urban area. Upon arrival at Rancho de los Caballeros, we were enthusiastically greeted by the staff. Everyone found seats in our reserved dining area, then off to the buffet where seconds (and thirds) were the order of the day. Oh, and dessert. Seconds and thirds there, too. With less than full gas tanks, and more than full stomachs, off home (or in our case, hotel) we returned. Some retraced part of the route, others of us took the long way on Vulture Mine Road to get a few more miles of Porsche driving road in, and postpone the inevitable.

Looking forward to our visit again this week in 2020!


A Culinary Love Affair  
by Julie Mukherjee  
photos by Rick Mukherjee

When you hear the words “Love Affair” this is definitely not the typical one that people might think of. You may ask yourself, what “Love Affair” could this be referencing? This Love Affair is addicting, has character, consists of tantalizing and scrumptious unforgettable ways to reach your loved one’s heart. You guessed it! The Culinary Love Affair surrounded with Food. Food is the most romantic way to someone’s soul. This affair is one that everyone wanted to participate in. It was definitely one not to be missed!!

As we all know, Valentine’s Day is recognized as the most romantic day of the year. It is a holiday in which we celebrate the love of many things like significant others, fabulous friends, gourmet chocolates, mouth watering food, pink hearts and red roses.

We were honored once again to be a part of the lovely Valentine’s Day event put on by Cynthia Giacchetti for the 5th year. This amazing woman pulled out all the reigns and worked very hard to make sure this event was a success and it truly was!. Sold out once again!!

The romantic evening started with a cool crisp winter air, dancing raindrops and a sky filled with magic. As we entered our way into the wonderful Arizona Culinary Institute, the ambience was very enchanting and glittered hearts laid softly across the tables.

The guests were dressed to impress. black tie, gorgeous outfits and hues of reds presented themselves that night. As we were seated waiting for dinner, a wafting aroma of delicious food permeated the room. Starry-eyed guests gazed as the talented students from this school made their way around passing out the wonderful starters and entrees for this evenings event. Sounds of conversation along with cheers and laughter from all the wonderful attendees surrounded the room.
Our sumptuous dinner started with Stuffed Medjool Dates filled with Boursin cheese wrapped in bacon, followed with a very colorful and delicious tossed baby greens salad. A specialty treat of champagne grapefruit sorbet was served prior to our entrees, to cleanse our palates and prepare us for the main dish. Wild Alaskan Salmon with winter vegetables, white polenta and Maltaise Sauce or Grilled Fillet Mignon with potatoes, winter vegetables and a rich hunter sauce were the items of selection.

The wonderful menu continued on with an amazing assortment of du jour famous deserts. They were very decadent. Chocolate covered strawberries with tuxedo designs were a part of the amazing desert. You could taste the chocolate melting in your mouth. OOOH La La! This lavish event fed my palate and warmed my soul. My love affair with good food continues to this day.

I would like to end by applauding Cynthia and giving her a HUGE thank you for making this magnificent event so enjoyable. We appreciate all of her hard work and for continuing on this awe-inspiring tradition. A delightful and enjoyable evening was had by all.

Arrivederci until next time!!
Valentine’s Date Night
photos by Jan Mackulak
Eenie, Meenie, Miney

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I think it was Gore Vidal who said Los Angeles is the best place in the world to see the future. To which I would add that, nowhere else is the adage “you are what you drive” more true.

I visit as frequently as I can. My older daughter and my son-in-law live there, with their three children. Hugo, now four and a half, Bennett, a terrible two, and now Olive, two months old at this writing. Ali, their mother, is now a pediatrician, just a few years out of residency. That’s right, she’s living “all kids all the time.”

My son-in-law, Simon, just made partner at a leading talent agency. They live in West Hollywood, just a short walk up to Sunset, but a leafy residential area featuring 100-year old homes that were supposedly built to house workers in the fledgling film industry. God bless them.

Every time I visit, I bring the boys toy cars. Cars that have been stockpiled over the years. Porsches, Ferraris, Lamborghiniis … you name it … all given to me for my birthday. Again and again, year after year, people would ask me what I want for my birthday. And I would respond, a new Porsche, a new Ferrari … and get a Tonka Toy replica. Or a Matchbox. Yeah, I know, it’s very funny.

I’m very proud. Hugo can name just about every one of his cool cars, as well as most of the cool cars on the road, simply by their logo. Now, I admit, this being LA, he gets a lot of practice identifying cool cars. But still! Then he lines up his cars and “races” them around his playroom, against his brother. As a gift, a few years ago, I got them a family membership to the Petersen Museum. They love it.

My most recent visit was last month … to see baby Olive, of course. But something got to me, even before we got into the house. As we pulled into the driveway, what was sitting, parked? A BMW I-3. I didn’t know.

I asked Simon what “drove” him to go all electric. His previous “ride” was a BMW X-5. Before that was a Prius. And before that an Audi S4. He said the I-3 works for his five-mile commute. Well, ok, so I dove in deeper. How does he charge it? Did he put in a 220 volt line from the house? No, he said, he just ran a 110 extension cord. Hmm, I said, doesn’t it take all night to charge? Yes, but he said he gets enough charge overnight to commute back and forth from work. And, over the weekend, it charges fully.

“But my lease is only for two years,” Simon said. “So we’ll see how it goes.”

Because Ali drives the big Volvo SUV. With third row seating and a row of child seats in the second row. “We didn’t need two big SUVs,” Simon told me.

I’ve posed this question before, but it bears repeating against this background; will my grandchildren ever actually drive themselves?

Think about it. HugoH Hugo will be able to get his driver’s license in 14 years, give or take. He loves cars now. But will he ever actually drive? And will he care? And, further, just what will personal transportation be like, especially in LaLaLand, when he comes of age?

I recently came across an article on what McLaren thinks the F1 car of 2050 will be like. Okay, that’s 30 years from now, not 14. But still. McLaren predicts a 300-mph electric racer with “shape-shifting aerodynamic components complemented by onboard artificial intelligence.

“The sidepods will expand and contract like the gills of a shark … built around the energy storage solution of choice, likely something unknown today … the tires could feature inductive charging coils and the ability to repair themselves … AI will become part of the car … the system could learn and predict the driver’s state of mind, to provide real-time race strategy … tracks with steeper banking, brought closer to fans in city centers.”

Pie in the sky? Well, take a look at Boeing’s Passenger Air Vehicle (PAV.) A recent article in Autoweek chronicled its first flight.

Don’t call it a “flying car.” They said it’s “a combination of a scaled-up drone and a pusher plane, with multiple horizontal propellers providing vertical flight while forward flight is accomplished by a single large propeller in the back of the craft.”

According to the article, Boeing actually tested the PAV in “autonomous mode, without a pilot, as the electric prototype is designed for fully autonomous flight and has a range of up to 50 miles. Hopefully there is an EV charger at your landing spot.” Or a 110 line, right Simon?

What’s the actual business plan? Boeing sees a “rooftop urban air taxi market – still mostly on the drawing board.”

Closer in, I just read the specs on Porsche’s new Taycan. Autoweek reports that the car, due to go on sale next year, after a first production showing at Frankfurt this fall, will pack over 600 hp and a range of 310 miles. “Fast-charging capability will allow the Taycan to get enough juice in 15 minutes to cover 248 mi, or 400 kilometers.” Not with a 110 line, I would guess.

According to Autoweek, Porsche “has made the decision to double the annual production of the Taycan from 20,000 units to 40,000 units.” At a base price of around $90,000. For comparison, Porsche sold almost 36,000 911s, in all its versions, in 2018.

What does it all mean? I’m thinking about investigating the cost for a residential 220 line installation in West Hollywood. For a Taycan that I hope to see one day, resplendent in my son-in-law’s driveway. In the meantime, I’ve still got a good stockpile of model cars to give to my grandsons.

Beyond that, I guess I’ll just have to enjoy the pleasure of living long enough to see what happens, as my grandchildren grow up. Because I haven’t a clue.
Race reports just aren’t what they used to be. I guess it’s because in this day of worldwide video either streamed, beamed or U-Tubed, there’s the presumption that the hard-core faithful will actually watch the race. Saturday evenings with your friends prevent awakening before dawn to view the doings in Europe. Thus, we must endure video. Despite this, the perceived need for any journalistic coverage let alone any entertainment value seems less.

Not that lazy/sterile race reports are the exclusive domain of Autoweek; Car & Driver certainly is down to the task. Perhaps I’m a bit too demanding of on-line publishing. Certain the lagging print version should have something (?). It’s a certain, really, why they would cede coverage of important races to reviews of cars with as much usefulness and availability in the US as a bidet. At the start of C/D, David E Davis Jr. did a pretty good job until he gushed over a BMW 2002.

While his persona sometimes did get in the way of the story, at least you had some sense of ‘what’s it like out there?’ The following example was way out there, at the Targa Florio, in 1967, from the article Racing Sicilian Style C/D Aug. ’67. After telling you that the Targa Florio can’t be covered because it’s such a large course he confesses”: “…Having seen all ten laps, and dutifully making notes of their passing, I find that I have only the dimmest notion of what happened. I’m pretty sure that Porsche did well because all but one of the Ferraris stopped coming by after a while, and because some Sicilian kid who listened to the race on a Japanese transistor radio told me so…” The Targa Florio is the oldest road race in the world, and the longer you watch it, the older it gets. What you do is, you drive out onto the circuit — which is 45 goddamn miles long — and you perch on a rocky mountainside and pick ants out of your underwear all day while you wait for something to happen. With any luck at all, something happens about once every three hours.”

This kind of reminds me of my days as a race worker at Portland IMSA weekend. We’d be out on a corner for what seemed like an hour between race groups when someone would point out the coming rain and we’d take bets as to how long and how much before breaking out the rain-gear. Suitably suited, we’d work up a good sweat under that clear plastic as we’d chase cars on wet grass. Unlike the Targa, something happened every three minutes.

The spectators and participants were always a source of entertainment on our lunch break. Beyond the usual Dads with big hats, black socks and shorts herding their brood, and the usual drunks yelling “Show us your t***s!” to any fair maid; there was always the odd privateer who brought his car out to the races to work on … There he was with the back end of a Hewland gearbox open, changing gears or some such in his DIRT pit. Even though he would miss practice entirely, you could always count on him to make maybe three laps in the race before retiring. But, there he was on track with the big boys. Oh the Glory!!

By now you’ve guessed that there’s more to writing a good race report than simply putting down the facts of the race itself. In 1967, Indianapolis was ruled by a new car built by Andy Granatelli based on a gas turbine engine that out qualified and out ran everyone until a bearing failed. But here’s how Brock Yates put it long before “The Cannonball Baker Sea to Shining Sea Memorial Trophy Dash”.

“There was this thing, this Day Glo vacuum cleaner, this four – wheel fan jet, this violator of good and proper automotive evolution, whooshing around the Indianapolis Motor Speedway in a cloud of kerosene fumes, making the rest of those monocoque torpedoes with peek-a-boo drivers and the $22,500 Ford engines (remember, this is ‘67) look like quaint relics. Shades of the rear-engine revolution! … and the Establishment was thinking how the Indianapolis 500 was going to become about as exciting as the taxi strip at Kennedy International …when three laps from the end that thing chewed up a bearing in the drive line and God’s own A.J. Foyt, in a proper piston-engine machine, was suddenly the winner.”

For a long-time, Road & Track magazine had excellent race reports, now entering the website under the subheading ‘motorsports’ finds nothing but how to photograph race cars at night. (One might assume that someone would write a race report to go along with those photos.) Or, you may see an article about what it’s like to drive the latest one-off, highly suspect, fake race cars that make use of someone’s new widget and wouldn’t you like to buy one for your very own.

Of course, back in the day, Road & Track would have someone from the British Isles (Rob Walker or Innes Ireland) covering the Grand Premio de España in excruciating detail up to and including; how difficult the border crossing was, the condition of the lavatory, the scrutineering, and how Mario was getting a long brake pedal during practice due to the minute quantity of air getting past the caliper’s piston sealing rings upon release. Beyond this, there was the venue, Jarama, which was too cold or too hot with a Miguel Mouse course layout.

Then, there’s the dining, with Innes whining: “Montezuma is not dead yet. He lives on to seek his dreadful revenge on the unwary traveler. I woke up about 6:00 am Friday, the first day of practice … with my innards twisting and untwisting … This puzzled me slightly for having traveled the world extensively for the past 20 years I’ve developed a digestive system akin to an incinerator … I tried to convince myself that it was not the dish of baby eels I found so succulent the night before.

As good fortune would have it, Professor Sid Watkins, the GP driver’s traveling doctor was staying in the same hotel and at a sensible hour I called him and asked for something … He gave me six little pills, as “used by all the best astronauts,” saying “that’ll
stitch you up.” He was right: for the next five long days! ... We decided that it was nothing to do with the baby eels, but the fact that I had added tap water to my whisky.” … Are you sure, Ian? Nine years earlier, in 1970, Rob Walker (then a race entrant) would report on the same race as follows: “The phrase, ‘If you want drama, go to Jarama,’ was coined and it certainly lived up to it … We were rather late (to the start) because an official had parked his car in front of the entrance we used to get to the circuit. When we arrived, a very rude official said we could not start as we were late. Having explained to him that the entrance gate was blocked, he said that Graham Hill had been rude to him … Thereupon the stupid little official ordered six police to forcibly remove Graham from the car …

The next drama was that the CSI said only the original 16 qualified cars could run (a petition signed by all entrants, allowed everyone to run) and that the rest must be wheeled off the grid. At this, all hell was let loose as it meant the Spanish driver … had to go, and as can be imagined, this was not popular … Eventually, after punches had been exchanged, drivers forcibly hustled out of cars, and mechanics mauled and their overalls torn, the grid was cleared and the race ready to be started, 20 minutes late.” While Rob Walker, heir to the Johnnie Walker whiskey fortune, and the most successful private entrant in Formula 1 was informative if not entertaining, his reports reflected his concerns as an entrant. Thus, he was not entirely free to roam into humor so characteristic of the Brits. It took an American who acquired that natty demeanor and wit in Europe.

At about the same time Rob was forming his race team, “our friend” Henry N. Manney III was starting to cover the races in Europe for Road & Track. He was and still is referred to as a GOD for the inimitable wit and style that only Henry could put to a page. Self-deprecating of his acquired persona he would often have fun with ‘Brit-speak’ and end his articles with “Yr fthfl Srvnt”. I close with Henry’s prologue to his report of the 20th British Grand Prix Road & Track October ‘67 (Try to imagine reading this in an old English freehand font similar to the Declaration of Independence where the “esses” look like “effs”). “SO PLEAFE YOU gentle reader in the Rayne of ye goode Queen Elisabeth there came to pass in a pleasant field called Silverstone a mighty Joust yea even with Knights not of this Realm. A right strange mixing trulie of mighty bloude it was; ye present following ye Queene’s grace being ye Scottish champion ye Laird (for so they call their leaders in those Heathen parts) of Clark, the great and upstanding Graham of ye Hill, another jollie Scot bearing proudly ye ancient tartan of Stewart, and another worthy Gentleman of Arms yclept Spence.

Alle of these knights counting even the Scots that some look askance because of their odd dress and strong waters were a small company but a strong one supporting ye Realm of our glorious Queene. Row upon Row against them were such fantastic knights from faraway lands to wit: ye somber and brooding Sir Rindt from distant Austria-Hungary where Huns still roam and mountain eagles lift Babies from their beds, the small but able Rodriguez from parched Mexico still a colony of great Spain, two most silent warriors – brown from the sonne of their outlandish home where bear live in gum trees and strange swimming fish have Beaks like ducks – named simply Black Jack and Sir Denys (they speak of our people as Bloudie Pommies) and ye young Cisalpine knight St. Christopher with hys armour all in red. Yea and came more to wit: Sir Gurney of massive bulk from Hr Majesties lands in ye New World (althoe some say that he cometh from ye territories far West where painted and feathered Indians … still hold sway), his cohort McLaren who hails trulie from across the heaving Pacific, and most wonderful of all ye Samurai Surtees-San clad in curious plate armour from far away and misty Japan. His humourous entourage, although smiling and bowing, set up such a hideous clamour with pipes and instruments as to knot your Bowels so that eavry One was seen to clap his hands over his Ears in Payne. Ye jousting was of greate interest to ye hordes of folk assembled upon ye field no less because one of England’s greate hopes, Graham of ye Hill, suffered grievous maladies with his Mount before ye contest. Trulie in ye heat of Battle though he straightway pushed his way to ye front past his compatriot Laird Clark and was leading all handily whilst the two Antipodeans lurked behind. Many suffered the Blows of cruel fayte and fell out but stalwart Graham, his classic nose cutting ye breese, reigned until his steed went lame; his handlers thereupon fell upon it and effected so soothing an ointment that ye Graham took ye Fray once more onlie to have his treacherous mount gather its innards together and in a mightie bumbolt blew them all out upon the ground. Laird Clark was therefore ascendant and carried ye glorious Daye with red-cladde St. Christopher raising his ancient countries banner by prevailing over Black Jack in ye last minutes of ye Fray. So it was that Hr Greate Majesties fortunes did prevail on the smiling field of Silverstone this daye.”

It must be said that in this day and age with the vast safety improvements that have occurred there is much less “action” on the track. Certainly, with the vast sums (and egos) involved, journalists must face an impenetrable armor of secrecy, favors, and flat out refusal to give one’s side of the story. Still, I can’t imagine that while the world of racing has changed, all the bits that make it interesting and entertaining beyond the race itself are still there for the seeking. But time is money, publications can no longer afford a well - reported race with a flair to make it entertaining. Ironic that in this day of “reality” we are doomed to can no longer afford a well - reported race with a flair to make it interesting and entertaining beyond the race itself. Eventually, this all hell was let loose as it meant the Spanish driver … had to go, and as can be imagined, this was not popular … Eventually, after punches had been exchanged, drivers forcibly hauled out of cars, and mechanics mauled and their overalls torn, the grid was cleared and the race ready to be started, 20 minutes late.”

Tell you what … GO to a favorite race this summer and skip the report.
## 2019 Club Racing Series Schedule

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