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december 2013
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POSTMASTER: Address Changes to: Travis Tonzi, AZPCA Membership Chair, 16707 E Emerald Dr, Fountain Hills, AZ 85268-5431
Last President’s Letter for the Year

by Dwayne Stewart

Last night we enjoyed another great event, the first of the Flight 36 Charity events. The reception was hosted by Molina Jewelers. Lyn St. James, race car driver and friend of our host Alfredo Molina, was there supporting our charity by donating part of her book sales to The 100 Club. Here is a little history for those that aren’t familiar with Lyn. She has driven in Indy 500s, has won in class at the 24 Hours of Daytona and the 12 Hours of Sebring, and is now an author. It was a quality event and a GREAT time was had by all. Hors d’oeuvres and wine were served. There was a great response to a scotch tasting bar. I personally really enjoyed the scotch tasting. Of course, the jewelry was exquisite. Many beautiful pieces were displayed, some even adorning our club members. Upon hearing all of the comments about the jewelry, I hope all went home with a special jewel. Alma mentioned several times that the PCA president should buy the diamond necklace and put it in his wife’s Christmas stocking. I would like to thank Al Molina for being our host, and Frank Grimmelmann and Lyle Capstick for organizing the event.

By the time you read this it will be December. The club will have elected the new AZPCA officers for 2014 (hasn’t happened as of this writing). I want to thank all of you who have helped and supported me during my terms as president. I especially want to thank the 2013 Board of Directors and all the appointees. Your investment of time and talent in our club this past year produced many events with hopefully something for everyone. Please assist the new Board by volunteering. You will still see me at events and meetings and I plan to volunteer.

This has been a very successful year. The list includes some 64 events and meetings: 11 Monthly Meetings, 24 Driving Events (Sunday Drives, Autocrosses and Driver Education), 12 Socials (Porsches N Pancakes and Socials), 9 Weekend Social Events including Flight 36, 7 Board of Director Meetings and 1 Tech Session. That is 5+ events per month. Again thanks to all of you who helped with these events.

Hope all are signed up for the Holiday Party on Dec 7th. It is being held at Tatum Ranch Golf Club and we will be supporting Camp Sunrise and Sidekicks as our charity.

As you know with this year drawing to a close, your AZPCA dues are due January 1st. The dues are still $20 and you can pay on-line or by printing the Membership form and sending it with your check to our Membership Chair, Travis Tonzi. If you want to use the easy method on-line; just go to AZ.PCA.ORG, sign in to get to the members area, click on the big yellow RENEW Membership banner and follow the instructions for the Motorsport web site. The printable form for renewal also resides under the big yellow banner.

Remember, it’s not just the cars, but the people who make this club great. Come out and join in the fun.

Dwayne Stewart
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If you enjoy coverage of track events, you will be glad to know that Chas Wirken wrote up his recent experience at Laguna Seca for an article in this issue of Going Places. Head to page 12 for the article and some great photos!

Also in this issue, Scott McIlvain (one of our AZPCA sponsors) continues his series on Porsche oil systems on page 16. Scott and fellow AZPCA member Greg Mannion provide expert information on the oil that is right for your Porsche and your driving circumstances.

If you have a 911 fan at your house, be sure to read Bruce Herrington’s review of the newly-released book *Porsche 911: 50 Years* by Randy Leffingwell on page 25. Potential holiday gift idea!

Fall has been full of wonderful opportunities for weekend AZPCA trips and events. I hope you’ve had the chance to enjoy one or more of them: Route 66 Days, Southern California/San Diego, Porsche Escape, Flight 36, and the Willcox Wine, Dine, and Drive weekend provided a variety of activities and venues to experience the best that the club has to offer.

We were fortunate to be able to participate in most of those events this year. The 2013 Southern California/San Diego trip was our first time on that one. We loved the drive to California, with stops that allowed us to all catch up and gather, and the great road between Banning and Idyllwild. The Bahia hotel in San Diego had a great location right in the middle of the Mission Bay Area. Some of the rooms had been renovated. Our room had not been renovated, but was located right on the beach so we weren’t complaining! We enjoyed the Friday night buffet in the private party on the “William D. Evans,” a recreation of a 19th century sternwheeler.

On Saturday, we joined a group of 25 on the Jada sailboat for a sail on San Diego Bay. The weather was sunny and breezy, just right for the activity of the day! The informative guided tour of the military and other nautical installations around the Bay was interesting as well.

Saturday night we joined the Bookspans and the Shermulys for a terrific dinner at Urban Bar and Grill in the Gaslamp District in downtown San Diego. The food was amazing, and the singing guitarist providing the live music was outstanding. We had to head home early the next day, and so we weren’t able to join in the brunch fun with some of the others. Even though this felt like a long drive for a short weekend, it was still worth it. If you can join this trip next year, definitely do, and consider staying an extra day as some folks did. In the meantime, enjoy the articles in this issue covering the trip, starting on page 19.
## 2014 AT-A-GLANCE

### JANUARY
- **8** Monthly Membership Meeting
- **11** Autocross #6 Bondurant Road Course
- **15** Going Places Deadline (March)

### FEBRUARY
- **1** Driver's Education Bondurant West
- **5** Monthly Membership Meeting
- **15** Autocross #7 Bondurant Skidpad
- **15** Going Places Deadline (April)

### MARCH
- **5** Monthly Membership Meeting
- **15** Autocross #8 Bondurant Road Course
- **15** Going Places Deadline (May)

### APRIL
- **2** Monthly Membership Meeting
- **15** Going Places Deadline (June)
- **19** Autocross #9 Bondurant Skidpad
- **25-27** Vegas Fun Run

### MAY
- **7** Monthly Membership Meeting
- **17** Autocross #10 Tempe Diablo
- **15** Going Places Deadline (July/August)

### JUNE
- **4** Monthly Membership Meeting
- **15** Going Places Deadline (July/August)

### JULY
- **15** Going Places Deadline (August)

### AUGUST
- **6** Monthly Membership Meeting
- **15** Going Places Deadline (October)

### SEPTEMBER
- **3** Monthly Membership Meeting
- **15** Going Places Deadline (November)

### OCTOBER
- **1** Monthly Membership Meeting
- **15** Going Places Deadline (December)

### NOVEMBER
- **5** Monthly Membership Meeting
- **15** Going Places Deadline (Jan. 2015)

### DECEMBER
- **3** Monthly Membership Meeting
- **15** Going Places Deadline (Feb. 2015)
3rd Annual
Willcox Wine, Dine, and Drive Event
November 15-17, 2013  Willcox, Arizona

Friday:
- 7:30 AM Meet at Cracker Barrel in Chandler; 8:15 AM Drivers Meeting.
- 8:30 AM PROMPTLY leave for AZPCA group drive through Tucson to Sonoita-Elgin wine country.
- Fruit, crackers, cheese, and meat with wine pairings at Wilhelm Family Winery ($15).
- Continue on to Lawrence Dunham Winery south of Willcox for a scrumptious ribs-and-chicken BBQ dinner paired with wines ($35).
- Arrive at Willcox Holiday Inn Express around 7 PM and check in ($61/night group rate).
- See az.pca.org for information on reservations and payments for these events and accommodations.

Saturday and Sunday:
- Enjoy Arizona’s largest (2.75 mi.) DE track at the beautiful Inde Motorsports Ranch.
- Participate in Driver’s Ed either or both days.
- “Taste of the Track” opportunity ($20).
- Catered gourmet lunch on Saturday.
- Saturday night group dinner at Inde ($18).
- See pcasar.motorsportsreg.com for more information or to register for DE events or these meals, arranged by the Southern Arizona Region of PCA.

Come join the fun! Registration closes November 10.
Contact Event Chair Cynthia Giachetti cyns986@yahoo.com
with your car and event information, or for any questions.
More info at az.pca.org
DECEMBER 4, 2013

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Southern hospitality saturates every aspect of Lucille’s from the outgoing people to the bustling sounds; from the bbq aromas to the down-home attitude. We play all blues music and feature live blues bands in our Flying Pig Lounge on Saturday nights. Lucille’s has Happy Hour Monday - Friday from 3 to 7 pm in the Flying Pig Lounge. We also do catering and have the perfect menu to fit your catering needs.

AZPCA Membership
Renewal Time is Here!

A Note from AZPCA Membership Chair, Travis Tonzi:

Our calendar year 2013 is coming to an end, and renewal time for the PCA Arizona Region is near. Please consider renewing early to make the transition into 2014 a lot smoother. Use MotorsportsReg to renew, or if you prefer, use our new application attached to our website: az.pca.org. Your cooperation is greatly appreciated!
AZPCA DRIVER’S EDUCATION

Saturday, December 14, 2013 at AMP
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Lunch provided by the Dave Fisher family.

Check the website at az.pca.org for the latest information.

#3 Sunday, November 3 BBRC #7 Saturday, February 15 BBS
#4 Saturday, November 23 TD #8 Saturday, March 15 BBRC
#5 Saturday, December 7 TD #9 Saturday, April 19 BBS
#6 Saturday, January 11 BBRC #10 Saturday, May 17 TD

TD = Tempe Diablo  BBS = Bob Bondurant Skidpad  BBRC = Bob Bondurant Road Course
Leaving Interstate 5 behind at Lost Hills, California, my bride and I headed west toward history. Ahead lay the highway junction where, in 1955, James Dean was killed in his Porsche 550 Spyder on his way to a race in Salinas. A mile further west is a memorial to Dean erected by a Japanese businessman; go figure. Stop if you’re hungry. The memorial is located next to the Jack Ranch Café, the best (only) restaurant for miles.

Further beyond (two hours, actually) is the historic Laguna Seca Raceway. Turning into the raceway felt like returning home. Although it had been two years since I raced here during Rennsport Reunion IV, the track and its environs are familiar from multiple trips over the past dozen years and are often seen in my daydreams.

Opened in 1957, Laguna Seca is undeniably the most historic racetrack in the west. The nearly two and one-quarter mile course has hosted an alphabet soup of car and motorcycle racing series, including USRRC, Can-Am, Trans-Am, CART, ALMS, Grand-Am, NASCAR, WSB, AMA, and MotoGP, as well as four decades of historic races. Formula 1 would have raced at Laguna Seca in 1988, but the lack of spectator capacity gave the race to Phoenix.

Although Laguna Seca has eleven turns, racers and spectators alike most often speak of the section – officially Turns 8 and 8A – that is famously known as “The Corkscrew.” The left-right combination is unique in motorsports.

The excitement actually begins immediately before The Corkscrew. The track rises in elevation along the Rahal Straight to Turn 7, which is a mere kink and the start of the braking zone for Turn 8. At that point, there is a lot going on beneath the car. The pavement crests at the hump in Turn 7, where the car “lightens,” thus reducing the contact patch and the effect of the hard braking necessary to slow the car for what’s to come.

After braking, the driver makes the blind turn to descend into The Corkscrew by aiming at an oak tree across the track. But no sooner than the car is pointed at the tree, the driver must immediately turn hard right, despite being unable to see the apex of Turn 8A. Only after turning away from the tree does the apex become visible.

What makes the turns blind is the drop in elevation. In the quantitative terms of the track’s own website:
“At the apex to Turn 8 (the lefthander and entry to The Corkscrew), the elevation change is a 12 percent drop. By the time a race car reaches the apex of Turn 8A (the right-hander), the elevation is at its steepest – an 18 percent drop. The Corkscrew drops 59 feet between the entrance of Turn 8 to the exit of Turn 8A – the equivalent of a 5½ story drop – in only 450 feet of track length. From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories.”

Needless to say, more cars spin or put two or more wheels off in The Corkscrew than anywhere else on this track. I have witnessed several, some immediately in front of me.

Our most recent visit to Laguna Seca was for a Porsche Owners Club race weekend. POC is a 51-year old Southern California-based club for Porsche racers. Other POC members from Arizona drawn to this great racing venue were Dave Leyvas, Marty Saltzman and Jim Richmond. As usual, the race days included practice and qualifying sessions followed by a sprint race. Cars are classified by horsepower-to-weight ratios and the extent of their modification, and assigned to separate race groups of comparably classed cars.

My current race car, a 2012 Cayman R with PDK, races in an Improved Production class. As required, it retains a full interior and adds the usual safety equipment. The minimal modifications include racing brake pads, track alignment, BBS race wheels, and R compound competition tires. Despite weighing almost 3,000 pounds and producing ninety fewer horsepower, I swear this mid-engine marvel handles better than my former racer, a 2009 GT3 Cup car.

The weekend at Laguna Seca was a success in every sense. While my qualifying positions were many rows behind the pole-sitter, I managed Fernando Alonso-like starts in each race to pass other cars. The racing in the ensuing 14 laps was intense. Indeed, my lap times were quicker than in qualifying. At the checkered flag, I was first in class in both sprint races, finishing better than my qualifying positions, and beating every car in the 29-car field except the seven fully-prepared GT class cars. Moreover, I had fun and didn’t scratch the car. I can’t wait to do it again.
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The purpose of engine oil is to cool and lubricate the engine’s moving parts. The oil should be checked regularly and kept at the required level. Modern engine oils contain a base oil with additives to keep the engine clean, neutralize the combustion soot and protect against corrosion. Other additives reduce the amount of oil foaming, decrease the pour point and modify the viscosity of the engine oil at various temperatures to maintain proper lubrication. Current engine oils meet stringent emission guidelines and improve mileage by keeping friction to a minimum.

All current engine oils must meet industry specific test requirements which include: rust inhibition, oxidation control, sludge and varnish control, wear control, bearing corrosion resistance, fuel economy, low temperature oil thickening and oxidation control. The International Lubricant Standardization and Approval Committee (ILSAC) is responsible for the creation of passenger car engine oil specifications. ACEA is the European Automobile Manufacturers’ Association which sets European specifications. The American Petroleum Institute (API) licenses and monitors the quality of engine oils in the marketplace.

Engine oils are generally identified by viscosity expressed in a SAE (Society of Automotive Engineers) classification. SAE measures oil viscosity at 0°F and 212°F. A year-round engine oil will have a multi-grade designation such as “0W-40”. All motor oils meeting this designation will have the same viscosity curve over the engine operating temperature range and are interchangeable. Mobil 1 0W-40 is currently the factory fill oil for the Porsche 911. One should use the oil viscosity recommended in the owner’s manual for optimal performance. Please note that single grade oils are not recommended for use in current Porsche engines.

Motor oil is thickest (most viscous) at lower temperatures. The lowest temperature the engine will face is at start up. The greatest wear on the engine occurs at startup when frictional forces are the greatest. Frictional forces then heat the engine oil and cause it to reduce its viscosity (become thinner) as the engine warms up. Engine design and oil cooling radiators (if used) will allow an engine oil to only reach a safe maximum operating temperature. This is why it is critical that the proper viscosity engine oil as specified in the owner’s manual is used.

Here is a chart that shows the viscosity (thickness) of the oil at various operating temperatures of the engine. Once the engine is at operating temperature the viscosity of the engine oil remains constant. This is due to the viscosity modifier additive content of the engine oil. Viscosity modifiers are generally olefin copolymers. This is a rubber-like substance that is used in very low quantities. This substance functions like a coiled spring in the sense that the molecule is small at colder temperatures and larger at higher temperatures. The viscosity modifier allows the engine oil to flow at colder temperatures and to not get too thin at higher temperatures.

The question of “Should I use a synthetic oil in my engine?” is frequently asked. The chances are that if you have a vehicle produced within the last ten years and you are using a multi-grade engine oil, you are already using a synthetic oil. Synthetic merely refers to something
that does not naturally occur. A regular base oil is simply distilled from crude oil and is graded by viscosity. A synthetic base oil can also be derived from crude oil but then has an additional refining process that makes it into a product with very specific properties which could not occur naturally. These products are referred to as Group III base oils. Other products used as synthetic base oils are poly alpha olefins (PAO) and diester fluids. Synthetic based engine oils will outperform traditional base oils by reducing friction and staying “in grade” for a longer period of time.

The question of “Should I routinely test my engine oil?” is often asked. The answer is if one changes the oil as recommended by the manufacturer, then no. Generally the cost of the engine oil monitoring service quickly exceeds the cost of a new oil change. The exception to this would be if one is experiencing engine wear or if one is looking to trouble shoot a specific engine wear issue, then the cost may be justified as a problem solving tool.

Aftermarket engine oil additives can void the Porsche warranty. A good quality name brand engine oil is manufactured to meet the auto manufacturer’s requirements. Additional chemical treatment is not necessary. The engine oils marketed for high mileage engines (over 75,000 miles) contain additional additives to compensate for possible engine wear due to high mileage.

The current US engine oil designations are SN/GF-5. Additional ACEA and Porsche designations may also be listed.

What does the future of engine oils look like? Engine oils are constantly being improved upon to help reduce emissions and increase mileage. Europe tends to focus on emission reduction while the USA tends to focus on mileage improvement. The next industry wide change for engine oil is scheduled to occur after January 1, 2017. These oils will have an SAE designation of “0W-16”. Whereas many years ago engine oil wear reduction was primarily controlled by viscosity, that is no longer the case. Modern engine oils control wear reduction by use of specific chemical additives, thus allowing the reduction in viscosity which leads to a reduction in friction, which provides improved mileage. Engine oils will become less viscous (thinner) with improved additive technology.

This article dealt with engine oils for Porsche gasoline engines. Diesel engine oil requirements are fundamentally the same but there is a difference in viscosity requirements and product labeling. Diesel engines need to use the designated oil as specified in the owner’s manual.

Greg Mannion has spent his professional career in the petrochemical industry. Early in his career he worked for a major oil company and then an independent oil blender. Most of his career has been marketing performance additives for fuels and various industrial lubricants including automotive and diesel engine oils.

If you have any questions about oil or any technical question about your Porsche or if you would like to co-author an article please email scott@mcilvainmotors.com
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Twenty one cars met early Friday morning, October 4th, for the annual Southern California Tour, from the desert, through the twisty mountain roads to the coast of Southern California.

Our destination this year was the beautiful bayside hotel, the Bahia Resort on Mission Bay, north of downtown San Diego.

After a short rest, we met at the hospitality suite of our hosts, Stephen and Linda Axelson, for a social hour before our multistation buffet dinner on the beautiful William D. Evans paddle wheel boat, docked on the beach of the hotel. After dinner we checked out the lights along the coast from the open top deck.

After breakfast Saturday morning, we had a short drive to the private car and memorabilia collection of Mr. William Evans. A brief private tour was given to us by Mr. Evans’ associate and we were then allowed to wander at our leisure. The collection included beautiful antique and rare cars from the turn of the century to the 1970s. The restored antique firetruck and turn of the century race cars were of special interest. There was something for everyone, including vintage clothing, hats, and jewelry for the ladies. There was also a vast collection of music makers.

We then drove to the Sheraton Hotel and Marina for our afternoon sail aboard the classic yacht, Jada. Beverages and snacks were served during our three hour sail in the San Diego Bay, where the weather was perfect. Some of us chose to stay at the Sheraton for a wonderful dinner and lively conversation. Others ventured into the Gaslamp District of downtown San Diego night life scene, dinner, and clubbing.

Sunday morning brunch. What more can we say? For those who brunched at Catamaran Hotel, we had a delightful beach-front table. Some of the group headed for brunch at the renowned Hotel Del Coronado. Food and champagne was abundant at both venues. Sad for the weekend to be over, many of us headed back to Arizona, as a few of us were lucky to stay another day.

A big THANK YOU to Mark Lindabury for organizing the drive to San Diego and coordinating the information on all the participants!

Editor’s Note: Turn the page for more coverage of the exciting weekend!
2013 SoCal Trip to San Diego

by mike christodolou  photos by mike christodolou and chuck brasile


As longtime members of the AZ PCA will remember, this trip was a reprise of the fine efforts of Steve and Linda Axelson, who several years ago used to organize the annual SoCal trips. They did an incredible job again of lining up lodging and a variety of events. Assisting them was Mark Lindabury, the consummate professional when it comes to communicating the details and handling the road trip logistics for 22 cars and over 40 people. Thanks to all three for making this most successful adventure possible!

The event began Friday with the traditional breakfast at Cracker Barrel on Litchfield Road and I-10. After the 8:30 AM departure, there was a caravan to Quartzsite, AZ for refueling. The 100 mile windy stretch from the California border to Palm Springs was generally uneventful except for the occasional pesky minivan, noisy rice rocket and non-descript beater sedan that would try run to with our pack for brief spurts before falling back in abject futility.

In Palm Springs the group stopped at the In & Out Burger for lunch. Your author thought it would be wise to bulk up on the 670 calorie “Double Meat/Double Cheese/ Extra Sauce/ Animal Style” Burger. This did not seem such a good idea 20 miles down the road once the group launched on the CA-hwy 243 twisties to Idyllwild. The burger sloshed around inside me, striking my gastric lining with 2g forces in the corners. All I could think about is what’s worse: getting a speeding ticket on an AZ PCA event (been there, done that) or losing my lunch all over the steering wheel and dashboard? Thankfully neither happened on this trip...

The twisties to Idyllwild were challenging. The Nolands led the group, with Bob serving as “the shoe” and Linda as “the navigator” of their 997 twin turbo. Somehow a bothersome white BMW Z4 coupe managed to slingshot its way to the #2 position in the caravan while the other Porsches were
just starting to roll from standing positions. The shoe and the 997 quickly dispensed with the BMW, showing why that marque is indeed the “Ultimately Slower Driving Machine.” Hwy 243 took us through an area that had been devastated by the summer wildfires. It was eerie to see the barren and charred landscape, and then transition quickly to the charming (and fortunately unscathed) town of Idyllwild where the gorgeous fall colors were on display. The group stopped briefly for refreshing ice cream cones and stretched their legs with a walk around town.

Then it was back in the cars for two more hours of spirited driving including navigating through the infamously dense California rush hour on the I-15. After driving 450 miles on the day we all checked into the Bahia Resort on Mission Bay between 4:30 and 5 PM. As if all that seat time in a Porsche wasn’t enough, some members immediately began to log even more seat time in bar stools in the Tangiers Bar... Then promptly at 6 PM the official cocktail hour started in the Axelson’s suite. Club members and a wide array of snacks and libations filled the suite and also flowed out onto the patio overlooking the beautiful water of Mission Bay.

Dinner that evening was held on the “William D. Evans,” an authentic recreation of a 19th century nautical sternwheeler featuring hand carved mahogany doors, an upper deck stained glass ceiling, and polished brass fixtures. The group enjoyed two different buffet lines as well as a carving station. After dinner everyone moved to the upper deck to take in the beautifully-lit Mission Bay skyline before retiring for the evening. Ok, well not everyone retired for the evening......there might have been a bit more revelry involved…
Saturday started with an incredible tour of Evans Garage. Mr. William S. Evans (for whom the sternwheeler was named) was a real estate developer and hotelier who founded, and whose family now owns, the Bahia Hotel, the Catamaran Hotel sister property across the bay, and other lodging properties. Mr. Evans was also a car collector. He passed away in 1984 and his son Bill Evans now runs Evans Hotel Group. Bill Evans commissioned the sternwheeler and built a unique garage/museum to hold his father’s eclectic car collection.

There were approximately 40 cars in the collection including: a 1936 Cadillac V-12, a 1928 Auburn Boattail Speedster, several 1950s-1960s Kurtis mini racecars (including one driven by Parnelli Jones), a pre-war Indian Motorcycle, a chain-drive brass era Bianchi, a pre-war Mercedes Benz race car that once held the world record for completing one mile in 25.40 seconds, a pre-war chain drive Isotta Fraschini, a brass era Pope Toledo, two brass era Pope Harptfords, a Pierce-Arrow, a 1955 Ford Thunderbird, a 1966 red Corvette, a mid 1960s Amphicar, a 1940s Woody Wagon, and a 1957 Ford convertible. In addition, the Evans collection includes several unique automobile engines mounted on display stands, old world/art deco wood furniture pieces, and a variety of early 20th century clothing and household accessories. Seeing this museum was a treat for our group and represented quite a coup for the Axelsons, who arranged the tour, because the museum is closed to the public.

Following the garage tour the group dispersed to pursue a variety of different paths. The majority went for an afternoon sail on the beautiful Jada, while others sought repose in the Catamaran spa, or strolled and shopped downtown La Jolla, or explored Old Town and the Little Italy district.

Those who went on the Jada convened at the San Diego harbor near the Sheraton Hotel. The Jada is a 65-foot log sailing yawl built in 1938. Featuring teak decks and interior and cedar and white oak frames, the Jada has been fully refurbished to maintain the aura of sailing 70+ years ago. For times when the wind isn’t blowing, the Jada has an 80 hp diesel engine to move its 40,000 pound displacement. While it gets the job done, it’s not quite the same favorable power-to-weight ratio as 250-500 hp Porsches weighing 3,000 pounds...

It was a beautiful day for a sail, and the route took the group along the city skyline in Mission Bay Harbor. San Diego is home to many military installations and the group sailed past a U.S. Navy facility for the Navy Marine Mammal Program (NMMP.) The NMMP trains marine mammals such as sea lions, seals and dolphins to perform ship and harbor protection, mine detection and clearance and underwater equipment recovery.
The pens containing the animals were visible from the sailboat. The group also passed a military facility for nuclear submarines. In addition to incredible sightseeing, there was allegedly heavy drinking on one side of the boat, which periodically presented ballast weight challenges for the Captain as he did some aggressive tacking maneuvers.

In the evening the group pursued two different alternatives—many enjoyed dinner at the Sheraton Hotel immediately after coming off the Jada cruise; others scheduled dinners at various restaurants in the bustling Gaslamp district. Afterward about ten couples went to the 10 PM start of live music at Jimmy Love’s nightclub in the Gaslamp. The group was able to secure its own secluded area in the corner of the bar offering prime access to the bartenders. The drinks were great and bartenders’ tattoos were quite interesting to look at, but attempts at deciphering them became more difficult as the drinks flowed. The band seemed to be a contemporary amalgamation of the Pet Shop Boys and Go-Gos girls dance bands from the 1980s. Nothing beats trying to dance to a techno-beat that seeks to change the inherent cardiac rhythm of your heart. OK, there is one thing way better -- driving a Porsche with the windows down, the motor wailing at high RPMs, the exhaust bellowing and the tires squealing in the corners...

Sunday morning meant departure for many, while others enjoyed a choice of two sumptuous brunches. Most took the boat ride across the bay to the Catamaran Resort for a delightful brunch right on the beach, while others took taxis to the Hotel Del Coronado for brunch, having the foresight to realize it would be ill advised to drive after a four-hour brunch including Bloody Marys and pomegranate champagne.

Monday morning brought departures for the remaining couples. The Mackulaks and Swansons ventured further on to Northern California for a few more days. Several other cars decided to take the more direct I-8 route home through Yuma and Gila Bend. But just 60 miles into the return trip, the Nolands began to have serious second thoughts about leaving California. They also began to reminisce about the fun times, fine dining and exhilarating gambling sprees they always experience every April on the annual AZ PCA Fun Runs to Las Vegas. Because of these sentiments, they somehow telepathically were able to wear down the inner tread on both of their rear 305/30-ZR19 Michelin Pilot Super Sport tires to the point of exposing the steel belts! One tire lost all of its air and couldn’t be resuscitated with a can of Fix-a-Flat. Clearly it was telepathic because Bob claims the tires were relatively new and that he has never driven faster than 65 mph since buying the car!

Their prescience was fortuitous in that they managed to have the flat just several miles away from Campo, CA and the world famous Golden Acorn Indian Casino and Truck Stop. After limping there at 25 mph (miraculously without damaging the rim!), they were able to play the slot machines and sample a smorgasbord of fried mystery road kill and other SPAM-based regional delicacies while waiting an hour for AAA to arrive. The Nolands had such a good time it’s rumored that they may lobby Mark Lindabury for making the Golden Acorn in Campo the featured destination for the March 2014 Fun Run!

After the 997 was loaded up on the flatbed, there was the ride back to San Diego where Porsche San Diego promptly replaced the tires. Kudos go out to that dealership’s friendly staff and excellent service department. Of course, instead of driving back that afternoon, the Nolands decided to stay in La Jolla at the La Valencia Hotel before returning Tuesday. Can you believe the things some people will do to prolong the fun?

The 2013 AZ PCA Southern California trip from Phoenix to San Diego and back totaled about 850 miles and reaffirmed what we all know: Porsches are fantastic cars, but what really makes the AZ PCA great is the people! Until our next adventure remember to keep the shiny side up and never lift...

Above: Sunday morning brunch at the Catamaran
WELCOME NEW MEMBERS!

The following people have recently joined our region. Please welcome them to the club!

- William Hoffman
  Glendale | 2001 996 Carrera

- Michael Lipsky
  Scottsdale | Carrera Coupe

- Brad Karlberg
  Tempe | 1999 Boxster

- Justin & Tiffany Barnett
  Gold Canyon | 2006 911

- Scott Brown
  Phoenix | 2007 Boxster S

- Curt Weaver
  Prescott | 2008 C4S

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

Note:
Please notify the Membership Chairman of address changes by the 5th of that respective month. If your “Going Places” is returned because of an undeliverable address, you are removed from the mailing list until we are advised of the new address.

HAPPY PCA ANNIVERSARY!

Arizona Region PCA Members Celebrating November 2013 Membership Anniversaries

- 35 Years
  Don Tevini

- 27 Years
  James Edwards

- 25 Years
  Charles & Lalla Armstrong

- 23 Years
  R. Allen & Carol Naille II

- 23 Years
  Steve & Dorie Hanson

- 19 Years
  Tim & Candace Hannum
  James & Victoria Haskins
  Ron & Kay King
  James Musgrave
  Jeff & Alice Yang

- 14 Years
  Richard & Jennie Haag
  Andrew & Carrie Schermuly
  Dale Suran

- 12 Years
  Mike & April Kvalvik
  Rick & Christine Sokel

- 11 Years
  Daniel & Adina Moldovan
  Jerome & Sharron Szymanski

- 8 Years
  Gary & Patricia Takacs

- 7 Years
  Jerome & Debra Carter
  Jeff & Lori Karl
  Charles & Sharon Mcilvain
  Peter Tomasulo

- 6 Years
  Jeff & Carol Emig
  Bill Hagener

- 4 Years
  Mike & Marie Hoover
  Trent Poling

- 3 Years
  Peter & Pam Palestini

- 2 Years
  Gerald & Carol Gambino
  Dennis Kirk

- 1 Year
  Lawrence & Katherine Perko
  Michael & June Shoemaker
  Bob & Nancy Tomlin
  Roy Turner
  Brian Turner
  Mike & Betty Mallon

MEMBERSHIP by the numbers

National PCA members 794
Regional PCA members 415
Randy Leffingwell’s books are always a visual delight. This book is much more than a book of pictures of 50 years of 911s, and really, it is more than a book about 911s. The initial chapter tells more about the evolution of Porsche designs in the ‘50s and early ‘60s, and the design numbers involved, than this reviewer has seen anywhere else. The publisher calls this book “The definitive history of one of Porsche’s most storied and enduring cars. Featuring over 200 photos, extensive interviews and inside looks....” To this reviewer, they are selling their book short: it has many more than 200 photos and the interviews documented inside cover much more than just “one of Porsche’s...cars”.

Unlike previous Leffingwell books, the majority of the many pictures are not by him, but come from the Porsche Archive instead. Similarly, most of the words are by factory employees describing their experiences over the years with Porsche AG. Really, this book functions as the Porsche factory history, collected, compiled and edited by Randy Leffingwell.

Though the title is very timely and meaningful, this book does deal with the vehicles and design efforts produced over the dozen or so years leading up to the first production 901. It also touches on the “alternate” vehicles which have carried the Porsche name during the 911 era. Particularly interesting to this reviewer is the number of photographs of full-scale mockups of design alternatives for the 901, many with competing designs on each side of a single mockup.

Porsche 911: 50 Years is not a sequence of write-ups on the 911s of each of the 50 years they have been produced. In fact, the book is divided into only four chapters: Collision Course; Evolution Version 1.0; Evolution Version 2.0; and Racing the 911. The first three chapters flow as continuously as did the design evolution of Porsche automobiles.

Porsche has generally presented a solid, focused image to the outside world, but this book clearly documents infighting between design teams and the on-going schisms that occurred between those promoting the evolutionary “next Porsche,” and those advocating a revolutionary “new Porsche.” Many significant members of the Porsche design team left, for whatever reason, only to return to even more significant leadership posts. Perhaps the best illustration of the thoroughness and completeness of the research on which this book is based is the coverage given to the controversy over what material should be used for constructing the mockups of proposed designs.

Much of the story is told in first person by individuals both known and un-known. The collection and compilation of all these recollections and reminiscences must have been a major effort, but the result provides an un-matchable, never to be improved upon, insight into the projects and personalities involved in the first half-century of Porsche AG. PCA has its slogan “It’s not the cars it’s the people.” Porsche 911: 50 Years is not just about the cars; it’s perhaps even more about the people of Porsche. It surely will be a classic that every Porsche enthusiast must have in his/her library, along with Ludvigsen’s Excellence Was Expected.

There are 256 10x12-1/4 inch pages with 500 pictures, half in color. A very comprehensive index is included, with 5 pages of 3 columns each. By the time you read this, Porsche 911 should be available for $50.00 from your favorite bookseller (ask for it), or from http://www.motorbooks.com.
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Email: betsy7890@earthlink.net  Cell: 602-550-1212
October 2013 MEETING MINUTES

by mark Lindabury

WELCOME
The monthly meeting was help at SOL Cocina Mexican Restaurant at Scottsdale Quarter. President Stewart called the meeting to order at 6:25 pm. He welcomed everyone to the meeting and thanked the restaurant for hosting tonight’s meeting.

President Stewart then reviewed the sponsors and encouraged everyone to use their services. President Stewart then went over membership and stated that we currently have 410 Arizona Regional members and about 800 National members.

President Stewart then asked if there were any guests or new members present.

GUESTS
Laura Contreras from the 100 Club.

NEW MEMBERS
Dale Holland from North Phoenix just purchased a 2005 997 Carrera S three weeks prior to the meeting.
Mike and Janice O’Brien have a brand new 2014 Cayman S.

NEW VEHICLES
No existing members had purchased any new vehicles.

ATTENDEES
Dwane and Alma Stewart, Jack and Loretta Aman, Chuck and Denise Brasile, Dennis Brookshire, Mark Lindabury, Lyle Capstick, Rook and Debbie Younger, Susan and Richard Bookspan, Cynthia Giacchetti, Michael Lucy, Kim and Ellen Kemper, David and Lucy Fisher, Rick and Julie Mukherjee, Art Griffin, Jim Borowske, Frank Grimmelmann, Andy Schermuly, Carolyn and Cliff Berryman, Bob Bandera, Rob and Kerry Biddle, Bob and Nancy Tomlin, Chris and Chris Woods, John and Leslie Richardson, Angela and Mark Manente, Dale Holland, Jan and Jerry Mackulak, Pam and Mike Pyska, Randy and Donna Black, Mike and Jan O’Brien, Joseph and Christina Velez, Steve Jackson, Rick and Karen Althouse, Lou and Judy Kinney.

REPORTS
TREASURER – Dennis Brookshire, Treasurer, reported that the club is doing well with just about $105,000 in assets of which $75,000 is in a legacy account reserve. Dennis stated that the club has been making money on driving events. He thanked the Driver’s Education and Autocross chairs for doing such a great job. Dennis mentioned that funds will have to be allocated to purchase a new computer and software for the editor of Going Places.

GOING PLACES – Denise Brasile, Going Places Editor said that the October issue will be a tad late. She said that she needs photos and an article from the last Autocross event. This would help further promote future Autocross events.

Denise said to make sure that the tour chairs designate a writer for an article and make sure plenty of pictures are taken and submitted for future content in the magazine.

RECENT EVENTS
September 6th-8th --Route 66 Days and Car Show in Flagstaff. Rook Younger reported that the group met at the Good Egg and then drove up the back way through Jerome. They arrived in Flagstaff at about 4 PM and it started to rain. On Saturday during the car show it started to rain at 12:30 PM. Unfortunately the group dealt with rain the whole day and decided to give up the car show. At 6 PM the gang went to the Steele’s for dinner. Everyone had a great time.
September 15th --Drive to Mt. Lemmon. New member, Chris Woods, reported that the group drove through Florence to Tucson where they met SAR members and drove up to Mt. Lemmon to the lunch spot at Sawmill Run. It was a great drive.
September 21st --Driver’s Education, Andy Schermuly, Chair, reported that the DE was at Arizona Bondurant West. It was a big event with 70 drivers. The Ferrari, BMW and Audi Clubs were there. Andy said that the Ferrari Club especially had a good time and look forward to a joint DE with the Porsche Club. Andy mentioned that there is a free ground school and PCA driving instructors available for all students. He encouraged new people to come out to the DE events and assured that they will not damage their cars.

UPCOMING EVENTS and TOURS
October 4th-6th --Southern California Tour. Mark Lindabury reported that this year the tour will be in Mission Bay area of San Diego. The host hotel is the Bahia Resort. Mark said that there were a total of 22 cars and 44 people signed up for the tour. There will many eating options and the highlight is a sail on the yacht called Jada which is scheduled for Saturday.
October 24th-27th --Porsche Escape in Pomona, California. Rook Younger said that the information for Escape is online. Anyone planning on going please coordinate with him to drive over together.
November 1st & 2nd -- Lyle Capstick, Flight 36 Chair, reported that this year we will hold our 36th Annual Concours and Car Show, Flight 36, in conjunction with the 3rd Annual Scottsdale Ferrari-Maserati Polo Championships: Horses and Horsepower. This is a unique opportunity to show your car, raise money for charity and enjoy some great polo at the same time. Lyle mentioned that Molina Fine Jewelers will host a reception featuring Lyn St. James, a legendary figure from the automotive racing world. Ms. St. James will be signing copies of her book, “Lyn St. James - An Incredible Journey” with half of the proceeds being donated to the 100 Club of Arizona. Catering will be handled through “celebrity” chef Eddie Matney of Eddie’s House in Scottsdale. Porsche North Scottsdale will provide two interesting vehicles for guests’ enjoyment. Attendance to this event will be limited to the first 100 Molina event registered participants who also register under the Concours or Display categories.
Lyle then introduced the representative from the 100 Club, Laura Contreras. Laura emphasized how grateful the 100 Club is that the Arizona Region Porsche Club has chosen them as their charity for the 3rd year. Laura explained about the organization and how it benefits the families of fallen police officers and firefighters. After Laura’s presentation Lyle said that he is in need of volunteers for Flight.
November 3rd -- Flight 36 Autocross will be held at Bondurant Road Course.
November 6th -- Monthly Meeting at Porsche North Scottsdale and the election of the 2014 AZPCA officers.
November 15th-17th -- Annual Wine & Dine/DE in Wilcox. Cynthia Giacchetti has taken over this event from Jan Mackulak. Cynthia reported that Andy Schermuly will handle the DE at AZ’s largest DE Track (2.75mi) --the beautiful INDE Motorsports Ranch, and other members of the club will hit a few wineries. The host hotel is the Holiday Inn. Saturday enjoy the track or join the group at the Coronado Vineyards. Cynthia said that Chuck Brasile will lead the group on the drive down. Look for details of this great event on the website.

CHECK THE WEBSITE FOR EVENT UPDATES: az.pca.org
PLEASE RSVP online for monthly meetings and events.

Before adjournment President Stewart said that the club is in need of volunteers in the areas of Sponsorships to help Mark Lindabury, Sunday Drives, Autocrosses, Driver’s Education events, the Buddy System and in writing articles for Going Places.

President Stewart then announced the candidates for the upcoming Board elections. President – Dennis Brookshire, Vice President – Rook Younger, Secretary – Randy Black and Board Directors at Large – Mark Lindabury, Rick Mukherjee, Frank Grimmelmann and Kim Kemper.

ADJOURNMENT
President Stewart adjourned the meeting at 8:05pm and thanked everyone for attending the meeting.

Respectfully submitted,
Mark Lindabury, AZPCA Secretary
Full Set Cayenne Turbo II Wheels & All Terrain Tires
(Oct. 12)
Price: $666.00
Location: Chandler Blvd & Gilbert Rd
Contact: John Taylor
Phone: 480-861-9221
Email: johntaylor@drkentshow.com
Full Set Porsche Turbo II Wheels with General AT2's, TPMS, colored centered wheel caps, TireRack covers.
Fits all models of Volkswagen Toureg and Porsche Cayenne models except Cayenne TurboS. Located in Chandler. Ready for use but I'd advise at least another pair of tires preferably all four; just bolt on at 118 ft/lbs of torque. Wheels are good condition with road rash on one. Some tire life left in one pair and none in other pair. Cost $2,000. Asking $666 OBO.

2004 911 Turbo Cabriolet (Sept. 11)
Price: $59,500.00
Location: Deer Valley
Contact: Franz Forman
Phone: 623-910-3020
Email: fhforman@gmail.com
2004 Porsche 911 Turbo Cabriolet
Meridian Metallic Silver / Graphite Grey Full Leather – 18K mi. This LOADED low-mileage Turbo Cabriolet has been well maintained since day one, and had an original MSRP of $140,715! It has already had the 6 yr./30,000 mile service performed, and just recently received a fresh oil/filter change, brake fluid renewal, and a new battery (within the past 200 miles). The paint and convertible top are in exceptional condition, the body is free of dents and scratches, and the interior is ultra clean with a brand new set of “Porsche” embroidered Lloyds mats. The new owner will be provided with service records, books, and both master keys at the time of sale.
Vehicle Options:
- Graphite Grey Full Leather
- Graphite Grey Top
- Center Air Vent Slats Aluminum Look
- Side Air Vent Slats Aluminum Look
- Aluminum Look Interior Small
- Rear Center Console Aluminum Look
- 3-Spoke Steering Wheel Aluminum Look
- Porsche Crest in Headrest
- Aluminum/Leather Shifter/Brake Handle
- Custom Tailoring
- Remote CD Changer
- Soft Ruffled Leather Seats
- CARFAX Certified/Autocheck Assured
- Private Party Sale – NO SALES TAX for AZ Residents!

2002 996 911 C2 six speed (Sept. 9)
Price: $24,000.00
Location: Phoenix
Contact: Scott McIlvain
Phone: 480-968-2858
Email: scott@mcilvainmotors.com
Time for me to sell my '02 996. 92,000 miles. I have owned this 996 for 2+ years. This car has been rock solid. Everything is done and the car is ready to go.
Work done in last 6000 miles:
- L&N IMS bearing
- Rear main seal
- ADS
- Oil/coolant cooler
- Water pump & coolant flush
- Low temp T-STAT
- Engine mounts
- Coolant tank (by PO)
- Drive belt
FEATURES:
- ASCCO flywheel (computer balanced)
- Sach sport hub clutch disc
- Sach sport high clamp load pressure plate
- Sach release bearing
- Bilstein PSS9 colovers (by PO)
- GT3 front and rear sway bars with Tarett drop links
- RSS front control arms (original suspension included)
- Fabspeed X-pipe cat delete pipe (original cats included) Car just passed emissions
- CarGraphic mufflers (original mufflers included)
- Front and rear brake pads and shims
- Fikse 18" wheels and Sport cup tires

2006 911S Coupe (Aug. 27)
Price: $56,000.00
Location: Cave Creek
Contact: Tom Caglioti
Phone: 480-488-7415
Email: kaizen_96@yahoo.com
Only 14,200 miles. Like new in and out. 6 spd manual; Sports chrono pkg; Sport Seats; Full 3M Clear bra; custom window tinting. Seal Gray/Blk. Flawless!

**CLASSIFIED AD RATES:**
All ads must be submitted by the 15th of the month two months before publication. Ads run for one quarter (3 months) unless extended by the advertiser. Photos to accompany ads are welcome, but are printed at the editor's discretion.

**Arizona Region PCA Members - No charge**
**Non-Region Members - $30/quarter**
All classified ads should be submitted via our online Classifieds system at az.pca.org/classifieds.
The sponsorship programs were designed to allow our current and new advertisers and sponsors a simple way to choose a program that will include internet exposure, print ads and sponsorship opportunities all for one simple investment.

The sponsorship program has six tiers:

**Starter - $250** Includes one small website banner on the *Events* and the *Going Places* digital magazine page of our website, rotating with other sponsors, and one black & white business card ad in the *Going Places* publication.

**Bronze - $500** Includes one medium-sized website banner on the *Events* and *Going Places* digital magazine page of our website, rotating with other sponsors, and one quarter-page black & white ad in the *Going Places* publication.

**Silver - $1000** Includes one medium-sized website ad on the main page of our website rotating with other sponsors, and one half-page black & white ad in the *Going Places* publication.

**Gold – $2000** Includes one large vertical ad on the front page of our website rotating with other sponsors and one full-page black & white ad in the *Going Places* publication.

**Platinum - $5000** Includes one large static front-page ad on our website, one full-color half-page ad in our *Going Places* publication, and other promotional and sponsorship benefits.

**Diamond - $10,000** Includes one large static ad on the front page of the website, an embedded video, one full-color, full-page inside cover ad in our *Going Places* publication, prime sponsor position with banner for Flight, and other promotional benefits and speaking opportunities.

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

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AZPCA Treasurer
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480-585-2399  www.tatumranchgc.com

Join us for our Annual Holiday Dinner, Installation of Officers and Dancing
Tatum Ranch Golf Club in Cave Creek, 6 miles North of the 101 Tatum Rd. Exit

Camp Sunrise and Sidekicks
Please bring an unwrapped gift or gift card valued at $25 to support the children

Dinner Menu Choices:
* Grilled Salmon served with Mushroom Risotto and Asparagus
* Chicken Breast stuffed with Boursin Cheese, topped with Tomato Beurre Blanc served with Lemon Whipped Potatoes and Asparagus
* Peppercorn crusted NY Strip steak with Gorgonzola cheese and sautéed mushrooms served with Pesto Potatoes and Asparagus
* All meals served with Greek Salad, Rolls and Butter, Coffee, Tea and Decaf and Desert of Chocolate Truffle Mousse Cake with Raspberry Coulis and garnished with Fresh Berries

Special Food Requests available, contact LaVonne Shelker (lshelker@cox.net)
Cost: $50.00 per person, Make reservations by going to AZ.PCA.ORG, click on events, click RSVP and click on Motorsport web site to pay and select your entree(s).

Reservation Deadline: Friday November 29, 2013