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Chas Wirken

Going Places is the official publication of the Porsche Club of America, Arizona Region and is published monthly.

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

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ARIZONA REGION BOARD
EXECUTIVE APPOINTEES
What a great time we have been having with the AZPCA this fall. The premiere annual event of the Arizona Region, Flight 38, was a resounding success. Big kudos to Bob Woodwell and all the volunteers who helped make possible a wonderful celebration of our cars and a special weekend for club camaraderie. The setting where our Porsches were on display, at the Concours in the Carefree Town Center, with the ambiance of the Sonoran Desert and surrounding mountains, really emphasized the Arizona in our Region’s moniker.

Head Concours Judge Jack Aman always assembles a very capable and efficient team of judges to score the entries. Congratulations to all the winners, and congratulations as well to all of you who, though you may not have won Best of Show, painstakingly wielded the Q-tips to make your baby look beautiful for all who attended the event. It’s about the bonding with your car and not the trophy, right? Well, for most of us... Results of the judging are posted on the AZPCA website, and will be published in next month’s Going Places. If you did not attend the awards banquet at the event (you missed a real nice evening), you can contact Jack to pick up your trophy.

Among the beautiful and unique cars on display, there was one that particularly caught my attention — the Falken Tire race car driven by Bryan Sellers and Wolf Henzler in the ALMS series in 2012 and 2013 was entered in the Special Categories class at our Concours. Yes, we have some very special cars in the Arizona Region! I always loved that color scheme. Now owned by PCA member Jim Edwards, it brought back memories of the Toyota Grand Prix races in Long Beach which Debbie and I attended for several years, and where I had a very interesting chat with Porsche Factory Driver Henzler in the paddock in 2012.

After four years as PCA Zone 8 Representative, Tom Brown will be leaving the position at the end of the year (Zone Rep terms are four years). Thanks, Tom, for your enthusiastic support of the Arizona Region and all the Zone 8 clubs, and for your helpful advice and counsel to me as region president. You may have seen that Porsche plans to offer the next-generation 911 GT3 with a manual transmission. The current GT3 is only available with PDK, but according to reports, the next GT3 will get a stick again. We all know automotive technology is moving strongly in that direction, but some cry, “I will never give up my stick until they pry my cold dead foot off the third pedal!” Despite the limited options that may be offered in the future, we know that, when we’re gone, there will still be great examples of classic manual-transmission Porsches for our grandchildren to enjoy on a twisty road.

Continuing the Porsche factory race program’s success in the 2015 World Endurance Championship, Porsches finished first and second in the final race in Shanghai and clinched the WEC Manufacturer’s Championship. Quite an accomplishment for the team, who only resumed competition in the top echelon of sportscar racing in 2014. Thus continues the legacy: “every Porsche carries the DNA of a [winning!] race car.”

I saw where you can buy your next Porsche at Walmart! A bit smaller, but quite a bit less expensive as well: The Hot Wheels Porsche Series Exclusive 8 Car Set. A must stuffer in your grandkid’s (or your adult kid’s) stocking this Christmas! And speaking of the holidays, as this issue of Going Places goes to print the holiday season is approaching, when I am always reminded how grateful I feel to be able to spend time with my family and special friends, doing the things I love to do. Many of those special friends Debbie and I have met in the PCA. Yes, we joined for the cars, but our experience has reinforced, time and again, that PCA membership is truly about the people.

Let’s go for a drive. We’ll see you at an AZPCA event.
## Zone 8 Staff

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Contact Information</th>
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</tr>
<tr>
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<tr>
<td>Rules Coordinator</td>
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<td><a href="mailto:rules@zone8.org">rules@zone8.org</a></td>
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<tr>
<td>Secretary</td>
<td>Skip Carter</td>
<td><a href="mailto:skipcarter@pobox.com">skipcarter@pobox.com</a></td>
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<tr>
<td>Chief Driving Instructor</td>
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<td><a href="mailto:skipcarter@pobox.com">skipcarter@pobox.com</a></td>
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## Zone 8 Websites

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<td>Golden Empire</td>
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<td><a href="http://www.lvrpca.com">www.lvrpca.com</a></td>
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<td>So. Arizona</td>
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Meet Danielle Badler

Several members have mentioned to me that they really enjoy Danielle’s columns, which we publish most months. She writes and shares columns through National PCA which are distributed to newsletter editors on an opt-in basis. We are always looking for neat car-related content with a Porsche slant -- why wouldn’t I opt in?

I had occasion recently to communicate with her to let her know about the positive comments I’ve received, and she was kind enough to send a brief biography, which appears with her column in this issue on pp 30-31.

I then asked her about her car-loving slant on life, and how all that got started. She shared the following:

There is no history of the car stuff in my family. I was infatuated at a very early age. I could ID all the cars on the road at 5 or 6. At 17, I bought my first car, a ’64 Triumph TR-4. Couldn’t drive a stick. My father drove it home for me. That night I sat in it and played the radio. Learning to shift, at one point I jerked it so hard the fuel lines came off. Didn’t realize it until I lost a half tank of gas.

I discovered writing in college. I won a creative writing award and ended up as co-editor of my college newspaper. Then I embarked on a career in PR and corporate communications for a long time. It was very involving… no time to do much else. Six relocations.

But that ended seven or so years ago, and I then began doing a lot of things I never had time for. Like my column. The ideas just come. I can’t explain it. And I’m very proud of the fact that I haven’t missed a month in seven years.

I’ve owned six Porsches. My first one was a ’76 914 2.0 that I shouldn’t have sold. A Euro 924 that I owned when I lived in Switzerland for a year. Two Boxster Ss. An ’03 Carrera Targa. And a 78 911SC sunroof coupe, which I still have, after 27 years. 49,500 original miles. The car has relocated three times. Every time I get in is like a whole new experience.

I’m also a 27-year PCA member. Would have been longer, but I let it lapse for a few years when I drove BMWs. I’ve had five of them as well. The first one was after college, a 2002.

It’s a sickness, I tell ‘ya.

Thanks, Danielle. Your perspective is appreciated!

AZPCA member an past president Mark Dreher informed us that fellow AZPCA member Chip Romer came in third in the Sholar-Friedman Cup race at Rennsport Reunion V. Pretty impressive, since Chip started 49th due to a crash in qualifying. He passed 46 cars in a 30 minute race, which included a full-course yellow. Chip drives a GT-3R. Congrats, Chip, and thanks for sharing, Mark.

Editor’s note: Mary Bianca was the photographer for the lovely centerfold shot in the October issue of GP.

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Betsy can also be reached by text or voicemail at: 602-550-1212

Editor from Denise Brasile

AZPCA member an past president Mark Dreher informed us that fellow AZPCA member Chip Romer came in third in the Sholar-Friedman Cup race at Rennsport Reunion V. Pretty impressive, since Chip started 49th due to a crash in qualifying. He passed 46 cars in a 30 minute race, which included a full-course yellow. Chip drives a GT-3R. Congrats, Chip, and thanks for sharing, Mark.

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Editor’s Note: The dates, times, and details of AZPCA events may change at any time. Always check the website az.pca.org for the latest event information.
AZPCA Membership Meeting

December 2, 2015
Lucillie’s Smokehouse Bar-B-Que
Tempe Marketplace
2030 E Rio Salado Pkwy
Tempe, AZ 85281

Special spice rubs and savory wet ‘mops’ and sauces cook Lucille’s Bar-B-Que nice and slow, for hours on end in the gentle smoke of hickory wood, until the meat becomes sweet and succulent and so tender it would fall off the bone if you so much as looked at it.

Our special pork roast, slow smoked until it’s fork-tender, shredded and piled high for your enjoyment.

RSVP and pay using the link on the website at az.pca.org
or contact Penny Solem at pennysolem@yahoo.com

AZPCA Dues Renewal Notice

Happy Holidays to One and All!

Dues are to be paid by January 1, 2016. AZ PCA Membership runs by the calendar year (Jan-Dec). Your $20 annual membership includes you and your Co-Member.

The Arizona Region of the Porsche Club of America holds over fifty social and driving events per year, it’s the cars and the people that make our Region fun. Each year you receive 11 issues of our award-winning club magazine, Going Places. Plus, you get 10% off parts and labor at Porsche North Scottsdale. And, you will receive timely email reminders about our activities. Don’t miss out on all the news and fun.

Use your new or existing MotorsportReg.com account to provide information and pay your membership dues online.

You may elect to download the membership form, which is found on the AZ PCA 2016 Membership page on MotorsportReg.com

The form is no longer available from our website.

PLEASE NOTE: If you have already renewed for 2016 please disregard this notice

Your cooperation and response is greatly appreciated.  
Sincerely,  
Bryce A. Brown, Membership Chairman  
6004 W. Robin Ln  
Glendale, AZ 85310-5717  
480-381-1009

AZPCA SOCIAL MEDIA

Social Media in the New Year: Resolve to join/learn a new SM app for 2016!

401 Likes
fb.com/azpca

143 Followers
twitter.com/azpca

84 Followers
instagram.com/azpca/

29 Followers
pinterest.com/azpca/

Jan Mackulak, Social Media Chair
socialmedia@az.pca.org

New for 2016:
YouTube AZPCA Channel: Subscribe for great videos  
Google+ AZPCA: Follow to explore even more things!  
Periscope AZPCA: Many cool videos already broadcast!

Go to az.pca.org - 💙💙💙💙

2016 Membership Meetings

January 6  Jasmine Tokyo  
February 3  Chandler Porsche  
March 2  Haus Murphy’s*  
April 5  Brighton Motorsports*  
May 4  Spinato’s Pizza*  
June 1  Black and Blue*  
July  *NO MEETING*  
August 3  iAutohaus*  
September 7  Spoke & Wheel* 
October 5  Cantina Laredo*  
November 2  Porsche N. Scottsdale*

Dinners begin at 6 PM unless otherwise indicated.  
Please RSVP and pay on the website az.pca.org.  
*venue to be confirmed
REGION ANNOUNCEMENTS

Porsches and Pancakes
Join your fellow Porschephiles for breakfast at some unique venues around the Valley.

January 9, 2016
8:00 am - 10:00 am
Ajo Al’s
7458 W. Bell Road
Glendale 85308

Enjoy traditional and Mexican specialties for our PNP breakfast!

More info and RSVP at az.pca.org

Save these dates for more great Porsches and Pancakes!
Mar 5 (TBD), Apr 2 (TBD), May 21 (TBD), June 18 (TBD), Aug 13 (Tom’s Thumb).

AZPCA 2016 Drives, Overnights & Weekenders
Save these dates and check az.pca.org for more information!

Sunday, January 10  Drive to Bagdad
Exciting driving roads to Bagdad -- you and your Porsche will love AZ97! Lunch in Wickenburg on our way back to the Valley.

Sunday, February 7  Drive to Wickenburg
Our annual drive to Wickenburg for the fabulous buffet lunch at the Rancho de las Caballeros resort. After lunch, club member Bob Bandera has invited everyone to his garage about 1.5 miles away to continue relaxing and digesting. (See promo on page 12 for registration information.)

Sunday, March 13  Drive to Bartlett Lake
A reprise of our popular drive to the very scenic Bartlett Lake, with a lunch stop in Cave Creek.

Fri.-Sun., May 20-22  Porsches to Prescott
Great back-roads drive, reception, and an informal car show on the Courthouse Plaza, all in the cooler climes of Prescott.

Fri.-Sun., June 10-12  Alpine XVI
Randy and Donna Black are organizing this annual treat. A spirited drive on the legendary AZ191 will get you to the Tal-Wi-Wi Lodge where the social fun begins. Side trips and free time over the weekend.

AZPCA Swap Meet and Detail Clinic!

Sunday, April 3, 2016  8AM to 1PM
Pit Stop Auto Detailing and Storage
15015 N 74th St Scottsdale

Start gathering unused Porsche items that are gathering dust in your garage! Turn them into cash so you can get the things you REALLY need for your current garage candy. Look through the unique items culled from the collections of other PCA members, and make your best deal!

Pit Stop is providing morning coffee and will hold a detailing clinic midday. There will be a small fee for table rental.

More details and RSVP available soon at az.pca.org
AZPCA DRIVER EDUCATION

#3 Saturday, December 12, 2015, at Arizona Motorsports Park (AMP)
#4 Saturday, January 23, 2016, at Wild Horse Pass, East Track (WHP)
#5 Saturday, March 5, 2016, at AMP
#6 Saturday, April 16, 2016, at AMP
#7 Saturday, October 8, 2016, at AMP
#8 Saturday, November 19, 2016, at WHP
#9 Saturday, December 10, 2016, at AMP

Come join us!
You will experience first hand the capabilities of high-performance automobiles in a controlled environment and acquire skills that will enhance safer vehicle operation in all driving situations.
“Friends drive free” event if sharing a car!

REGISTER ONLINE at az.pca.org

2015/2016 SEASON

#4 Sunday, December 13, 2015, Bondurant West Pad
#5 Sunday, January 24, 2016, Bondurant West Pad
#6 Saturday, February 20, 2016, Bondurant West Pad
#7 Saturday, March 19, 2016, Bondurant West Pad
#8 Saturday, April 23, 2016, Bondurant West Pad
#9 Saturday, May 14, 2016, Bondurant West Pad

Check the website at az.pca.org for the latest information and to register.
AZPCA Valentine’s Date Night
at the Arizona Culinary Institute
February 11, 2016 6:30 to 9:00 PM

It was so much fun in October, we are gathering again for a wonderful, elegant meal to celebrate Valentine’s Day. Take this opportunity to dress up and include something red in honor of the day!

Arizona Culinary Institute
10585 N 114th St.
Scottsdale, AZ 85259

We will gather at 6:30 for a social hour with a no-host bar and enjoy some conversation with current and new Porsche friends.

Enjoy a gourmet four-course dinner (Amusé, Appetizer Salad, Entree with your choice of Tournedos of Beef Tenderloin or Grilled Atlantic Swordfish*, and Dessert) complemented by freshly baked bread. Coffee and Tea are included, with alcoholic beverages available at an additional charge. $37 per person, including tax and gratuity.

RSVP and pay through the links on the website at az.pca.org

*Please note: If you have any special dietary requirements, please contact Cynthia Giachetti at cyns986@yahoo.com

Wickenburg Drive and Brunch
February 7, 2016

Our annual drive to Wickenburg for the fabulous buffet lunch at the Rancho de los Caballeros resort. After lunch, club member Bob Bandera has invited everyone to his nearby garage to take a tour and relax!

WHEN: Sunday, February 7, 2016  Meet at 9:00 am; depart at 10:00 am
WHERE: Meet at the Coffee Plantation at Shea Blvd & 74th St., Scottsdale
WHAT: A leisurely desert drive & buffet luncheon at the Rancho de los Caballeros in Wickenburg, AZ. Buffet lunch will include desserts (to die for!) iced tea or hot tea, lemonade, or coffee. Optional visit to check out Bob Bandera’s garage!
COST: $23.00 per adult/ $12.00 per child
RSVP: REQUIRED by February 4, 2016 to Loretta Aman, 602-938-1317
Make checks payable to PCA AZ REGION and mail to:
Loretta Aman
3806 W. Shangri La Rd.
Phoenix, AZ 85029
AZPCA’s First  
DATE NIGHT AT THE  
ARIZONA CULINARY INSTITUTE

by Camille Miles  
photos by Jan Mackulak

The night after our monthly meeting at Brio Tuscan Grill many of us had the pleasure of going out again for a “Date Night” arranged by Cynthia Giacchetti and Michael Lucey. Since this was our first visit to the Arizona Culinary Institute, we didn’t really know what to expect. We found the building after a few tries—even with our GPS working—and were surprised that it didn't really look like a typical restaurant but was in a complex with other businesses.

Once inside, however, it was a lovely restaurant with formally decorated tables and lots of silverware at each place with specially folded napkins -- very high class! There were tables for either four or six people so we were properly spread out. It was a nice chance to get to know the couple you were seated with.

We started with a gathering with plenty of choices of wine, beer, mixed drinks, or sodas. This gave us a chance to visit with everyone before dinner.

Once we were seated we found menus telling us what was being served and giving us a choice of meat or fish. To start us off, there was a small amuse, then an appetizer salad. Dinner was a choice of beef or salmon. We finished with three small desserts for each guest and coffee or tea.

Each course was beautifully prepared on different style plates with beautiful garnishes and everything was delicious!

These future chefs will be well prepared when they go out into the world to run their own restaurants. They had to do all the jobs that would normally be done from cooking to serving to cleaning the bread crumbs off the tables with their little whisk brooms between courses.

When the evening ended everyone felt they had had an elegant meal at a very reasonable price and we will all look forward to doing it again soon.

Editor’s Note: We’ll be doing this again VERY SOON! See the promo on the previous page
BOOK REVIEWS FOR PORSCHEPHILES
by Bruce Herrington, Orange Coast Region

Porsche 356 & 550
A Pictorial History
by Henry Rasmussen


This review is another in a series dealing with books describing the cars that launched PCA 60 years ago, and engendered the enthusiasm that made PCA successful. Though not contemporary with the early years of PCA, this book focuses on the cars of the first ten years of PCA. Sub-titled as a picture book, there are far more square inches of pictures than of text. The text, though, is the focus; the pictures are there to support the story told in the text which explains the development of Porsche cars and the Porsche company.

The impetus for book was discovery of a collection of photos in the Road & Track archives. Also having an association with the publisher of Excellence, this book reads like a magazine, with each one or two page spread standing alone as an illustrated article. This arrangement of stand-alone “bite size” snippets of information make PORSCHE 356 & 550 ideal for “throne room” reading.

The work of several different photographers is included, but the pictures are mostly by the author, so this book is refreshingly free from the repetitive display of “Factory” pictures which have become a curse to modern books on Porsche. Even the pictures covering the first racers and the 50 Gmünd cars, are refreshingly different from usual fare. True, some pictures were previously published in Christophorus, but that fact only serves to endorse the quality of Mr. Rasmussen’s photography. Not all photos date from the days of the founding of PCA. Some are from the ‘80-‘90s era, but present accurate restorations of some unique early 356s. Several of these special cars are from the Chuck Stoddard collection, but several other American owned cars are illustrated.

There are nine chapters, essentially focusing on different model eras, ranging from “Humble Beginnings,” dealing with the Gmünd years, to “The Last Hurrah,” dealing with the 356C. It is hard for modern eyes to believe that Porsche produced winners from the crude, rude, and unsophisticated race shops shown in “The Racers Edge” chapter.

Two mildly jarring notes occasionally intrude on this very pleasant read: Concours is spelled with an ‘e’ and 0-60 acceleration times on the order of 10 seconds are presented as if they were great achievements. All in all PORSCHE 356 & 550 presents a pleasant non-technical synopsis of Porsche’s 356 era. Coverage of 356 models is complete and comprehensive, but while the 550 is accorded an entire chapter, the 718 Spiders and the 904, 356s at least chronologically, are not mentioned.

Hardbound book with 160, 11 x 8-1/2 inch heavyweight glossy pages, including 98 color photos and 155 black and white photos and illustrations, PORSCHE 356 & 550 is currently available on Amazon Books for from $29.61 used or $150 new.
Our Rennsport Reunion Experience

By Lyn Islaub

Pat and I had been planning to attend Rennsport Reunion V at Mazda Laguna Seca Raceway in Monterey California from the time it was first announced. We decided to caravan with Pat’s brother Larry and his wife Pam from their home in Malibu, California. Larry has a 1972 911S with a shuffle-pinned, boat-tailed, high butterfly, 2.7 L engine. As plans were being made, we learned that Larry’s early 911S club, the Early 911S Registry, was planning a formal banquet Saturday evening and had secured preferred rates at the Embassy Suites in Seaside. Somehow our 997.1 Cabriolet became temporarily categorized as an early 911S and we had a preferred parking spot in their corral at the hotel along with an invitation to the banquet.

The Early 911S Registry is an interesting group of several hundred globally based early 911S owners/members, and about 250 showed up for Rennsport. The club produces a high quality quarterly magazine, ESSES, and membership is open to anyone. However, the majority own one or more rare early 1967-1973 911S Porsches, and the members’ cars that were on display at the hotel were breathtaking. I know that it might be a challenge to own an early 911 in Phoenix, even if you could afford the price of entry and used it during only the winter months, but it sure is a bit tempting to try and find one. Nothing sounds like an air-cooled 911, and boy can they be quick.

The ride up on the inland route from Malibu on Friday was blessed with great top down weather, minimal CHP presence, and lots of Porsches as we got closer to Monterey.

Attending Rennsport Reunion itself was an amazing experience and we were told that it was the largest collection of Porsche street and race cars in history in one place. The parking corrals were phenomenal in size (see photos) and the number of personal Porsches and rare race cars on display and in use was mind blowing. We were told by a Porsche Rennsport representative staying at the hotel (elevator meeting) that 53 significant race-winning Porsches had been brought to the event. Just about every variety of Porsche race cars from early Glocklers to LeMans winning 919s were there and easy to get close to.

We had every intention of finding others from our region that attended to share experiences, but time seemed to evaporate once we were out at the track on Saturday. We were signed up for 2 laps on the course that day and the majority of the morning was absorbed by registration, drivers meetings and cuing up for your turn to run. As it turned out, a lot of cars were on the track and speeds were pretty tame. We got lucky and had some track space just before leading up to and through the Corkscrew and that was pretty neat. I had ridden as a passenger on Laguna Seca in prior years, but it was my first time actually driving on the track and it was quite exciting. Saturday was really the day for these parade laps, as the Sunday session was pretty much grid locked and it seemed the participants that day spent most of their time parked on the track.

The Saturday night Early 911S Registry banquet was a great event with Bobby Rahal as the guest speaker. Bobby spoke for quite a while and entertained questions afterwards. The post dinner raffle featured a variety of early 911-specific goodies and services and a couple of very nice club jackets. Wouldn’t you know that probably one of the few non-members in attendance (me) won one of their good looking club jackets and was very happy to do so.

Sunday was race day as the Friday and Saturday sessions were basically practice and qualifying events. Between sessions they ran a 919 and a WEC GT3RS with professional drivers doing demo laps and the sound coming from that GT3RS was beyond amazing. I might add that the sound of three (3) Gulf liveried 917s going by 20 feet away during one of the races was also a once in a lifetime experience.

Sunday evening was highlighted by visiting one of brother-in-law Larry’s club member friends that lives almost next door to the Laguna Seca track. His garage was the Porsche owner’s field of dreams, being jam packed with a beautiful 1967 911S that was recently rotisserie restored, a 1973 911RS, a 1970 911S dedicated race car and a brand new looking BMW 2002tii. Several other non-Porsche cars not deserving of garage space, including a 1966 Mustang, were parked outside.

We left for southern California on Monday morning and took Route 1 as far as Morro Bay before we headed inland. Traffic was light initially and there were two (2) 964 RS Americas going our way to play tag with. Our 997 (3.6) didn’t have the steam to keep up with those RSs, but Larry’s 2.7 had no problem keeping track of them. Another beautiful top-down day all the way to Malibu and more great memories.

Not sure when, or where the next Rennsport Reunion will be, but Pat and I are packed and ready to go!
Rennsport Reunion V

by Don Tevini    photos by Jacque Booth and Don Tevini

We just finished racing at Coronado Island Naval Base and headed for Monterey. We arrived in Monterey on Monday. Tuesday, we took the 356 Coupe that we raced at Coronado out of the trailer and loaded the 1959 Devin D Porsche. We went to the track Wednesday, unloaded and got teched on Thursday.

This was the third Rennsport that I have raced at. The first was Rennsport III, at Daytona International Speedway, in my 1959 Porsche 356A Sunroof Coupe. Then Rennsport IV at Laguna Seca in my 1959 Devin D Porsche, which I was driving for this year’s Rennsport.

Rennsport happens every three years, but this time four years had passed since the last one. Porsche went overboard with the cars they exhibited, along with forty-one drivers past and present that raced them, George Follmer being our favorite. George stopped by for a visit and went to dinner with Denny & Cindy Kahler and us at Turn 12 in Monterey. If you are ever in Monterey, Turn 12 is a great place to eat. Porsche had a great goodie store and info about their new cars, and who could forget the Lego car and kids playground. All I can say is wow.

Danny Kahler was my Crew and we discovered that the shift linkage was the problem. SCRAMP said that there were 50,000 Porsche enthusiast in attendance again, wow. We will have to wait for another three years for Rennsport VI, which will be at a different venue. We will all have to wait to find out where it will be.

I would like to thank all of the members of the AZ Region of PCA, the AZ Outlaws and the many Porsche friends who stopped by to say hi and for their support.

See you at the races!

Welcome to Canepa

by Richard Bookspan

Leaving Monterey, California, and heading to Scotts Valley, California, to Canepa was a continuation of Rennsport Reunion V where we saw all a Porschephile could dream of, and more. Much more. Porsches, Porsches, and more Porsches. Race cars, race cars, and more race cars (all Porsches). Just walking around the grounds of Rennsport at Laguna Seca Raceway and visiting the different car corrals and seeing all the Porsches since the beginning of time was awesome. Historical race cars, race car drivers and Porsche paraphernalia were everywhere. But this article is not about Rennsport; we will leave that to others.

Canepa opened its 70,000 square foot facility to the Rennsport population. I don’t know about you, but every two weeks when I receive my Autoweek, I love to see the cars in the Canepa ad. The cars advertised are the who’s who of fine cars, including a 1969 Porsche 917K, 1981 935K4, 1997 993 Turbo, 1988 930, 1958 356 Speedster, 2004 Carrera GT, 1932 Ford Roadster, 1968 Ford Torino race car, etc., etc., etc.

Walk into the collector car showroom and you see part of the “for sale” collection. Oh, and there are cars in all stages of restoration, including three 959s.

continued on next page
The second floor houses Bruce Canepa's private collection. Part of that collection was racing at Laguna Seca over the weekend and not yet returned to his collection area. Bruce, an experienced race car driver, was in at least three final races on Sunday afternoon. We watched as his special cars were taken from transporters.

If you take a look at the Canepa photos with this article, they will give you a small flavor of the car eye candy Susan and I saw. You can go to the Canepa website for more viewing pleasure (canepa.com). If you missed Rennsport V, I would recommend that you not miss Rennsport VI. If you are lucky, it will be in Monterey. Rennsport and Canepa are a dream for Porsche owners and fans.

Hey Porsche owners: Make sure you drive it often and enjoy the ride!
RACING IS LIFE!
ANYTHING THAT HAPPENS
BEFORE OR AFTER
IS JUST WAITING
Signed: Steve McQueen
Straight line navigation is obviously a forte of the AZPCA. Take for example the flawless navigation after we punctually left the Black Bear Diner. We even managed a gas and potty break without incident. And to be fair, we found Box Canyon and that run was equally flawless. But, once out of the “Box,” things weren’t quite so smooth.

Immediately exiting the canyon we hit Grapefruit Boulevard, which as we all know, turns into Indio Boulevard after a few miles, then to Highway 111, basically a straight shot. Well, it should have been a straight shot. Obviously trying to wring as much driving time and pleasure out of our various “P” cars as possible, we set off on a very circuitous route, to get to lunch. Retracing our steps, no through roads, boldly going, etc. No matter, we all finally arrived at the Jackalope Ranch and had an excellent lunch and a few giggles.

Much to the surprise of some we found Highway 74 without incident. By the way, it is probably one of the best roads in the US for surface-ness, twisty-ness and lack of traffic-ness (some new words there for many of you!). Not only that, the majority of the cars on said road follow the rules when it comes to the “Slow moving vehicles must use turn out” rule. Remember, if you are overtaking a Prius on double yellow lines on such a road, it doesn’t count! I lived in Palm for a while and was a member of the Desert Mountain Motorcycle Club. A dedicated group of hooligans who used the San Bernardino Mountains for “cleaning the plugs” on their bikes! On this trip we saw about 10% of the hundreds of miles of twisty road available to those that look for them.

“P” cars having done us proud over the preceding 350 miles or so. As we all checked in, our “P” cars could be heard quietly dissipating their heat in a series of rapid clicks.

Our first official summons was to the TCI house for refreshments and munchies. Our thanks go out to Stewarts and Brasiles for putting on some excellent hors d’oeuvres and wine. Dwane gave a new meaning to the word Sommelier. I’d always thought it was to do with the taste, not the amount. But as often happens, these good intentions go to hell after a few glasses. Then there was my bribe: I was volunteered to pen the trip report, the results of which you are reading now. So, John can have another glass if he writes the trip report!

At the crack of 1:00PM next day was our next treat: Wine Tasting & Tour of the Wilson winery. Several of our more experienced wine aficionados had obviously visited this place before, and as a result, AZPCA got the royal treatment. Our own private group with host Jeff and then Gus the wine maker. I learned a lot about roses, gophers, owls, corks -- the list goes on. An A+ tour, followed by an introduction the owners Gerry & Rosie Wilson and then son Bill. We broke into various factions for dinner. Our group
went to Blue Water Grill, highly recommended. There is one in Phoenix, I’m told.

Crack of 9:00AM Wednesday, ‘Rooky Racer’ (AZPCA President Rook Younger) and 2 other hard-core “P men” set off for twisty hour, again on some of the best roads in the country IMHO.

Then, a truly A+++ experience: Chuck lead us on a tour of the California Porsche Restoration facility in Fallbrook. This was an experience I should have had on my bucket list, but didn’t know I needed it, to complete my long and sordid life.

Our guides for the afternoon were Dean and Steve. These gentlemen took 2+ hours of their busy schedules (I’ll come back to busy in a minute) to show us around every aspect of taking an almost-trashed, but unique, Porsche back to better-than-new-flawlessness.

We bombarded them with hundreds of questions, without a break. The restoration of a CPR car goes through about 8 stages. They take in basket cases, with trees, rodents, removing all sorts of disgusting stuff, so they can begin their process.

Going back to “busy,” the current waiting list just to get your car in their shop is over 6 months. The process of restoration can take more than 2 years. And oh, by the way, bring money. 50% at completion, 25% just before final assembly, the rest at approval.

Prices are for a complete nuts-and-bolts restoration. Yes, they re-zinc all the nuts and bolts along with everything else they do. They take, before-during and after photos and send out a regular updates to the anxious clients. This is a frame off plus organization. They don’t bother with ‘Bondo’ or Lap welds, its Butt welds or nothing. This tour highlights the risk taken when buying a car of this genera at an auction house. You can’t tell if its knee deep in Bondo or lap welds, both to be avoided at all costs.

I increased my zero knowledge base of old Porsche’s, 356’s-901’s-912’s etc (impressive eh?) considerably. “A”s have the narrow nose, “B”s a bit wider, red engine covers denote, turbo, yellow “T”s, Green “E”s. I know you lot, know all about that stuff, but it was totally new to Helen and me. Who, by the way is the antithesis of a petrol head (gear head in your lingo). Helen enjoys the AZPCA socials, but probably pushed to tell a Cayman from a Cayenne! She loved the tour and it’s opened up a whole new way of looking at our beloved brand.

I learned about tribute cars. Cars that are old, totally refurbished, but have had brakes, suspension or engine upgrades. You’d only know if you took one apart, or when and old 356 goes screaming past you at 150mph!

After we left the main campus, we had two other treats in store. First-off was their show room where we met with Dylan, who had a show room with refurbished Porsches and Mercedes. The Mercs are
sent back to the Fatherland for re-building and are returned as new. Old 190’s for example were selling for $250k on up. There were a couple of other brands. There were about 100 cars at an average of $150k a pop; about a $20,000,000 inventory in their show room!

The final treat of the tour was a trip to the engine shop. We met with Tom who takes the basket case engines and makes them look like new, right down to the bearing, shells and valves. I thought they were new crate engines! This is where some of the tribute work is done -- what’s under the rocker box, stays under the rocker box.

Lots of giggles at dinner and a very splendid dinner it was. I had totally forgotten what I ordered, along with most on our table (I’m sure you had better memories at the executive table). The restaurant took it in its stride. The manicotti was excellent in case you had another choice -- you’ll know next time.

Next morning we checked out and the Nolands and we decided to go the long freeway round. Pending rain and hills shrouded in fog was the decision maker. We left around 9:00AM and arrived in Cave Creek just after 2:00PM with a couple of stops, 373 miles altogether. Hmm, that can’t be right, that would mean an average of 71mph. Well, whatever it was, a fun run with the odd splash of rain.

I spent the next day, washing my beloved little “P” car. Then, on a whim, I went out and got a Meguiar’s clay kit. What a difference -- wow! The paint now feels “soft.” Again you lot are familiar with this stuff, but it was a new experience for me.

“Why Meguiar’s?” I hear you ask. Dean at CPR says that’s the only product they’ll use, so if it’s good enough for them, etc. (Usual disclaimers, my relatives are not on the executive committee, only the board of directors.)
This only leaves me to thank the Gossards, Lius, Mackulaks, Manentes, Nolands, Rucas, Swansons and Warmuths for their company, friendship and fun times.

Also thanks to Brasiles, Stewarts and Youngers for their stellar organization. Looking forward to the next one. Not that my opinion accounts for anything, but I wouldn’t change a thing. Great location/base, great hotel, a very full program, but with free time built-in. Outstanding events, wine, restoration and dinner. I couldn’t ask for more and as they say, “It’s not the cars, it’s the events,” or something similar.
Visit Your AzPCA Goodie Store Today!

Order AzPCA apparel, gift items, and name badges.

Just type in the az.pca.org/store website in your browser.

For more information or for special requests, please contact Betsy Andrade, your Merchandise Manager.
Email: betsy7890@earthlink.net          Cell: 602-550-1212

Order AzPCA apparel, gift items, and name badges.
Porsche Turbo, a name that is famous for speed and power. Since 1975 no car company has been better at turbocharging production cars. Every Porsche fan should experience the feel of “warp speed” when the turbo hit full boost in a Porsche at least once.

So we know Turbos make cars faster. But how do they work, and why are they so popular, soon to be standard in the latest 911? A turbo uses the exhaust gases that are exiting the engine to spin a “pin wheel.” This wheel is connected by a shaft to another “pin wheel.” This second wheel pulls air in and forces it into the engine.

The more air that goes into an engine, the more power can be made. Some highly-tuned turbo Porsches can make 1,500 hp or more! Because the exhaust gasses are coming out of the engine, turbos are known for being a very efficient, almost free, way to make more power.

There are some down sides to turbo, the biggest being turbo lag. The exhaust wheel of the turbo needs to spin very fast to spin the intake wheel to compress air to make power. This doesn’t happen instantly as any driver of an early 911 turbo knows. This lag can make the car challenging to drive. Another big problem with turbos is detonation cause by over boost. The pressure of the air going into the engine is called boost. The more boost the more power the engine can make. It is very important that the amount of boost matches the amount of fuel going into the engine or the engine will run lean. When this happens the engine can be damaged very quickly! Turbochargers compress the air which causes it to become very hot. This is why every Porsche Turbo from 1978 on comes standard with an intercooler. The pressurized air goes through the intercool that works much like radiator, using fins and the outside cooler air to lower the temp of the pressurized air.

Without a thing called a wastegate, a turbo would just spin faster and faster until the car was overboosted. A wastegate is a valve that opens in the exhaust before the turbo to let some of the exhaust gas escape keeping the turbo from spinning too fast.

Another important part to the turbocharger system is a recycle valve. When the turbo is on full boost it is moving a lot of air. When the driver of the car gets off the gas, the throttle plate closes quickly and all that air in the intake has nowhere to go. So the other valve opens and this pressured air is rerouted back through intake system before the turbo or to the atmosphere (import cars make a duck noise when this happens).
Porsche released the first turbocharged production car in 1975, known as the 930. This 911 turbo used a single turbocharger without an intercooler. It was a very fast car at the time but Porsche knew they could do more. So starting in 1978 the 930 was a larger engine with a single turbo and an intercooler standard. This same single turbo configuration continued until the 993 twin turbo. With the 993 turbo Porsche figured out that two smaller turbos could provide more air into the engine AND spin up faster without much of the turbo lag. With the 996 water cooled turbo they continued with the two turbo set up and added two intercoolers. The 997 turbo came out with a new turbos that use a computer-controlled vanes inside the turbo to help the turbo have less lag and make more power on the top end.

The newer Porsche turbos use very high efficient wheels that spin much faster than the earlier turbos. These have almost zero turbo lag and still can make huge power.

Driving a turbo Porsche (especially an older single turbo) takes some getting used to. You may have heard turbo charged Porsches referred to as “widow makers.” The main problem is how much non-liner power the engine makes. I remember on my 1979 930 that was modified, the engine made around 200 hp at 2,400rpms.

At 3,400 rpms the engine was making over 400hp! So I had to be ready for that power burst. Turbos also make a ton of torque which really causes the back end of the car to squat. When the driver gets off the throttle quickly the back end of the car pops back up and can lose traction. The only time my 930 spun on the track was when I lifted off the throttle. Today Porsche turbos are much better and delivering the power more smoothly. Older turbo charged cars can be upgraded to more efficient turbos that greatly reduce lag and make more power. I just put a set on my 996 Turbo and was shocked at the difference they made!

Turbochargers are going to be standard on the new 911. This is mostly for fuel efficiency. The engines can be smaller in size but make more hp. I am excited about this! The turbos that Porsche uses are so good you hardly know you are driving a turbocharged car at all.

If you have any questions on turbos, or have ideas for future articles, please email me at scott@mcilvainmotors.com.
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Here are the results from the October 18 Autocross. Top Time of Day goes to Dale McKeeman, who passed Kim by .066 of a second!

Thanks to everyone who helped to set-up in the morning and tear down the course at the end of the day. We hope to see everyone next month on November 7 at the West Track. Remember to sign up early as we are limiting entrants to 40. Thanks to all for another successful event!

Rick and Kim

<table>
<thead>
<tr>
<th>AZPCA A-X#2 Oct 18, 2015</th>
<th>BEST TIME</th>
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<tbody>
<tr>
<td><strong>DRIVER</strong></td>
<td><strong>CAR</strong></td>
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<tr>
<td>Dale McKeeman</td>
<td>2003 Corvette Z06</td>
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<tr>
<td>Kim Kemper</td>
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<tr>
<td>Brian McGinn</td>
<td>2016 Corvette Z06</td>
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<tr>
<td>Mathias Arrfelt</td>
<td>2014 Camaro SS</td>
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<td>Eric Schmidt</td>
<td>2006 Porsche 911 C2S</td>
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<td>Jonny Reese</td>
<td>2012 Subaru WRX</td>
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<td>Dave Munsey</td>
<td>2002 Porsche Boxster S</td>
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<td>Alejandro Arias</td>
<td>2011 BMW 335ix</td>
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<td>Bryce Brown</td>
<td>1976 Porsche 911S</td>
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<td>Don Lange</td>
<td>2012 VW Golf R</td>
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<td>Rick Kray</td>
<td>2016 Corvette Z06</td>
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<td>Jason Sudol</td>
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<td>Rick Althouse</td>
<td>1994 Porsche 968</td>
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<td>Greg Landrum</td>
<td>2011 Porsche 911 Turbo</td>
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<td>Kagan Salih</td>
<td>1999 Mazda Miata</td>
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<td>Ealing Jahn</td>
<td>2015 Factory Five GTM</td>
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<td>Phil Thomas</td>
<td>2014 Subaru BRZ</td>
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<td>Mark Howard</td>
<td>2006 Porsche 911 4S</td>
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Estate Planning, Probate, Business Formation and Transactions

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CRUISIN’ FOR A BRUISIN’

by Danielle Badler

And so it came around again, the annual Rocky Mountain Automotive Press Association driving event. Two days in the mountains, all courtesy of a cross-section of manufacturers, all hoping we’ll love their wares.

Ok, ok. Through my membership, I do get at least some compensation as your humble scribe. Sort of. I get to go. On perhaps the best two days of the year.

First order of business: No, Porsche did not participate. I don’t think they’ve ever participated. Are you listening, PCNA? Why, oh why? And don’t tell me you were distracted. This was before the VW diesel fiasco.

This year we were asked to follow a pre-set loop of either a half hour or 45 minutes. The idea was to give everyone a chance to sample the goods.

Oh yes. I kept running out of time.

The new Corvette. A Stingray coupe with the Z51 performance package, in Laguna blue.

According to the spec sheet, the car had the Z51 gearing. Whatever that is. I found that, at any legal or supra-legal speed, I had the choice of at least three, maybe four, gears. It made no difference.

Here’s what happened. As an experiment, I shifted the gearbox (yes GM brought one with a manual transmission) into seventh and slowed to 60. The rev counter said, like, 1,200 rpm. Which is a bit absurd, don’t you think? So I tried to accelerate… and it would. Not quickly, mind you, but it did. And it went up a hill, without having to downshift.

This car also had “active rev match.” The way it worked is, you flip one of two levers on the steering wheel, about where you’d probably find the paddle for manu-matic shifting would be and, whoo hoo, the next time you downshift, it blips the throttle and rev-matches right before your eyes. Faster and more precisely than you could ever manage. Say going from fifth to second, it blip, blip, blips you right down.

Did I like the feature? I don’t know. I kept forgetting that it was there. I kept trying to heel and toe downshift. Which totally messed up the rev-matching feature. Old habits are hard to break.

I guess you’d get used to it. I know you’d get used to the sticker price, $70,830, reasonably loaded. Does that undercut a similarly-equipped Cayman S by a wide margin? Uh, yes.

The Jaguar F-Type R convertible.

This is the one with the supercharged 5.0-liter V8, good for 550 hp. Eight-speed auto. MSRP of $121,350, well-equipped.

Yeah, it’s stunning. And very tight. And it sounds fierce. Even with the top up. I never did pop the trunk, though. So I don’t know if I could get my golf clubs in.

C’mon. If you own this car, are you really going to brace your clubs against the passenger seat? And have them clobber you in the arm, the first time you make an energetic right turn? Hey, if they don’t fit in the trunk, the Jag mates to the Audi R8 from a practicality standpoint. And then the 911 wins, if only because you won’t get beamed by flying objects.

As for ultimate performance potential, the envelope is so large that only a track will tell. I have no idea. I’d like to find out.

Mazda MX-5 Miata Club.

But I do know the performance potential of this one. Because, with the latest Miata, you can eke the last bit out of it, every day, twice a day, on your daily commute. And maybe that’s the essence of all the euphoric road tests we’ve sifted through.

In this incarnation, the interior’s up to date. The gearbox snick snick snicks. The top slides up and down by hand in no time at all. It’s fun. And all accessible.

Except for two things. First, I’m sorry, I wanted to like the exterior styling a lot more than I did. At one point I followed someone else in the car. And I kept thinking the Miata needs a plus 1 or plus 2 tire fitment. As is, it just looks too Tonka-toy for my tastes.

And it needs 50 more hp. No, make that 100 more hp. When you’re yelling, “Come on, baby, come on, baby!” in passing mode, you know it’s true. As is, it’s adequate. Which I find boring.

Although that could have had something to do with the next feline I drove, the Dodge Charger SRT Hellcat.

Here’s all you really need to know: 707 hp, 204 mph, $70,865, loaded. But that doesn’t tell the full story. Like the fact you get four doors. An automatic. You can take it shopping… and, when you leave the parking lot, you can melt the tires before you get to the first intersection.

And the sound. Remember the Hemi ‘Cuda? If you’re reading this, probably not. But you get the idea. Think top stock eliminator, with real brakes and anti-roll bars.

Inside, the central touch screen shows all these axle diagrams. I have no idea what they do. And I’d probably have to read the manual to find out, which, of course, I had no time for. But I did find Sport mode. Which kept the revs up and enabled instant bellow.

Yes, it’s hard to switch from a Miata into this homage to wretched excess. But just what exactly is it? Sure, it’s the ultimate MoPar halo car. But for what? For whom? I kept singing to myself “Let’s Do the Time Warp Again.”

The rest begin to blur. I wanted to like the Mustang GT Coupe Premium, with 435 hp and 400 lb.-ft. of torque, at an as-tested price of $46,085. But it still drove like a truck. I never did find the friction point on the clutch, and I could hardly see anything out the
I did like the Cadillac ATS-V Coupe, though. Very tactile. A very real American M3, or is it now M4. This car I could live with. It comes with 464 supercharged hp from 3.6 liters. The test car had the “track performance package,” which included a lot of carbon fiber body bits. For $74,140. I even liked the latest version of Cadillac’s folded paper styling. And the manual gearbox.

Same for the Buick Regal AWD GS. At $44,965, loaded, with a six-speed manual, 259 turbocharged hp and a Haldex center differential. Ok, I’ll say it; “That’s a Buick?” No, it’s a viable 3-series alternative. Really.

Oh, I drove the new VW Golf R as well. With the manu-matic. A confession. My daily driver is one of last year’s R models. The new R is a very logical step up, in fit, trim and performance. Nothing’s lost; it’s an incremental gain. Although I’d keep the stick.

That’s it. My level of interest faded with the setting sun. Acura ILX. No time. Did I miss much? Lexus IS. Subaru WRX. That one I would have liked to try. A raft of SUVs and trucks. They all went on a typical teeter-totter slow-mo off-road excursion. I passed.

Oh well, there’s always next year. My dues are paid up.

ABOUT DANIELLE BADLER

A New York native, Danielle Badler embarked on a writing and communications consulting career in early 2007, following more than 30 years in corporate communications, the last ten years as the chief global communications officer for three Fortune 500 companies, General Instrument Corporation, Unisys Corporation and Western Union. That experience involved six corporate relocations, including a year in Lausanne, Switzerland.

Her work today includes facilitating executive peer group meetings for The Conference Board in New York, as well as regular articles and columns for the Porsche Club of America, TFL-Car.com and planet-9.com.

Danielle is a past member and trustee of the Arthur W. Page Society, a past trustee of the Foundation for Public Affairs and a past director of the Public Affairs Council. She has been named a PR All Star by Inside PR, and to Who’s Who in Corporate hi-tech PR by PRWeek.

Very active in community involvement, Danielle has been a two-term board president of Alliance Francaise de Denver and a board vice president of the national Federation of Alliance Francaises, as well as a member of the Rocky Mountain Automotive Press Association.

A graduate of Case Western Reserve University, where she co-edited her college newspaper, Danielle now calls Denver home.
Younger reported on her behalf the number of hits and status of the club’s various social media outlets. The club is reviewing possible use of Periscope and Google+.

Website: President Younger assured the membership that the Website repair and updating would be a top priority after Flight.

IV. PAST EVENTS: President Younger commented on a number of club events held in September.

V. UPCOMING EVENTS
President Younger mentioned a number of club activities scheduled for the summer and fall including Flight 38. Bryce Brown stated registration for Flight was closing Oct 10 to ensure clothing orders would be completed so that participants would be able to pick up those items at the event in their welcome pack.

Denise Brasile spoke on the upcoming Temecula Wine Country Tour starting October 18.

VI. Other
President Younger spoke on the need to fill the vacant Social Chair and encouraged all members with ideas about future club events/activities to reach out to a Board member and share those thoughts.

Meeting adjourned at 7:50 pm.

Respectfully submitted,

Kim Kemper AZPCA Secretary
Welcome New Members!

These people have recently joined AZ-PCA. Please welcome them to the club!

Todd Prynn
Phoenix, AZ
2007 911T

Clint Hacker
Phoenix, AZ
2004 996TT

John Clements
Phoenix, AZ
2013 Boxster S

John Montano
Queen Creek, AZ
2007 Cayman S

Richard Sanderson
Phoenix, AZ
1994 968

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

NOTE TO MEMBERSHIP:
Please notify the membership chair when your address, phone number, or email changes, even temporarily.

We want to be sure you receive email blasts and Going Places. GP can’t be forwarded, and the cost of return postage and a separate mailing adds about $5 to each returned issue.

Thank you for your understanding and support.

Bryce Brown, Membership Chairman
480-381-1009

Happy PCA Anniversary!

Arizona Region PCA Members Celebrating December 2015 Membership Anniversaries

57 Years
Louis & Judith Kinney

41 Years
Pete & Brenda Dressen

39 Years
James & Edwina Gibson
Dean & Roz Jacobson
Charles McKinney

37 Years
Dick & Suzanne Petticrew

32 Years
James Suter

18 Years
Alan & Terry Roche

16 Years
Thomas & Carol Hettinger
Bruce & Robbin Lieberman

14 Years
Frank Grimmelmann
Susan & Cameron Warren
Kember
Jim & Donna Manelis

13 Years
Walter Gallagher

10 Years
Mark & Debra Dreher

7 Years
Robert & Betsey Wilder

4 Years
Paul & Debra Hamersly
Reynaldo & Barbara Ramos
David Wang

3 Years
Eric & Janice Schmidt

2 Years
Don & Yolanda Hom

ONE YEAR
Chris & Rita Bell
Ed & Evelyn Chernoff
Bob & Mary Hannum
Scott & Melissa Hornbeck
Pancho & Stephanie Meyer

Membership by the Numbers

National PCA members 942
Regional PCA members 456
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The sponsorship program has six tiers:

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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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