Any resemblance to the car of your dreams is purely intentional.

It wears its heritage proudly on its sleeves. And fenders. And roofline. Introducing the Porsche Macan S. A 340-horsepower twin-turbo V6, PDK double-clutch transmission and active all-wheel drive with Porsche Traction Management for maximum grip in varying driving conditions. All standard. The Macan S is built around our defining belief that every drive should be unforgettable. And every car should be a sports car. Dream fulfillment begins with a test drive. Porsche. There is no substitute.

The new 2015 Macan S

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Porsche recommends Mobil 1
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Cover:
Lynn Gotcher
Wickenburg 911

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To begin this column, I want to extend my apologies to Mark Lindabury, whom I failed to recognize in my previous column as an outgoing Board member. In addition to his contributions on the Board over the past several years, Mark continues to serve as Sponsorship and Advertising Manager, bringing revenues to the AZPCA which help make possible many of our club activities and major events during the year, not to mention publication of the excellent newsletter you are now reading. Thanks, Mark, and again, sorry for my oversight.

Speaking of *Going Places*, I want to direct a special note of recognition to Denise and Chuck Brasile, who work extremely hard to bring you the “newsletter” that we look forward to every month (well, except for July, when they get a break!). I use quotes because *Going Places* really is a magazine, a high-quality publication which not only chronicles Arizona Region events and upcoming activities, but also presents articles of general interest to Porscheman — like us! The creative contributions of writings and photos from club members help to encourage participation in future events and serve as a way to get to know our fellow club members. *Going Places* is one of the chief “perks” of membership in the Arizona Region of the PCA. Some regions no longer publish a newsletter, and I would bet it’s not due to lack of interest, but because those clubs have no one who is willing to take on the sometimes-thankless job of compiling articles, editing and fact-checking content, sorting through photos, designing page layout, dealing with printing issues, etc. The Brasiles have real jobs, too, and between flying jumbo jets to Europe and Asia and listing/showing houses, they make time to produce our club magazine. Plus, Chuck serves as AZPCA Vice President! Next time you see Chuck or Denise at an event, you might want to give them a special thank-you for their contributions to the club.

By the time you read this, the sports car auto racing season will have gotten underway. Here in America the top series is the Tudor United SportsCar Championship, where many different manufacturers are represented, in various competition classes.

I am pulling for the Porsches to win, of course. One of the drivers I follow with particular interest is Patrick Dempsey, the actor who portrays a doctor on TV’s “Grey’s Anatomy” and who drives a Porsche in the GTD class. Dempsey states unabashedly that he continues to do his acting to support his first love, auto racing. His story evokes the legendary connection of Steve McQueen with Porsches. The Dempsey Racing team is competitive, but not consistent winners. And though winning is the goal, I don’t think the lack of first-place trophies lessens Dempsey’s passion for the sport. As I see it, “it’s the voyage, not the destination.”

On a different, but similar level, that is what the PCA Driver Education events are all about. I have the same type of feeling when I’m driving my Porsche at a track event as many of the big-time racers do. I’m not going to win any trophies, but when I’m out there with my fellow drivers, feeling a oneness with the car, in a rhythm where everything seems to be working right, it’s a feeling you can’t explain; you have to experience it yourself. Yeah, I don’t want to spend the entire day on the track waving my friends by, but I’m really out there just for the feeling I get driving a beautifully engineered machine at “my” limit.

A few days after Christmas Debbie and I got together with some long-time driving friends, Ben, Alex, and Tina, for an impromptu drive up toward Prescott/Mingus Mountain/Jerome, on some of our favorite twisty, scenic roads. We ended up in Old-Town Cottonwood for a late lunch and to talk about our Porsches. One of my favorite pastimes.

“Four snakes gliding up and down a hollow for no purpose that I could see — not to eat, not for love, but only gliding.” — Ralph Waldo Emerson

Let’s go for a drive. We’ll see you at an AZPCA event…
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Weekend drive enthusiasts, rejoice! Two long-enjoyed weekend drives are on our schedule in the first half of 2015.

First, the Vegas Fun Run will take place the weekend of April 24 – 26, 2015. New AZPCA director at large Bob Woodwell is planning the drive and will be leading the group on an enjoyable trek to Las Vegas, Nevada. Current plans include staying at The Mandarin Oriental Hotel. Room rates are $289 per night, inclusive of taxes and resort fee, and can be extended for Sunday night if desired.

A social hour on Friday night is planned. Exciting additions to this weekend are a tentatively-planned Saturday drive and dinner at the Hofbräuhaus (an exact replica of its namesake in Munich, Germany) with the Las Vegas PCA region. Inter-region events give us an opportunity to share our love of all things Porsche and make new friends with other aficionados. Time for hitting the casinos or taking in a show will be available later on Saturday or on Sunday.

Check the website at az.pca.org for more information and to RSVP. If you have any difficulties with this, just email Bob at rgwoodwell@yahoo.com and he’ll be happy to help you.

On June 4, 2015, Ken Steele will lead Alpine Tour XV. The drive itself is great fun. We will meet in the low desert setting of Mesa early Friday morning, and then proceed to the mining towns in eastern Arizona where we will stop for lunch. Then it is on to the pine-covered White Mountains, complete with lots of twisty roads that will make you smile. The drive ends at the rustic Tal-Wi-Wi Lodge in Alpine, Arizona.

One of the most amazing activities of the weekend is the traditional Friday Happy Hour gathering at the Tal-Wi-Wi Lodge, our setting for the weekend. Everyone brings appetizers and their favorite beverages, and the spread never ceases to amaze. With the variety of good things to eat, one is left wondering how fellow Porschephiles managed to fit their entire kitchens into those little cars. Thoughts of dinner will never enter your mind during the evening, as you will not be able to imagine eating another bite.

On Saturday, there will likely be a drive of some kind. After returning to Tal-Wi-Wi, the group will enjoy a recap of Friday’s fare.

On Sunday, the drive home begins with a trip to a charming restaurant in Greer for brunch, and then a return on SR260 to Payson, then back to Phoenix on SR 87 (Beeline Hwy). Chuck and I fondly remember our two trips to Alpine as the times we made some treasured club friendships. Somehow this is much easier on a weekend trip.

You will need to make reservations at the Tal-Wi-Wi Lodge. The lodge is closed through April, but you can leave a message and get a return call to make your reservation. You will also need to RSVP with the club. Email Ken Steele at ksteele911@cox.net, or call him at 602-722-1772 to give him your car information and cell phone numbers.

Along with these weekend trips, be sure to look for spring and fall track events, both Driver Education and Autocross, Sunday drives, Porsches and Pancakes, and many other fun gatherings coming up in 2015!
# 2015 Calendar of Events

## January 2015

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## AT-A-GLANCE

**MARCH**
- 4 Monthly Membership Meeting
- 14 Driver Education Wild Horse Pass
- 15 Going Places Deadline (May)
- 21 Autocross #7 Bondurant Pad
- 23 Board of Directors Meeting
- 28 Porsches and Pancakes -- Gertrude's @ DBG

**APRIL**
- 1 Monthly Membership Meeting
- 15 Going Places Deadline (June)
- 18 Autocross #8 Bondurant Pad
- 24-26 Las Vegas Fun Run

**MAY**
- 6 Monthly Membership Meeting
- 9 Autocross #9 West Pad
- 15 Going Places Deadline (July/Aug)
- 18 Board of Directors Meeting

**JUNE**
- 3 Monthly Membership Meeting
- 12-14 Alpine Tour
- No Going Places Deadline

**JULY**
- No Monthly Membership Meeting
- 15 Going Places Deadline (Sept.)
- 27 Board of Directors Meeting

**AUGUST**
- 5 Monthly Membership Meeting
- 15 Going Places Deadline (Oct.)

**SEPTEMBER**
- 2 Monthly Membership Meeting
- 15 Going Places Deadline (Nov.)
- 21 Board of Directors Meeting

**OCTOBER**
- 7 Monthly Membership Meeting
- 9-11 Rennsport Reunion V
- 15 Going Places Deadline (Dec.)
- 26 Board of Directors Meeting

**NOVEMBER**
- 4 Monthly Membership Meeting
- 15 Going Places Deadline (Jan. ‘16)

**DECEMBER**
- 2 Monthly Membership Meeting
- 14 Board of Directors Meeting
- 15 Going Places Deadline (Feb. ‘16)

---

**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
February 4, 2015

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

2015 Membership Meetings

<table>
<thead>
<tr>
<th>Month</th>
<th>Location</th>
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<tbody>
<tr>
<td>March</td>
<td>Brighton Motorsports</td>
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<td>April</td>
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<td>May</td>
<td>Spinatos Pizza Phoenix</td>
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<tr>
<td>June</td>
<td>Daily Dose</td>
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Dinners begin at 6 PM unless otherwise indicated. Please RSVP and pay on the website az.pca.org.

A Message from your Monthly Meeting Coordinator:

Members, please register for monthly meetings as early as possible. Some of the venues have limited seating in their meeting rooms. Many venues ask that we provide the final count a week in advance of the meeting. In most cases, I have been able to extend the final count to the Friday prior to the meeting and then try to “guesstimate” the final count to compensate for those registering after Friday.

In some cases, we pay for food that is not consumed. We had over 35 pounds of food left over at Lucille’s in December. Members took leftovers home and the remaining 35 pounds went to the Foothill’s Food Bank.

When we are “hosted” by our supporting businesses (Brighton Motorsports, iAUTOHAUS, Porsche North Scottsdale), it is especially important to provide an accurate number. Those businesses cater the food and rent chairs, etc., to accommodate our club.

If you are experiencing difficulties registering through the website, you are welcome to email me directly to register (pennysolem@yahoo.com), or call me (707.799.2408) and leave a message. You will then pay $20 per person, by cash or check, at the restaurant.

Thank you!

Penny Solem
SAVE THE DATE!

VEGAS FUN RUN
April 24 - 26, 2015

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Meet Las Vegas PCA!

More info at az.pca.org or contact Bob Woodwell at rgwoodwell@yahoo.com

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13 boards and more coming!
pinterest.com/azpca/

Did you attend the January Monthly Meeting and see the Social Media Overview/Tutorial? More coming!

Sunday Drive to Wickenburg

WHEN: Sunday, February 8, 2015, at 9:00 AM, depart at 10:00 AM.

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

WHAT: A leisurely desert drive & great Buffet lunch at the Rancho de los Caballeros Ranch in Wickenburg, Arizona. Buffet lunch will include desserts (to die for), iced or hot tea, lemonade, or coffee.

COST: $22.00 per adult / $12.00 per Child

RSVP: Required by February 4, 2015 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 DRIVER EDUCATION

Saturday, January 24, 2015 at AMP
Saturday, March 14 at Wild Horse Pass West Track

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
Lunch provided by the Dave Fisher family.

Check the website at az.pca.org for the latest information and to register.
Congratulations to Dennis for FTD! Thanks to everyone for coming out and supporting us. Hope to see everyone at the next event in January.
What is this about Autocross? It seems like this fringe group of drivers, hell-bent to master a course of cones to get the quickest time, is too “out there.” I’m here to tell you: it’s the best-kept secret in the club.

The first step is to arrive early and walk the course, since it changes every time. I felt like Niki Lauda in the movie Rush. “This is important,” remarked Dave Fisher as he walked around with me early in the day before the autocross got started. Talking and walking, the coffee was cold, and it was time to get started. (Note to self: bring an insulated mug.)

My instructor Steve Achcraft, a seasoned autocrosser, was joking all the time, probably trying to relax me (not working). I could already see the issue before we went out for the first time. Waiting for our turn to go out on the course it looked like a sea of cones. Now where am I supposed to go again? After the start and a series of left-right-left turns I started to get the hang of it. In normal diving, the cues you get from orange cones are to slow down. Not here, we go faster! Oh, by the way, don’t hit a cone. If you do, it’s a points deduction.

Each time out I could see my times getting better and how addictive this sport can be trying to beat yourself time-wise on the course. The side benefit to all this is getting a better feel for your car in a safe environment. The cars that came out ranged from Porsche GT3s to Detroit muscle cars. People even brought out street cars that you wouldn’t expect.

Well, I’m hooked and I bet if you went out you would be too. If you would like to see the GoPro video I took of this experience, go to http://www.digitalphotofx.com/AutoCross/

See you out there!
LOOKING TO ENHANCE AND PROTECT YOUR VEHICLE, HOME OR COMMERCIAL BUILDING?

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PENSKE RACING TEAM: 40 Years of Excellence
by Alan Hummel

Roger Penske is a very focused individual. That is how he achieved his successes as a driver, business man, and race team owner. Participating in the writing of a book about his racing would detract from that focus, so he has never done it. This book is written from the outside looking in because Alan Hummel has been a Penske fan since his own youth. Its publication date means that recent events significant to Team Penske are not covered. It is, however, a fascinating and comprehensive presentation of the past which is prologue to even future achievements by Penske Racing.

The book consists of 14 Chapters, basically chronological eras describing cars, drivers, and events in which the Penske team(s) participated. The chronology is, of course, somewhat confused by the fact that Penske was participating in as many as four different race series at once!

An essential element in the establishment of Team Penske as a successful endeavor was Mark Donohue. In the early chapters, almost as much of the text deals with Mark as driver/engineer/designer, as with the rest of the team. PENSKE RACING TEAM documents, in detail, the ups and many downs of Penske Racing. There are few references to Penske’s business ventures, or the finances of the racing team, but the quote that Penske’s decision to enter NASCAR in 1991 was influenced by the fact that Penske had 15,000 trucks under lease in the NASCAR market area, is impressive.

Each chapter reads like a series of race reports on the efforts of the Penske team(s): detailed, well written narratives that make for captivating reading. One becomes fascinated by the driver points races and the team championship standings and eagerly devours the next paragraph to see who will be the new leader.

There are pictures with comprehensive captions, but they are mostly black and white incidental “clips”, not full page shots, and many pages are all text. Though borderline coffee table size, PENSKE RACING TEAM is not a book to casually flip through. You do have to read it to get the full, comprehensive story of the first 40 years of Team Penske. There is even a new-to-this reviewer description of the intimate details of how CART came to be, and the subsequent creation of the Indy Racing League and its interfacing with CART. It is somewhat surprising to really come to understand how Penske virtually created CART, in opposition to Indy Racing League practices, then came to boost IRL into supremacy over CART’s successor Champ Car. It seems that politics is everywhere and always with us.

All in all, PENSKE RACING TEAM presents an interesting and captivating narrative of the evolution of Penske racing, from “crew-cut, college boy challengers” dabbling in multiple forms of racing at once, to the dominant force in CART, then IRL.

PENSKE RACING TEAM consists of 270, 8x9-inch pages with 75 color and 75 B&W pictures. Two appendices tabulate Penske Team race victories in the various race series, and the 20 Series Championships won by them from 1967 to 2006. It should be available for from your favorite bookseller (ask for it), and as this is being written, it is on “special” at http://www.motorbooks.com for $19.96.
Ironwood Grille at Anthem Country Club was the venue for our Holiday Party on December 6th.

As couples entered the beautifully decorated dining room, they were directed to the festive holiday tree for photos by Chuck Brasile.

Many then headed to the bar for a glass of “holiday cheer” and to greet PCA friends. The program started with an introduction by Dale Willis, our witty and talented MC for the evening (and AZPCA Chief Driving Instructor). Tom Brown, PCA Zone 8 representative, spoke and congratulated our club for all the many activities that our volunteers plan throughout the year. He also presented President Dwane Stewart with a citation award from PCA National and a congratulatory letter from Manny Alban, PCA President, recognizing our club’s 55th anniversary.

After an excellent dinner which drew praise from those in attendance, Dwane introduced our club officers and Board of Directors for 2015:
- Rook Younger, President
- Chuck Brasile, Vice President
- Kim Kemper, Secretary
- Lyle Capstick, Treasurer
- Randy Black, Director
- Richard Bookspan, Director
- Rick Mukherjee, Director
- Bob Woodwell, Director

Dwane recognized the contribution of outgoing board members Frank Grimmelmann and Mark Lindabury, and presented AZPCA name badges to those executive appointees in attendance who have volunteered their time and talents in various areas to support the club.

Appreciation was the theme of the evening, as Milt Overmire presented outgoing President Stewart with a plate commemorating his outstanding service as our club president for 2012-2014.

Club members had brought gift cards to be donated to Camp Sunrise and Sidekicks, our selected charity for the 2014 Holiday Party. Arizona Camp Sunrise and Sidekicks is a non-profit foundation dedicated to providing camping experiences for those who may not be able to attend a regular summer camp. This medically staffed, year-round program is for families and their siblings who have been affected by childhood cancer. Our club’s donations will help fund supplies and equipment that are needed to keep this worthy organization active throughout the year.

Once the formal part of the evening was over, the DJ took over and the dancing began! A good mix of music was played and everyone enjoyed themselves on the outdoor, heated dance floor. The Holiday Party at Anthem was a great way to close out the year with friends in the AZPCA.
Autocross Turbo
by David Glas
Holiday Event Chair Debbie Younger and AZPCA President Rook Younger

Dwane and Alma Stewart

Fun watching the presentations

Milt Overmire presents Dwane Stewart with a custom-designed plaque to commemorate Dwane’s years of service to AZPCA as President

Dancing the night away....

The last light of the setting sun dances on the curvy silhouettes
Treasurer Lyle Capstick, Chuck Brasile, and Dwane Stewart

Dwane recognizes board members who have completed their service or are moving to other board positions.

Club Historian Loretta Aman with the citation award from PCA National.

Outgoing President Dwane Stewart and Alma Stewart say a few words to the crowd.

Dwane gleefully points to Rook’s AZPCA President name badge. He looks almost giddy, don’t you think?
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MAR. 28-29  GOLDEN GATE REGION
THUNDER HILL RACEWAY

APR. 10/12  ZONE 8
AUTO CLUB SPEEDWAY

MAY 16-17  GOLDEN GATE REGION
BUTTONWILLOW RACEWAY

JUNE 5/7   GOLDEN GATE REGION
MAZDA LAGUANA SECA
RACEWAY

AUG. 15-16  ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY

SEP. 5-6    GOLDEN GATE REGION
THUNDERHILL RACEWAY

SEP. 18/20  INTERMOUNTAIN REGION
MILLER MOTORSPORTS
PARK

SEP. 26-27  SAN DIEGO REGION
WILLOW SPRINGS RACEWAY

NOV. 14-15  SAN DIEGO REGION
BUTTONWILLOW RACEWAY
HOW MUCH MONEY HAVE YOU WASTED BUYING PREMIUM FUEL FOR YOUR PORSCHE?

Even with the price of oil dropping quickly, the prices at the pump reflect this change much more slowly. Premium gasoline (91 to 93 octane) in my part of the world is still well north of $4.00 per gallon. Imagine my surprise then after reading a NY Times article that it just might be that I've been wasting my money for a very long time. Sure, there are some performance trade-offs, but if the article is to be believed, they are very minor. Let's explore this topic some more.

My most modern Porsche is a 1997 993 C4S. According to the manual I should only use a "premium" grade unleaded fuel with an Octane rating of 91 or higher. Because I love my car and I don't want to hurt it, and, I had no reason to believe I could do anything but what the manual said, I have always run premium fuel in my car. In most instances 93 octane. When I can't find 93 I put in at least 91. What is an Octane rating? Good question.

Octane Ratings Defined
According to How Stuff Works:

“The octane rating of gasoline tells you how much the fuel can be compressed before it spontaneously ignites. Lower-octane gas (like "regular" 87-octane gasoline) can handle the least amount of compression before igniting.

The name "octane" comes from the following fact: When you take crude oil and "crack" it in a refinery, you end up getting hydrocarbon chains of different lengths. These different chain lengths can then be separated from each other and blended to form different fuels. For example, you may have heard of methane, propane and butane. All three of them are hydrocarbons. Methane has just a single carbon atom. Propane has three carbon atoms chained together. Butane has four carbon atoms chained together. Pentane has five, hexane has six, heptane has seven and octane has eight carbons chained together.

It turns out that heptane handles compression very poorly. Compress it just a little and it ignites spontaneously. Octane handles compression very well -- you can compress it a lot and nothing happens. Eighty-seven-octane gasoline is gasoline that contains 87-percent octane and 13-percent heptane (or some other combination of fuels that has the same performance of the 87/13 combination of octane/heptane). It spontaneously ignites at a given compression level, and can only be used in engines that do not exceed that compression ratio.”

For some, that's probably more than you ever wanted to know about Octane; for others, it's probably not enough. Stay with me as I'm not trying to turn this into a technical post. To sum things up, we use a higher Octane rated fuel in our Porsches to avoid spontaneous combustion that could cause knocking, thus potentially damaging our motors. This begs the question...

What is Engine Knocking and How can it Damage a Motor?
Almost all cars use four-stroke gasoline engines. One of the "strokes" is the compression stroke, where the engine compresses a cylinder-full of air and gas into a much smaller volume before igniting it with a spark plug. When gas ignites by compression rather than because of the spark from the spark plug, it causes knocking in the engine. Knocking can damage an engine, by creating excessive and premature wear to the piston and cylinder walls, so it is not something you want to have happening.

Today's newer cars, including Porsches, have sophisticated computerized engine monitoring. These electronic brains monitor the activity in our motors and can actually advance or retard the timing (when the spark fires to ignite the fuel and push down the piston) in order to curtail any potential knocking before it happens.

What about warranty issues you ask? Won't running lower than the recommended fuel octane ratings void your warranty? Tony Fouladpour, as spokesman for Porsche North America, was quoted in the NY Times article as saying, "If you want the car to perform at its maximum capability, the best choice would not be 87, but we do not forbid it."

I'm not suggesting you run out and start putting 87 octane in your Porsche, in fact just the opposite. I realize the title to this article may be a little misleading, but it is not intentional. In fact, it's the question I wanted to answer, it just took me a long time to get there. So, how much money have you wasted buying premium fuel for your Porsche? My answer is none.

Let's face it, sure you might save a couple of bucks a fill-up, but do you really want to take the risk? Curiously enough, Porsche doesn't set a cut-off date for the statement made by Mr. Fouladpour. Clearly you don't want to run anything than what is recommended in anything older than a 996 model. I just wouldn't trust the engine control systems to do a good enough job. To me, saving a few bucks at each fill up just isn't worth the potential of a five figure engine rebuild.

This article previously ran on FlatSixes.com and is used with permission. Check them out online!
LICENSE PLATES APLENTY
by Diane Collier

Diane photographed some license plates that caught her eye on a Sunday drive recently. Aren’t these fun?!
Some of Our Services Include:

- Repairing small scratches to significant collision damage
- Bumper repair (scratches, scuffs, dents, etc)
- Side mirror damage, tail light replacement
- Mechanical Repairs (suspension, A/C work, cooling system repairs)
- Paintless Dent Repair (door dings, hail, etc)
- Clear Brats
- Smoked Tail Lights
- Windshield Repair and Replacement
- Window Tint
- Wheel Repair (excluding chrome)
- Lease Return Repairs (Save thousands before your end of lease inspection)
December Monthly Meeting at Lucille’s
by Rick Mukherjee

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Past presidents Mark Dreher and Dwane Stewart
This year I did something I’ve never done before. I looked back to what I resolved to do, one year ago.

You see, one of my mottos is “Always forward.” And for good reason. The world moves forward, continually. Inexorably. Whether you like it or not. If you’re not moving forward as well, at least as fast as the earth, you’re falling behind.

And who wants to do that?

But I was curious. It’s common knowledge that most resolutions are just that, words that are never acted upon. Did I fall into that armpit? Or have I actually made progress in staying ahead of the curve?

So I dug up my vows from a year ago, and took a look. Here’s how I made out.

I won’t diss Porsche for usury in pricing their options.

I’m good here! I haven’t chided them once for $100 floor mats on a $100,000 car. Not this past year, no sir. Although I would take issue with the fact that it’s easy to drive out the door today in a Boxster S or Cayman S that’s hovering around the 100k mark. But that’s all because of the starting off point, the no-options quoted MSRP, right? That has nothing to do with options, right?

And then there’s the factory’s pronouncement that they won’t build a “baby” Porsche. Because, and they finally said it, in Stuttgart’s mind, an entry level Porsche is a used Porsche.

God forbid we tarnish the image of the brand, and the margins built into it.

I won’t see another racing film for another five years, at least.

I think I was guilty of a “gotcha” on myself. What I should have said is I won’t watch a “new” racing film for another five years. Because there won’t be any. But I do watch rac-ing films, old ones.

I watched “Senna” recently. Stumbled on it, in a hotel room, and I was enthralled. Especially by the access, the rare peek into behind the scenes goings-on, the interaction with Ron Dennis and Jean-Marie Balestre… and how long has it been since we heard that name?

Does it sound trite to say it was another age, a simpler one, where the workings of the sport were out there, for all to see? Or am I just getting older?

But take a look at the cars! Listen to the sounds! Yes it’s true, the sport wasn’t hypoallergenic then. It wasn’t antiseptic. Drivers could complain about the placement of tire barriers around the track.

I will not critique Formula 1 telecasts for being somnolent.

I don’t have to! The F1 circus is now criticizing itself! For engines that now sound like the Dyson vacuum cleaner you have in the closet. For the jived-up competition between Lewis and Nico, which was about the only storyline out there, until the funny season began and all the teams began playing musical chairs with their steering wheels.

And then there’s Uncle Bernie. What did he say recently? That F1 doesn’t care about the young, because they don’t have money to spend? Am I right?

Someone please explain to Bernie that, according to that logic, eventually the old will die off, and you’ll be left with… no market. Ask Cadillac. Look at your declining TV ratings.

I will not buy a manu-matic.

Success! Again this year I didn’t. Because, again this year I didn’t buy a new car! As for the new year, I’m not sure. I have another year and a half left on my daily driver’s lease, and I never, ever get to the end, because there’s always something mouth-watering to get into, and I never seem to be able to wait.

But what if I have no choices? Ugh. Tune in, a year from now.

I won’t cancel my subscriptions to print versions of car magazines.

Success again! I didn’t cancel a one. On the other hand, I now have back issues stacking up in piles. I’m just not reading them. Here’s the reason; by the time they enter my mailbox, their content is increasingly inconsequential. Or I’ve read the best stories on line, fed to me electronically by the very same magazine sources.

Is this a sustainable business plan? Tune in a year from now.

I won’t criticize collecting antique automobiles as a pointless exercise.

Oh yeah, I’m a winner here too. Why? Because I just got the latest issue of Sports Car Market, the print version, with the annual used car values insert, and I looked up my very low mileage ’78 SC, and found that it’s almost doubled in value, in a few short years. In marketing parlance, this is the proverbial hockey stick growth curve.

Who am I to criticize that? Mr. Appreciation is my friend! At least for now.

And tomorrow? I haven’t a clue. All I know is that, in traffic as in life, you have to keep moving. Because, if you’re not, you’re getting nowhere. Here’s to clear sailing in the fast lane. Have a great year.
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info@exoticmotorwerks.com
Welcome New Members!

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

Dennis Cohen
Scottsdale, AZ
2014 911 S

Juliette & Cary Dennis
Chandler, AZ
2004 Cayenne S

Pancho & Stephanie Meyer
Scottsdale, AZ
2015 918 Spyder

Bob & Mary Hannum
Scottsdale, AZ
1999 911

John & Barbara Cordes
Scottsdale, AZ
1997 C4S

Gene Aafanelli
Scottsdale, AZ
2013 Cayenne

Ed & Evelyn Chernoff
Fountain Hills, AZ
1974 Carrera

James & Jesse Wennlund
Tempe, AZ
2012 911

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

Membership by the numbers

National PCA members 887
Regional PCA members 479

Happy PCA Anniversary!

Arizona Region PCA Members Celebrating February 2015 Membership Anniversaries

35 Years
Stephen Nunn

29 Years
Russell & Genie Dodson

23 Years
Paul & Jill Graves

22 Years
Kirby North

16 Years
Jim & Walene Borowske

14 Years
Randy Bergum
Cynthia Giacchetti

13 Years
Robert & Linda Noland

11 Years
Michael & Lisa Bukata
Arthur & Donna Kerns Jr.
John & Judy Overby

9 Years
Stephen & Cathleen Anderson
Kent Greenwald
Dwane & Alma Stewart

8 Years
Fred & Susan Hendrick
David & Tiffanie Leyvas

7 Years
Randall & Donna Black
Thom & Debbie Luke
Michael Mullins

5 Years
Rodger & Gwen Derse
Philip & Candace Schneider

3 Years
Tong Qi
Joseph & Christine Velez
Robert White

2 Years
Kenneth & Penny Bryant
James & Vicki Buehler
Jason Bunting
Arthur & Andrea Chilcote
Tom Crowe
William Martin
Mark Nemschoff
John & Abby Poremba

One Year
Thomas Cowan
David Di Santo
George & Karen Jenkins
Douglas Kingston
Kelly Mc Millan
Mike O’Brien
Jordon Oland
Dean & Ginny Sandison
Neils Schwarz
Kenneth & Cindy Tuttle

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.
Travis Tonzi, Membership Chairman
480-299-6738
December 3, 2014

Next meeting: January 7th, Jasmine Tokyo, Scottsdale

I. WELCOME
Meeting was called to order at 7:00 pm by President Dwane Stewart who welcomed everyone to Lucille’s BBQ. Please make sure to acknowledge sponsors when using their services so that they can see value in advertising with our club.

Introduction of new club officers:
   President – Rook Younger
   Vice President – Chuck Brasile
   Secretary – Kim Kemper
   Treasurer – Lyle Capstick

GUESTS

No Guests Attended

NEW MEMBERS

John Burgraff – Cayman S – John is a friend of member Lyle Capstick

II. NEW VEHICLES
David Fisher has 2 new cars; 914 and 930

III. REPORTS
Membership – No information was provided at the meeting.

Treasurer report – No information was provided at the meeting.

Going Places – Denise Brasile – December issue coming and is currently working on January issue. She is getting a lot of photos and wants to make sure they keep coming in and asked to please label them so she knows who submitted them. She will be writing an editorial about how to identify the photographer when submitting them.

Social Media – No information was provided at the meeting.

IV. PAST EVENTS
11/5  Porsche North Scottsdale Monthly Meeting
11/8  DE @ Bondurant
11/9  Strawberry Shortcake drive
11/15 – 11/16  DE – Southern AZ region
11/23  AX – Bondurant

Reminder that all autocrosses are listed in Going Places through 2015.
Mark Dreher went to Texas and participated in an event with Chin Motorsports and was able to drive with many experienced drivers.

V. UPCOMING EVENTS - ALL INFO CAN BE FOUND AT AZ.PCA.ORG

12/3  Monthly Meeting – Lucille’s BBQ
12/6  Annual Christmas Party – Anthem Country club
12/13  DE at AMP
12/14  AX at Bondurant
1/7  Monthly Meeting – Jasmine Tokyo
1/10  Porsches & Pancakes – Ajo Al’s
1/18  AX
1/24  DE
1/25  Bartlett Lake Drive

Penny reminded everyone that if you are having trouble accessing the website, please email her for RSVP. Upcoming events are Cantina Laredo and Wolffy’s.

Concours in the Hills will be held on February 7th, 2015 at Fountain Hills Park and will support the Boys & Girls Club of Greater Scottsdale. The event will be from 10 am – 2 pm.

Rennsport Reunion – Laguna Seca October 9 – 11, 2015

Farewell to Dwane – thanked him for his 2+ years in office.

Meeting Adjourned at 7:30 pm.

Respectfully submitted,

Randy Black, AZPCA Secretary
GENUINE ATIWE CLUB SPORT STEERING WHEEL
WITH ADAPTER

Posted By: Kurt Capps
Contact: kvc5805@msn.com
Posted On: November 28, 2014
Cost: $450.00

Genuine Atiwe Porsche Club Sport steering wheel with horn pad, contact and adapter. Italian made Atiwe type 32 serial no. KBA 70111. Adapter fits Porsche, 20mm dia. 40 spline. Wheel condition is 9.9 out of 10. Only one very small blemish in leather. Delivery to Phx. metro area possible.
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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