GOING PLACES
Porsche Club of America, Arizona Region
January 2015
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

Premier
Porsche Dealer

Porsche North Scottsdale
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Sa 9:00AM – 6:00PM, Su 12:00PM – 5:00PM

Porsche recommends Mobil 1
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Flight 37
Ken Bryant

AZ.PCA.ORG

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So this is my first column as your president. I can tell you I am both honored and humbled by the confidence you have placed in me to ensure the enjoyment of your membership in the Arizona Region of the PCA.

Please join me in congratulating the new AZPCA Board of Directors:
Chuck Brasile, Vice President
Kim Kemper, Secretary
Lyle Capstick, Treasurer
Dwane Stewart, Past President
Randy Black, Director
Richard Booksman, Director
Rick Mukherjee, Director
Bob Woodwell, Director

I look forward to working with this excellent group of individuals whom you have chosen to lead your club. And many thanks to outgoing Board members Mark Dreher, Past President, and Frank Grimmelmann, who served two terms on the Board as a director.

Here we are, starting another year, in the midst of the best winter weather to be found just about anywhere. I feel for those poor souls who are forced to put up their Porsches on blocks for the winter while we’re enjoying some of the best driving conditions anyone could wish for.

Here in Arizona we have the good fortune of being able to take our Porsches on a fun drive year-round. Even in the hot desert summer, all we need do is crank up the A/C and find a twisty road. And a drive up north to Prescott or Flagstaff not only provides a respite from the desert heat, but also the chance to put our cars through the paces up Yarnell Hill or along Lake Mary Road.

The weather and great driving roads we have in the Arizona Region give us the opportunity to offer more events than are held by many other clubs. Last year the AZPCA averaged about five events per month. That’s more than one a week! Recent events included December Autocross and Driver Education track days, a Monthly Meeting at the always-popular Lucille’s BBQ, and the annual Holiday Party, one of two major charity events the club conducts every year.

Of course, every one of our events requires the planning of an individual, or group of individuals, to make it happen. Without a planner, there can be no event. It’s important to remember that every event in which you participate has required the work of a volunteer who has made an effort to provide you the opportunity to enjoy your Porsche and share that enjoyment with your friends in the club.

If you have a favorite place you like to visit, or a road you enjoy, let one of the Board members know, and we will assist in getting your favorite drive and/or destination on the club calendar, and we will help with planning logistics to make the event happen.

Planning is under way for some great events in 2015 — some familiar, recurring events such as Loretta Aman’s “desserts to die for” Sunday Drive to the Rancho de los Caballeros in Wickenburg, Ken Steele’s fifteenth Alpine Tour, where we’ll be staying at the Tal-Wi-Wi Lodge in the White Mountains, and the Las Vegas weekend (few details will be disclosed here, because of course, “what happens in Vegas…”).

My wife, Debbie, and I enjoy the breakfasts, monthly meetings, track days, and other regular club events, but we really like extended trips where we can drive with friends on great Porsche roads which lead to great destinations. Possibilities include Moab, Utah and Durango, Colorado, and various destinations in Southern California. These events may be longer than the typical Friday-Sunday tours, but well worth taking an extra day or two from work to share the experience.

On another note, I recognize there have been issues with the club website over the past year, which have caused frustration and confusion for members. I share your frustration, and I assure you, a major objective of the Board of Directors will be to ensure a stable, easy-to-use, informative, and interesting site that will reflect positively on the AZPCA.

For the past two-plus years, Dwane has signed off his President’s column with the familiar phrase, “Remember, it’s not just the cars, but the people who make this club great.” I will work diligently as your president, but know that I will be calling on you to help “make this club great.”

We’ll see you at an AZPCA event…
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CAL. INLAND
www.pca.org/cai

GOLDEN EMPIRE
gem.pca.org

GRAND PRIX
www.GrandPrixRegion.com

LAS VEGAS
www.lvrpca.com

LOS ANGELES
www.pcalosangeles.org

ORANGE COAST
www.pca.ocr.com

RIVERSIDE
www.riversidepca.org

SAN DIEGO
www.pcasdr.net

SAN GABRIEL VALLEY
sgb.pca.org

SANTA BARBARA
www.pcasb.org

SO. ARIZONA
saz.pca.org

ACQUISITION AND SALES
As enthusiasts ourselves, we will assist you in finding the
special Porsche you are seeking as well as facilitate the sale
of your collector car when you are ready for something dif-
ferent. We are keenly knowledgeable in the marketplace and
have a broad range of special interest clientele.

GRIOT’S CAR CARE
We are the exclusive Griot’s Distributor in Arizona and carry
a large selection of Griot’s products.
From the Editor

Denise Brasile

We hope you are enjoying the expanded color section of Going Places each month. The new format is allowing us to showcase the talented photographers who grace our club as they capture the events, people, and cars we love to read about.

We so appreciate the efforts and considerable talents of those who remember their cameras (or smartphones!), or who purposefully plan a photo shoot with professional equipment and years of experience. Getting the perspective of so many members on the events they photograph is enjoyable for people who participated in the events, and perhaps inspirational for others, who might decide to participate next time.

The other side of the coin to all these photographs is ALL THESE PHOTOGRAPHS. We receive them by email, in our Dropbox, and occasionally on a thumb drive. The number can sometimes be overwhelming. When we were contributors to Going Places, and not the editor and creative director, we didn’t really understand the sheer-number-factor either, and often submitted ALL of our photos from an event (our sincere apologies to Hugh Starkey!). There simply isn’t time to sift through hundreds of photos to find the six or eight that will represent the event. So our first request of current or future photographers is to be selective: take a few minutes to peruse your photos, and send us the best ones. Consider selecting the best photo of each of several different subjects. Several folks are doing this already and it REALLY helps --thank you!

The second suggestion is also important—we want to make sure you get credit for your work. Nothing makes me happier than having to change the font size on the list of contributors on page 3 because there are so darn many of you! To do this we are asking photographers to take a moment after deciding which photos to send and RENAME each photo. Instead of using the default of CA020058.jpeg, give your photo a descriptive name which will follow it throughout the process. For example, if Chuck took a picture on the Alpine drive that he is submitting, he might rename it BrasileAlpine1, and others might follow in numerical order. Even if that photo gets separated from the original email or Dropbox file, we will always know who took it and the event. If there are people or a car that needs to be identified, you can put this right in the name, so the former example might read BrasileAlpineKenSteeleGT3 to indicate the photographer, event, and content. We know lots of people in the club, but not everyone, so this definitely helps. Again, some photographers are already doing this and it helps us to get it right.

If you would like to use the Dropbox, email us at gpeditor@cox.net and we will send you an invitation. It’s easy and allows us to have high resolution pictures (especially important for color).

This magazine-style newsletter is yours: for your articles, your pictures, your ideas. We are happy to put it together each month for the mutual enjoyment of all!
# 2015 Calendar of Events

**January 2015**

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**AT-A-GLANCE**

**FEBRUARY**
4 Monthly Membership Meeting
7 Concours in the Hills (FYI)
8 Sunday Drive to Wickenburg
15 Autocross #6 Bondurant Pad
15 Going Places Deadline (April)

**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

**APRIL**
1 Monthly Membership Meeting
15 Going Places Deadline (June)
18 Autocross #8 Bondurant Pad

**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)

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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
January 7, 2015
JASMINE TOKYO ASIAN BUFFET

7000 E Shea Blvd
Scottsdale, AZ 85254
Experience Asian Fusion! Jasmine Tokyo opened in 2011 and is a premium buffet and made-to-order restaurant. The place boasts a large variety of Asian dishes and no compromise on quality of food or service. Foods include a carving station, individual wok station, hot and cold Asian dishes, fresh sushi, an assortment of salads, and a huge variety of desserts. They are open for lunch, happy hour, and dinner.

RSVP and pay using the link on the website at az.pca.org

2015
Membership Meetings

February 4  Cantina Laredo
March 4   Brighton Motorsports
April 1   Wolfley’s Phoenix
May 6    Spinatos Pizza Phoenix

Dinners begin at 6 PM unless otherwise indicated. Please RSVP and pay on the website az.pca.org.

Time for AZPCA Renewal

It is renewal time and your dues for 2015 are due by January 1, 2015. PCA/AZ Region Local dues are used to offset the Region Newsletter costs.

Please go to our website, az.pca.org, and renew on line through the “Renew Today!” link. The second way to renew is to download the form and send it to the Membership Chairman. The local dues are $20.

Whatever method you use please completely fill out the form on our website or on the application that you download. This information is used to update our files and keep the lines of communication open. If you have already renewed, thank you very much!

Your cooperation and response is greatly appreciated.

Sincerely, Travis Tonzi,
Membership Chairman

Corrections:

- The November cover photo was incorrectly attributed. The talented photographer should have been listed as Mike Franzone.
- One of the photos accompanying the December autocross article should have been credited to David Glas.

We regret the errors. -Editor

Porsches and Pancakes

Ajo Al’s Glendale
7458 W. Bell Road
Glendale, AZ 85308

Saturday, January 10, 2015
9 am to 11 am
More info and RSVP at az.pca.org
Weekend Drives

Join us for exciting driving tours and delicious lunches and brunches!

Sunday, January 25, 2015
Bartlett Lake/Tonto Grill

Sunday, February 8, 2015
Wickenburg/
Rancho de los Caballeros
See ad below for more details on this popular annual event!

RSVP and get more details at az.pca.org

AZPCA SOCIAL MEDIA
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Rook to get a FB account! ;)

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.
PCA Arizona Region held our third autocross for the 2014-2015 season on the Bondurant Skid Pad on November 23, 2014. Sunshine with a slight breeze prevailed during the entire day and temps were in the 60s and low 70s, nice auto-x weather.

Thirty-three motoring enthusiasts, the same number of participants but some new faces mixed in from last month, enjoyed the day attacking the course. The course was a blend of fast sections coupled with elements that required looking and acting ahead to lay down a good time. Everyone had the opportunity to get up to 11 timed laps; best single lap during the entire day counted. Steve Eymann driving a late model Corvette prevailed for Top Time of Day.

Times for all competitors are listed. Hope to see you at our next event!

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CLASSIC PORSCHE RESTORATION TOUR

by Milt Overmire          photos by Chuck Brasile

From rough and rusty to restored and refined. When your Porsche is looking tired and sick, CPR is what it needs.

On Wednesday, September 17, a small group (the Gossards, the Overmires, Chuck Brasile and Rook Younger) from the Temecula Adventure Trip drove over to CPR Classic Restoration (CPR) in Fallbrook, California for a tour of the facility. Mr. Heinz Heinrich, Director/Sales was our tour guide. He was very accommodating and eager to share his wealth of knowledge with us.

Expecting to see one or two buildings, we were all amazed at the size of the facility. Multiple buildings were spread over almost an entire block. Our 90 minute “short version” of the tour encompassed the body work section only. There are also separate engine and transmission sections. All work is done on site except for chrome work and upholstery.

CPR has 42 employees. They had over 100 cars in different stages of restoration including many 356s, some 914s and an abundance of 911s. The question was asked, “Which car is the most difficult to find parts for?” Mr. Heinrich’s answer was the 914-6 and some of the older 356s.

If you are thinking of having your Porsche restored, it would be wise to get on their waiting list. It takes about a year to get your car in the shop and an average of two years for the work to be completed. I came away from CPR with the knowledge that this is a very special group of people who love Porsches, love what they do, and absolute perfection is their standard.
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PORSCHE 917
Zuffenhausen’s Le Mans and Can-Am Champion
by Karl Ludvigsen

This book is part of the Ludvigsen Library Series. Only the introduction is pure text; the remainder of the book is page after page of full-page photographs and illustrations, with comprehensive and informative captions, averaging over 50 words each. Some photographs, showing different drivers at the same corner, seem repetitive, but all in all, this is the most comprehensive collection of 917 pictures of which this reviewer is aware.

Ludvigsen’s introduction provides a concise summary of Porsche’s Le Mans involvement, starting in 1951 with a 1.1 Liter Gmünd Aluminum Coupe. Successes continued through the 908 of 1968. In March 1969, the 917 was introduced at the Geneva Auto Show. The fantastic success of the 917 in Europe, both by the Wyer team and by Porsche(Salzburg), and in the US by Penske/Donahue, is summarized in the introduction.

Ludvigsen’s text also makes clear what a gamble it was for Ferdinand Piëch to pursue the design and production of the 917 on an expedited basis, basically building 25 examples of a very expensive design without first building a test car to verify that the design was good.

The 917 was designed (and promoted) by Ferry Porsche’s ambitious nephew Ferdinand Piëch. It was to blaze new territory for Porsche, being its first 5 liter, 12-cylinder engine. It was intended to restore Porsche’s honor, tarnished by losses to the Fort GT-40 in 1966 and ’67, and to compete with a rumored 5 liter car from Ferrari.

Unfortunately, though the design of the 917 was an evolution from earlier cars, notably the 908, the massive (for Porsche) engine required a revolution in structural design, resulting in an extensive series of modifications to each of the 25 cars, before a 917 was able to achieve its first win, some four months after the 1969 Le Mans. PORSCHE 917 describes how it was only in the transition of the 917 racing program to John Wyer’s operation that it became clear that the bulk of the 917’s handling problems were due to aerodynamic issues, not chassis/suspension characteristics.

Several pages show engineering drawings of the engine, illustrating the unique configuration with no direct drive from either end of the crank. Many pictures, snapshots really, show rarely seen faces of many famous Porsche staffers.

Also pictured are intimate details of piston/cylinders, complex camshaft gear train, and crankshaft, as well as brake rotors, induction piping and other details of engine installation. Two pictures even illustrate the drastic increase in the size of the ducting for driver cooling, effected between the 1969 initial design and the 1970 race worn configuration. Less attention is paid to suspension components which were more closely allied to configuration of ‘street’ 911s.

Many photos show the evolution of aerodynamic details of the bodywork. Interestingly, the CanAm 917/10 had downforce features raising the drag coefficient to 0.67, but having up to 800hp in a car lighter than a 75hp 356A Speedster must have provided a real challenge in keeping the tires on the 17” wide rear wheels in proper contact with the pavement.

No book will make you an instant expert on the 917, its design, development, and competition history, better than will PORSCHE 917. It contains 126 8-1/2 x 10-inch pages, including over one hundred full page pictures. It should be available for $36.95 from your favorite bookseller (ask for it), or from http://www.motorbooks.com
This was my first Flight event. I could not participate last year due to a prior commitment and now realize what I missed. What a great event this was. I was impressed to say the least. As a “newcomer” I was struck by the variety of entertainment on offer and, most of all, the obvious amount of planning, organizing, effort, and coordination required.

Congratulations to our Region’s Team of workers led so ably by Lyle Capstick. Their special effort and seamless performance was appreciated by all participants.

The social events began on Friday evening with a patio party at the Marriott Resort. This was the opportunity for contestants and supporters to receive their credentials from Lyle’s able Flight 37 assistant Tom Pringle. Contestants also received attractive commemorative shirts. It was a beautiful evening and a magical setting under the palm trees overlooking the golf course. We had a grandstand view of the sleek executive jets skimming the palms around the raised patio as they landed at close-by Scottsdale airport. There was a bar, of course, and a wonderful buffet offering an excellent fajita dinner. The setting and ambience was just perfect for socializing with fellow Porschephiles.

Early next morning our Concours d’Elegance at WestWorld equestrian complex offered a field of 73 beautiful Porsches with examples of many types, models, and colors. The grassy location at the head of the polo field provided plenty of room between the show cars for the public, attracted to view them. It was perhaps a little warmer than some of us would have liked but fortunately there was some shade to be found beneath tents, pine trees, and the shadow from support vehicles. There was even an occasional breeze and, after the final clean up, the satisfaction of watching those admiring our handiwork, socializing with our fellow contestants, and enjoying a good spot for viewing the polo.

Having never shown my car before I took a deep breath and entered the lowly Wash and Shine category. I got a real surprise and an education in what is expected at this level of preparation! I now have increased respect for those experts like Jack Aman who have years of experience in this type of competition. I am also very grateful for the helpful advice I received from the judges. Thank you ladies, I promise to try harder in the future.

Our package tickets allowed us entry and hospitality in the Molina marquee alongside the polo field. I was surprised to see that our drink tokens permitted ten libations! Were my red eyes from the night before such a giveaway? My first cocktail, 90% gin, 10% tonic was enough to satisfy me before switching to black coffee and finally several sodas.

The buffet luncheon: roasted potato slices in a cream sauce served beside butter lettuce leaves dressed with crumbled blue cheese, nuts, and ranch dressing. Alternatively you could choose grilled salmon or a pasta dish in place of the potato slices. Coffee and petite macaroons complemented the lunch. It was all well presented and served by very friendly staff. The marquee was beside the polo field giving us a close-up view of the polo action that was preceded by a fashion show. I was amazed at the composure of the models and their ability to stride by in high heels on grass (yes, some of the guys too!). Many of the models wore flamboyant hats that would not be out of place at Royal Ascot, and even furs, despite the heat. I had a problem just walking on the bumpy grass surface. Maybe that jumbo gin and tonic was to blame, or the heat, probably my advancing years?

Leaving the luncheon, completely satisfied, my wife Nancy and I strolled down the avenue of exhibitors’ tents. There was a wide variety, most catering to the Scottsdale glitterati. There were realtors, masseurs, plastic surgeons, pet paraphernalia (there was a dog show), and organizations seeking new members or supporters. There was a fine exhibition of Ferraris (only one beautiful vintage example though), Lamborghiniis, and many Bentleys. It was Scottsdale, of course, and The Bentley Polo Tournament.

Returning to the Concours field we stopped to admire and chat with the polo ponies in the holding stables. What beautiful elegant creatures matched only by those many attractive and well turned-out ladies I saw enjoying the obvious attention they were receiving.

A sad note was the corral, marked off with numbered squares and containing a pony with groom. The sign said “Pony Poop Lotto” Gamblers were invited to vote on which square the pony would first decorate to win a prize. I fought off a desire to pop a paper bag!

I retrieved the judging sheets for my Carrera, appreciatively reading the helpful notes on the spots I had innocently missed. Loaded up, tired and happy, we drove home. After a refreshing shower and change of clothes we headed back to the Marriott where we gathered for the awards banquet. But first, with cocktails in hand, we looked over the interesting and tempting items offered by various generous philanthropists in the silent auction. This and a raffle were to generate additional funds for the Playworks charity our club is supporting.

(continued on page 21)
FLIGHT 37 CONCOURS RESULTS

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<th>Class</th>
<th>Place</th>
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</table>

Best of Division in bold

Above: The Friday night Welcome Party at the Marriott McDowell Mountains

Left: Toby and Carrie Schermuly dressed to the nines for the Saturday polo event

Below left: Flight 37 Chair Lyle Capstick at the Concourse

Below: Judges at the Concours

Above: Master of Ceremonies Dale Willis and PCA Zone 8 Representative Tom Brown at the Concours Banquet Saturday night.

Below left: One of the polo matches in action

Left: A happy group of AZPCA members enjoys the food and libations at the Molina tent.
Bids entered, we sat down with good friends for an excellent meal while our genial MC, Dale Willis introduced our PCA Area 8 Representative, Tom Brown, who congratulated our organizers. Jack Aman, chief Judge and Concours Expert Extraordinaire, proceeded to give out the awards. There was one for every entrant. Only in America! No one is a loser. Jack showed us all how a car should be presented by winning the premium Concours class. Special mention should be made of David Fisher for his incredible new racecar. He literally blew us all away. Congratulations David!

Finally, Gary Solem, our auction organizer, announced the top bidders for the silent auction items and we all went home tired, and, I think, happy that another successful Arizona PCA Flight had concluded. It was a lot of fun and for a good cause.

I offer my personal thanks to all of you that made this event such a success. If you missed joining us, plan on attending next year. You will not regret it!

THANK YOU TO OUR DONORS!

The Flight 37 Committee and the AZPCA Board of Directors wish to thank the following donors of items for the silent auction, which was held to benefit our chosen charity, Playworks. See Playworks.org for more information on this great organization that works to make schools more effective in the Phoenix area and around the country by supervising and training children to make the most of their recreational time at school.

Donor List Flight 37

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Outback Steakhouse Scottsdale North - Mayo Blvd
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Barrio Queen

WHAT IS PLAYWORKS?

In 1995, Playworks Founder Jill Vialet got an earful from a principal she was visiting in Oakland, California. Rather than recess being a happy, playful time for the kids, the principal lamented that it had become the most chaotic period of the school day, with kids getting hurt, getting into trouble and getting left out. In that moment Jill saw an opportunity to change recess, to make it a positive and productive time for all kids. In 1996, Jill founded Playworks. In 2011, Playworks began serving three schools in Arizona. Today our program has expanded to serve six school districts, impacting 15,500 children daily.

Principals tell us that nearly all discipline-related problems in school occur during lunch and recess. Instead of going back to class energized and ready to learn, the kids return to class upset and unable to focus.

We can change this. Recess should be fun and energetic and safe and inclusive for everyone. Isn’t that what we want for all kids in elementary school today?

When recess becomes a healthy, integral part of the school day, kids carry that positive experience with them beyond the playground. On our playgrounds, everyone plays, everyone belongs, everyone contributes to the game. Coaches encourage kids to bring out the best in themselves and each other, and kids learn the value of fair play, compassion and respect. On our playgrounds, kids become leaders. They run their own games and settle their disputes quickly (rock-paper-scissors is our problem solver) because getting along is more fun than fighting. On our playgrounds, kids play hard, cheer loud and high five with joy. And they carry that feeling of peace and belonging with them into their classrooms, back to their neighborhoods, out into the world.

In Arizona, Playworks serves 21 low-income Title 1 elementary schools, positively impacting 15,500 students every day through our direct service and training programs.

See more at:
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SUNDAY DRIVE TO CAVE CREEK
(A.K.A. STRAWBERRY SHORTCAKE RUN)
by Carol and Jeff Emig photos by Chuck Brasile

Sunday afternoon saw about 15 Porsches gathered at the Cracker Barrel Restaurant in Mesa Riverview. After signing the waiver, driving directions created by Debbie Younger were passed out. A driver safety meeting was held by Rook, with warnings about the constabulary and the possibility of horses on or near the road on the Bush Highway. Also, that this was a leisurely drive to enjoy the view and not a track meet.

The route took us to northeast Mesa via AZ 202. We exited at McKellips Rd. and drove east, with spectacular views of the Superstition Mountains, to Usery Pass Road, climbing through Usery Pass and descending to Bush Highway, paralleling the Salt River, which at this point has water year-round.

The sky was cerulean blue with many vapor trails. The vegetation along the river is very lush. The views of the Superstitions are impressive along here also. We stopped at the Saguaro Lake Marina parking lot to allow all to catch up, adding a couple cars, and for a group picture.

After the photo, we headed northeast on Bush Highway to AZ 87 (Beeline Highway). We turned southwest, allowing some speed, to stop on Fort McDowell Road for catch up and adding another car. The desert is less lush along this segment but affords a not-often seen side of Red Mountain.

From here, we cut across the reservation into Fountain Hills. The fountain was operating but it was barely visible. We then proceeded to and through the planned golf community of Rio Verde. This is an intriguing little community with great views of Four Peaks.

Leaving Rio Verde we drove west toward Scottsdale, climbing about 900 feet in 10 miles, straight line. There are many equestrian establishments along here. One has several interesting bronze sculptures.

At the crest of the climb we were passing Troon North and Pinnacle Peak to the south. Turning north on Pima, we proceeded to Cave Creek Road and the Horny Toad Restaurant. The speeds were low enough to enjoy a top down drive. There, a few more club members waited.

The restaurant bill of fare runs the gamut from beef, pork, and chicken sandwiches to steak and ribs. But I would say the strawberry shortcake is the most spectacular. Carol and I watched others eat them, from four sharing to only one eating the whole thing. We opted for the apple cobbler with cinnamon swirl ice cream. It could have fed four.

The drive was very scenic and the company superb. Thanks to Debbie for planning and Rook for leading this very enjoyable drive.
Saguaro Lake break: Mountains, lake, sky, and gorgeous cars. What more could you ask for?

Loretta and Jack Aman enjoy the famous strawberry shortcake at the Horny Toad restaurant in Cave Creek.

Singing Cowboy entertaining at the Horny Toad.

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COOLING SYSTEM UPDATES FOR THE TRACK
by Scott McIlvain

Now that we are right in the middle of DE/auto-x season there are a few things we can do to keep the track safer and make our cars run better and last longer. In a previous article I outlined how the cooling system works in your car. In case you missed it, here is a quick refresher. Air-cooled Porsches are just that, air-cooled. They use a large fan that blows air over the engine, keeping temps down. They also use the engine oil to keep engine temps down with an oil cooler. Water-cooled Porsches use water that is pumped through the engine and two radiators to keep engine temps down.

One problem that is happening at the track and on the street has to do with water-cooled turbos (2001-2008) and all GT3/2s. These cars use an engine that is the evolution of the older air-cooled engine, called Mezger (named after the man who designed it) or GT1 block. However, because this engine was based off an air-cooled engine there are no provisions for water cooling in the block. So the engine was designed with water channels and hoses on the outside of the engine.

These water housings have a design flaw. The cooling fittings are glued into the housing. With the high cooling system pressures and heat from the engine the glue can fail, and the fitting, along with the cooling hose, pushes out of the housing and the car almost instantly loses massive amounts of coolant right next to the left rear tire!

This can cause the car to lose traction and the track will have very slippery coolant for other cars behind to drive through— scary!

There are three ways that these cooling fittings can be secured. They can be pinned, welded, or threaded. Most shops, including my own, pin the fittings to the housing so they cannot push out. To do this repair the engine is removed from the car and the top of the engine mostly disassembled.

Then the cooling housings are removed along with the hoses. A specialized hole is carefully drilled through the housing and then tapped. A special screw is then inserted into the hole, effectively pinning the fitting and housing together so the fitting cannot push out.

The fittings can be VERY carefully welded to the housing, making sure there are ZERO leaks, but you must be a very talented welder for this. The
third way is to thread the housings and have fittings that are designed to screw into the housings. My opinion is that this is overkill and very costly. Once the fittings are taken care of the GT1 Porsche engine is pretty much bullet-proof!

A good upgrade to Porsche sports cars that did not come with three radiators is the addition of a center radiator kit. If you have a base sports car that has PDK a center radiator is a really good idea because of how much heat the PDK transmission makes. The good news about this kit is that Porsche sports cars were all designed to use a center radiator, so install and fit and finish is great.

If your Porsche is a Boxster (1997-2008) or 911 (1999-2008) a low-temperature thermostat is a good idea. An engine thermostat controls the temperature at which the engine runs. A low temp t-stat is fully open at 71 degrees C where the stock t-stat is 83 degrees C.

For all water-cooled Porsches that are tracked, adding a bottle of Water Wetter is not a bad idea, especially if you are only using distilled water in the cooling system. Water Wetter is an additive that can lower coolant temp 20 degrees. It does this by reducing bubbles or water vapor that form on hot metal surfaces.

For all cars the best and easiest thing you can do is make sure that the front radiators are clean with no debris blocking air flow. Keeping your engine cool will give more life whether for the street or the track. If you have any questions about this article or if you have ideas (please!!!) for future articles email me at scott@mcilvainmotors.com.
MEET YOUR AZPCA 2015 PRESIDENT, ROOK YOUNGER
by Susan Bookspan

Our 2015 AZ PCA President, Rook Younger, is as comfortable strumming an acoustic guitar as he is behind the wheel of his 2012 Porsche Boxster Spyder. A PCA member since 2010, Rook happily joined our local Porsche club. No longer active members of the Miata club, Rook and his wife Debbie missed being “clubbies.” Once they purchased their first Porsche, a 2009 Cayman, our Arizona Region Club was the perfect fit. Debbie said that Rook always liked Porsches, but when he saw the Cayman, he fell in love.

Lucky for us, Rook and Debbie both love to plan Sunday Drives, map out the routes, arrange for the restaurant and menu, and make hotel arrangements for weekend events. Rook also likes the challenge of driving a DE and is thinking about looking into rallies. 2015 will be a good year.

An Arizona native, Rook was born in Mesa and went to East High in Phoenix, where he was Student Body President. Rook had many scholarship offers for college, but finally graduated from ASU, summa cum laude, at age 42. Debbie is from Merced, California, and grew up in Las Vegas. She and Rook, married for 35 years, met when she was attending ASU in 1975.

Rook has been employed part-time for the last 7+ years by the Arizona Diamondbacks, giving tours of the stadium, Chase Field. Before that he worked at Salt River Project doing engineering and IT work for more than 33 years.

When Rook is not driving one of his Porsches, he can be found biking the canals, hiking, working on his computer, watching Diamondbacks baseball, or auto races on TV. Rook loves playing one of his several acoustic and electric guitars.

On Rook’s Bucket List are travel destinations which include touring the British Isles next summer, and owning a replica Porsche 550 Coupe (Debbie would like an Audi R8). He would someday like to hike the Grand Canyon rim to rim, see the 24 Hours of LeMans (all 24 hours), and the Belgian Formula 1 race at Spa-Francorchamps.

Rook invites all members to join him at PCA events and help to make 2015 the best year yet.
MY YEAR-END RETROSPECTIVE
by Danielle Badler

Yeah, well, yet another year is about to go bye-bye. I know it’s inevitable. But that doesn’t mean I enjoy it.

Maybe there’s a way to come to grips with growing older… if I dust off the way-back machine and revisit those times of yore, which have helped shape who and what I am today.

I survived ownership of my first car, just barely. It was a 1961 Ford Falcon, just a complete piece of junk, given to me by another family member, shortly after I got my driver’s license. For free. I should have known. I ended up giving it away to someone else. Three-speed column auto. Vinyl upholstery that, on a hot day, you had to peel yourself from. All because, chances are, the car was probably overheating, which it did regularly, and is why a Clorox bottle of water had been banging around in the trunk.

Handling? What handling? The thing just tipped over, as soon as you thought about rounding a corner. All you could do was saw at the wheel, because there was no steering feel, whatsoever.

I survived ownership of my second car, a ’64 Triumph TR-4. There was the night I was driving back to college on I-80 after Thanksgiving with a friend, and it was snowing lightly in the mountains of western Pennsylvania. We had just filled up on gas, and I remember shifting into third when, whoa, the thing started sliding straight toward the center guardrail.

I remember instinctively turning the wheel to the right… and nothing happened. Then I looked to the left, and saw a wall of oncoming traffic. We continued to skid, into the left lane… and suddenly the car gripped the pavement and spun around… and we had enough momentum to motor off.

Neither of us said a word for 20 minutes. Then it was, “Do you know what just happened?” “Yeah, we should be dead.”

I survived my third car, a ’68 VW Beetle. Ah, that swing-axle suspension. Diabolical. Fortunately, I was saved when the car was bashed in the middle of the night by a hit and run, while innocently parallel parked.

I had it fixed and promptly sold it, to one of my sisters, which is something I’m not proud of. And I didn’t tell her about how, after a rain shower, water would collect under the sunroof, so that, when you first stopped short, it would pour out and drench you.

My first Porsche, a 914. On the Taconic Parkway, heading up to Lime Rock from New York, in hard rain, flat out, in that white knuckle kind of groove you get, where you go over a rise and the brain rages, “Where does the road go? Where does the road go?” All the while passing other vehicles which appear like mirages, out of nowhere, in the spray.

I knew full well that the races would be canceled. It was pre-marriage, I think. We survived that day. The marriage didn’t.

My year in Lausanne, Switzerland, was another story. We had a 1974 Porsche 911, a wonderful, reliable car, which was perfect for getting around the country. The only problem was that it was a six-speed manual, which was a challenge to get used to. But it was worth it, because the car was a joy to drive.

The most memorable moment? Realizing that I was screaming at myself, “Where’s the tunnel? Where’s the tunnel? Where’s the ……… tunnel?” I survived.

Driving a 911 Cup car at High Plains Raceway. I mean, I wasn’t even familiar with the full track. I’d never used a sequential gearbox in a car. I’d never driven anything remotely as purposeful as this machine. They asked me whether I had a driving suit. Are you kidding me? I borrowed someone’s. And a helmet.

Took me three tries just to get out of the pits. I’m very proud to say I didn’t twist it into a pretzel.

So what does it all mean? It means I’m still here, somehow. And I remember. And I can write about it. Although my sweaty palms keep slipping off my keyboard. You hang around long enough, and it will happen to you too.

Happy New Year. May we all keep on keeping on.
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Welcome New Members!

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

Alex & Tina Curti
Phoenix, AZ
2007 Boxster S

Ray & Frieda Hendricks
Scottsdale, AZ
1970 914-6

Lawrence & Rita Dennis
Tucson, AZ
2000 996

Kurt Capps
Flagstaff, AZ
2008 Cayman S

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

Kevin & Judi Gilchrist
Glendale, AZ
1970 911 T

Scott & Melissa Hornbeck
Tempe, AZ
2004 Boxster

Bob & Pam Geren
Scottsdale, AZ
2006 911

Chris & Rita Bell
Mesa, AZ
2008 911 T

Jonathan & Jessica Buenjemia
Glendale, AZ
2006 Cayman S

Susan Underhill
Scottsdale, AZ
2012 911 4S

Walter Skowronski
Scottsdale, AZ
2011 911 S

Membership by the numbers

National PCA members 892
Regional PCA members 473

Happy PCA Anniversary!

Arizona Region PCA Members Celebrating January 2015 Membership Anniversaries

49 Years
Phil & Sue Mullen

39 Years
Cliff & Carolyn Berryman

34 Years
Jack & Loretta Aman

29 Years
Paul & Lynda Besonday

21 Years
Ron & Barbara Rinfret

16 Years
Mike & Linda Eisele
James & Diane Rapisarda

15 Years
Richard & Betsy Andrade
Paul & Ann Moss

11 Years
John & Jana Lee

10 Years
Earl & Nancy Gossard

9 Years
Robert & Heidi Knight

7 Years
William Snearly

5 Years
Dr. Fernando Cruzado
Tony & Connie Facemire
Mark & Angela Manente
Peter Schick

2 Years
Michael & Stephanie Banks
Richard Fleming
Franz & Emily Forman
Peter & Joanne Gilmore
Harold Govers
Phil Graham
James Hoban
Rick & Coleen Horeish
Stig & Christi Nilsson
Doug & Peggy Olson
Dick & Kathy Randall
Lewis & Peggy Satterfield
Gary & Penny Solem

One Year
Ken Brown
Paul Cully
Jeff Allen England
Ken Grogan
Bill Hagan
William & Denise Hemphill
Steve & Donna Jones
Andy & Karen Logan
Kevin & Peggy Murray
William Phillips
Bob Russell
Michael Shoen
Michael Squires
Peter & Judith Traynor
Barney Turney

Membership by Travis Tonzi, Membership Chair

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
November 5, 2014

Next meeting: December 3rd, Lucille’s BBQ, Tempe

I. WELCOME

Meeting was called to order at 6:30 PM by President Dwane Stewart, who welcomed everyone to Porsche North Scottsdale and thanked the dealership for hosting the event. Dave Zoloto, general manager of Porsche North Scottsdale, welcomed everyone to the dealership. He presented the new 2015 Cayenne S and Macan S models and mentioned the upcoming Cayman GT4 and diesel Macan models. He advised that PNS has over 100 years of experience in service department personnel and encouraged members to utilize it. He concluded by thanking everyone for coming out. Three guests were presented with limited edition Porsche posters provided by Porsche North Scottsdale. Dwane mentioned the various club sponsors and thanked the chairs and appointees.

GUESTS

Bill Avellone owns a new Boxster; Rita & Chris Bell own a Turbo; Bill Harris has a 2009 Carrera; Beth has a 2011 Boxster; Ray has a 997 Turbo; John has a 993; Tom Lukins has a 1966 & 1978; and John Davis has a Boxster S.

NEW MEMBERS

Hal & Ellie Hong – They have a 2007 Porsche 911 C4S convertible

II. REPORTS

Membership – Dwane Stewart reported that the current numbers are 463 for the Arizona Region and 879 National PCA in the same area.

Treasurer report – Lyle Capstick presented financial information on the club by various categories.

Going Places – Denise Brasile encouraged members to submit articles for the November 15th deadline to be published in the next edition.

Social Media – Jan Mackulak reported the club has 242 Facebook followers, 86 twitter followers and 14 Instagram followers. Pinterest is coming.

III. PAST EVENTS

Dale spoke about the DE held at AMP on October 4th. 67 cars participated.

Dwane covered the October 18th Porsches and Pancakes event. Dwane explained what AX and DE events are and the differences between them. Discussed the upcoming dates for both which can be found on the website. Lyle covered the events of Flight 37 and thanked everyone who participated and the volunteers who assisted in making the event happen.

Margot Wittenberg passed away on July 27th, 2014. Cynthia Giachetti spoke about Margot’s pride, which was a 5-speed Yellow Boxster S. Margot was an active member of PCA. A tribute plaque was presented to Russ Wittenberg in remembrance of Margot, by Cynthia. Russ shared some stories about Margot and thanked the club for the plaque.

Dwane Stewart announced the results of the election for 2015 Officers at the November Meeting:

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<td>Randy Black</td>
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<td>Rick Mukherjee</td>
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IV. UPCOMING EVENTS

All details on upcoming events can be found on the website.

Various announcements about events were provided by members.

Peter Volny spoke about the 2015 Concours in the Hills. The casual concours 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. More information in Going Places or on the website at

Meeting Adjourned at 7:32 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 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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Bob Tomlin - Sponsorship Co-Chair
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Lyle Capstick – Sponsorship Billing
AZPCA Treasurer
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E-mail: lyle.capstick@gmail.com

**Sponsorship Program**

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