Electricity can be measured in amps.
Or in this case, heartbeats.

Introducing the world's most thrilling contradiction—The Porsche Panamera S E-Hybrid plug-in. Mere seconds down the road and you see best in class performance and handling is alive and ever-present. A few seconds later, the gas gauge shows you a new exhilaration—hybrid efficiency. With three driving modes, like E-Power, E-charge and Sport Mode it's everything you can want from a hybrid and everything you expect from a Porsche. Experience it for yourself, with a test drive.

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New Member Drive at
South Mountain
by Mike Franzone

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

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POSTMASTER: Address Changes to: Travis Tonzi, AZPCA Membership Chair, 16707 E Emerald Dr, Fountain Hills, AZ 85268-5431
PRESIDENT
Dwane Stewart
623.476.2441
dwaneste@aol.com

VICE PRESIDENT
Rook Younger
602.216.1691
rook.younger@cox.net

SECRETARY
Randy Black
480.894.8711
rblack@rcifire.com

TREASURER
Lyle Capstick
612.991.9780
lyle.capstick@gmail.com

PAST PRESIDENT
Mark Dreher
480.345.0500
markd@wpd-cpa.com

DIRECTORS-AT-LARGE
Rick Mukherjee
480.370.1570
carreraporsche911@gmail.com

Mark Lindabury
602.663.1327
mark.lindabury@russlyon.com

Frank Grimmelmann
623.551.1526
fgrimmelmann@mindspring.com

Kim Kemper
480.231.9315
kkempvet@aol.com

AUTOCROSS
Rick Althouse
480.314.0532
RickAX914@aol.com
Kim Kemper
480.231.9315
kkempvet@aol.com

CHIEF CONCOURS
JUDGE
Jack Aman
602.938.1317
jlaman914@cox.net

CHIEF DRIVING
INSTRUCTOR
Dale Willis
480.473.8429
dwillisaz@centurylink.net

COMPETITION/
DRIVER’S EDUCATION
Andy Schermuly
andy@tracorp.com

CREATIVE DIRECTOR
Chuck Brasile
602.741.5338
cabrasile@gmail.com

EQUIPMENT
Dave Fisher
602.763.2996
dfish5666@aol.com

E-NEWS
Jeff Carroll
602.476.1212
jeffrey.carroll@daystromcreative.com

GOODIE STORE
Betsy Andrade
602.550.1212
betsy7890@earthlink.net

HISTORIAN
Loretta Aman
602.938.1317
jlaman914@cox.net

INSURANCE
Rook Younger
602.216.1691
rook.younger@cox.net

MEMBERSHIP
Travis Tonzi
480.299.6738
pca.arizonamembership@cox.net

MONTHLY MEETING
COORDINATOR
Susan Bookspan
602.522.8494
sbookspan@c42.com

NAME BADGES
Betsy Andrade
602.550.1212
betsy7890@earthlink.net

NEWSLETTER
Denise Brasile
602.741.5339
GPEditor@cox.net

PANORAMA LIAISON
Mike Labowitch
602.717.2515
mdporsche@cox.net

SAFETY
Kim Kemper
480.231.9315
kkempvet@aol.com

SOCIAL COMMITTEE
Christina McIlvain
602.630.3220
bischof12345@msn.com
Debbie Younger
602.216.1691
debbie.younger@cox.net
Lucy Fisher
lucyfisher5666@aol.com

SOCIAL MEDIA
Jan Mackulak
602.750.2145
mack944@yahoo.com

SPONSORSHIP AND
ADVERTISING
Mark Lindabury
602.663.1327 phone
480.283.2037 fax
mark.lindabury@russlyon.com

SUNDAY DRIVES
Rick Mukherjee
480.370.1570
carreraporsche911@gmail.com

TECHNICAL
Scott McIlvain
480.968.2858
scott@mcilvainmotors.com

WEBMASTER
Jeff Carroll
602.476.1212
jeffrey.carroll@daystromcreative.com

WEBSITE
Rook Younger
602.216.1691
rook.younger@cox.net
PORSCHE WINS FIRST TWO GT CLASS ENDURANCE RACES. More about that later!

It's been a busy and amazing beginning of the year. During the first two months a total of 11 events and meetings were held. At this writing there have been another four events or meetings in March. As you may or may not know, I am writing this letter in the middle of March for the May newsletter (almost two months early). The last meeting at Brighton Motorsports was a great “SPONSOR” meeting. Thank you, Brighton, for hosting a wonderful meeting and for your flexibility on accommodating the attendance. There was standing room only for a few because 90 were in attendance (more than had RSVP’d). Please tell us you are coming to events and meetings by RSVP’ing on the web site or contacting the club host.

Volunteering

The club has a new volunteer. Jan Mackulack is now the new Social Media Chair. She has volunteered to bring us into the current century. You can follow the posts at www.facebook.com/azpca. Thank You, Jan.

There are still positions that need VOLUNTEERS. YOUR CLUB is still in need of YOUR help. Please consider helping. Most of the positions the Board is looking to fill will take very little of your time. If you volunteer I guarantee you will meet many people who are like-minded Porsche enthusiasts and you will form new friendships. Please see the list of volunteer opportunities in the prior issue of GP.

Porsche wins at the 12 Hours of Sebring

Porsche has won two of the four races which make up the Patron Endurance cup series in GTLM and GTD classes. It was another tight race with only 5.29 and 1.86 seconds separating first and second in their respective classes.

This GTLM class win was by the second 911RSR Porsche North America entry, the No. 912 car. This is the debut season as the Porsche Factory returns to racing. These 991s are being prepared and serviced by Core Autosports. The drivers were Joerg Bergmeister, Michael Christensen, and Patrick Long. The Porsche entered by Falken Tire finished fifth and the No. 911 car finished a few laps back, as it was involved in an accident.

In the GTD class, Andy Lally won in his No. 44 GT America Team car with co-drivers John Potter and Marco Seefried.

Porsche took three of the top four positions in the class, with a Ferrari taking second.

Porsche Parade in Monterey

This year’s Porsche Parade will be in Monterey, California. This scenic location is close so you should have no excuses for not attending. If you have never been to a Porsche Parade, it is a great event. In the past there have been about 800 cars from across the country attending. Parade is held once a year, and moved to a different location every year. This year they are expecting approximately 1000 cars. It is a weeklong series of events that revolve around you and your Porsche. There is something for just about everyone. There is a Concours d’Elegance. There are rallies (usually both a time and distance rally and a gimmick rally), and an autocross. Other events include an art show, Tech Quiz, Welcome Party, and several fine banquets. Parade is run by volunteers. If you volunteer for two shifts, you will be able to attend the volunteer’s banquet. Registration opened on April 1st. Register early so that you can participate in the events of your choice.

Remember, it’s not just the cars—it’s the people!
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<tr>
<th><strong>ZONE 8 STAFF</strong></th>
<th><strong>ZONE 8 WEBSITES</strong></th>
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<tr>
<td><strong>REPRESENTATIVE</strong></td>
<td><strong>ARIZONA</strong> az.pca.org</td>
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<td>Tom Brown</td>
<td><strong>ORANGE COAST</strong> <a href="http://www.pca.ocr.com">www.pca.ocr.com</a></td>
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<td><a href="mailto:tb911@adelphia.net">tb911@adelphia.net</a></td>
<td><strong>CAL. CENTRAL</strong> ccc.pca.org</td>
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<td><strong>TREASURER</strong></td>
<td><strong>RIVERSIDE</strong> <a href="http://www.riversidepca.org">www.riversidepca.org</a></td>
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<tr>
<td>Linda Cobarrubias</td>
<td><strong>CAL. INLAND</strong> <a href="http://www.pca.org/cai">www.pca.org/cai</a></td>
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<tr>
<td><a href="mailto:MS993@aol.com">MS993@aol.com</a></td>
<td><strong>SAN DIEGO</strong> <a href="http://www.pcasdr.net">www.pcasdr.net</a></td>
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<tr>
<td>310.453.9602</td>
<td><strong>GOLDEN EMPIRE</strong> gem.pca.org</td>
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<td><strong>CONCOURS</strong></td>
<td><strong>SAN GABRIEL VALLEY</strong> sgb.pca.org</td>
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<td>Joe Nedza</td>
<td><strong>GRAND PRIX</strong> <a href="http://www.GrandPrixRegion.com">www.GrandPrixRegion.com</a></td>
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<td><a href="mailto:jcnedza@aol.com">jcnedza@aol.com</a></td>
<td><strong>SANTA BARBARA</strong> <a href="http://www.pcasb.org">www.pcasb.org</a></td>
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<td><strong>RALLY</strong></td>
<td><strong>LOS ANGELES</strong> <a href="http://www.pcalosangeles.org">www.pcalosangeles.org</a></td>
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<td>Revere Jones</td>
<td><strong>SO. ARIZONA</strong> saz.pca.org</td>
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<td><a href="mailto:Zone8rallychair@aol.com">Zone8rallychair@aol.com</a></td>
<td><strong>WEBMASTER</strong> Ken Short <a href="mailto:webmaster@zone8.org">webmaster@zone8.org</a></td>
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<td><strong>TIME TRIAL &amp; DE</strong></td>
<td><strong>RULES COORDINATOR</strong> Russell Shon <a href="mailto:rules@zone8.org">rules@zone8.org</a></td>
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<td>David Hockett</td>
<td><strong>SECRETARY</strong> Skip Carter <a href="mailto:skipcarter@pobox.com">skipcarter@pobox.com</a></td>
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<td><a href="mailto:davndirc@yahoo.com">davndirc@yahoo.com</a></td>
<td><strong>CHIEF DRIVING INSTRUCTOR</strong> Scott Mann <a href="mailto:scott@renegadehybrids.com">scott@renegadehybrids.com</a></td>
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<td><strong>AUTOCROSS</strong></td>
<td><strong>CLUB RACE COORDINATOR</strong> Vince Knauf <a href="mailto:vvvince@aol.com">vvvince@aol.com</a></td>
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<td>David Witteried</td>
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<td><strong>ACQUISITION AND SALES</strong></td>
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<td><strong>SALES • RESTORATION • SERVICE</strong></td>
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**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 different. We are keenly knowledgeable in the marketplace and have a broad range of special interest clientele.

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As a member of Porsche Club of America, like you, I guess I would say my head is turned pretty easily by any Porsche I may spot on the street. Doesn’t matter the year or the model, although a well-preserved 356 almost makes me do a U-turn. I will even admit to occasionally doing a running count of the Porsches I see, without really thinking about it. In parts of the Valley, that number can easily reach 10 or 12 on a half-day of errands and appointments.

I found myself doing that on a recent visit to Amsterdam for a few days. We got up to four, including two 911s, a Cayenne, and a Panamera, but that wasn’t bad, considering more people have bikes than cars in Amsterdam. They were just as much fun to see there as they are here, although I don’t imagine driving downtown is as much fun as more rural roads.

One that didn’t make my count was not an actual Porsche at all. It was just a picture of one, and it came up in the most unexpected way.

Chuck and I were touring Keukenhof, the large garden of tulips and other bulb flowers near Leiden, just south of Amsterdam. This is something we try to do whenever in Amsterdam between late March and late May, and is truly a don’t-miss if you are ever planning a visit. They have a theme every year, usually a different country, and have displays arranged of things native to those places. This year’s theme was Holland (North Holland and South Holland are states in Netherlands), and, therefore, tulips!

There was a large display on a very unusual event in the history of tulips in Netherlands: one of the first-ever speculative market “bubbles” TulipMania. Tulips were brought to Netherlands from Turkey in the 16th century and became very popular very fast. Against all rational thought, the market value of tulip bulbs, particularly those specially cultivated to have striping or frills, rose abruptly between November of 1636 and February 1637, when it suddenly collapsed. At its short-lived peak, as the accompanying photo shows, one Semper Augustus tulip bulb alone was worth the cash equivalent in today’s dollars as the items on the right -- including a Porsche Cayman! They could not have chosen a better illustration for me to understand how insane the tulip market became.
### 2014 Calendar of Events

#### April 2014

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<td>Going Places Deadline (June)</td>
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#### May 2014

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<td>Cinco de Mayo Concours (AZ Region, through Sun.)</td>
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<td>Board Meeting</td>
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<td>Fiesta New Mexico (Roadrunner region, through Sunday)</td>
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### 2014 At-a-Glance

#### JUNE
- **4** Monthly Membership Meeting
- **No Going Places Deadline**
- **15-21** Porsche Parade Monterey, California

#### JULY
- **No Monthly Membership Meeting**
- **15** Going Places Deadline (September)
- **19** AZPCA at Diamondbacks
- **26** Salt River Canyon Drive
- **28** Board Meeting

#### AUGUST
- **6** Monthly Membership Meeting
- **15** Going Places Deadline (October)
- **SEPTEMBER**
  - **3** Monthly Membership Meeting
  - **15** Going Places Deadline (November)
  - **22** Board Meeting
- **OCTOBER**
  - **1** Monthly Membership Meeting
  - **4** Driver’s Education AMP
  - **15** Going Places Deadline (December)
  - **20** Board Meeting
  - **24-25** Flight 37 (Zone 8 Concours)
  - **26** Flight 37 Autocross
- **NOVEMBER**
  - **5** Monthly Membership Meeting
  - **15** Going Places Deadline (Jan. 2015)
  - **15-16** DE (Southern AZ Region)
- **DECEMBER**
  - **3** Monthly Membership Meeting
  - **6** Driver’s Education AMP
  - **6** Holiday Party
  - **15** Board Meeting
  - **15** Going Places Deadline (Feb. 2015)

**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**  
*May 7, 2014*  
**Arizona Open Wheel Racing Museum**  
3534 E. Broadway Road  
Phoenix, Arizona 85040

The museum features over 11,000 sq. ft. of racing cars, memorabilia, and rare photos documenting the racing history of Arizona and the southwest. Cars include race winning cars driven by Jeff Gordon, Alan Kulwicki, Davey Allison and others. See midgets and sprint cars and special cars that have been restored to their racing glory. Featuring drivers from Foyt, Unser, and Andretti to many local heroes who entertained race fans for generations.

Please attend the May meeting and listen to a Porsche technical presentation on different Porsche systems new and old. We will also have an interactive display of Porsche components and a question and answer session after the meeting. If there is something you would like to see for the meeting please contact Scott at scott@mcilvainmotors.com.

**Co-Sponsored by McIlvain Motors**

---

**2014 Membership Meetings**

- **June 4** - Daily Dose  
- **July** - NO MEETING  
- **August 6** - Flo's Asian Kitchen  
- **September 3** - Autohaus  
- **October 1** - Airpark Collision  
- **November 5** - TBD  
- **December 3** - Lucille's BBQ

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

---

We always have a great time at our monthly meetings! Here are some photos by Rick Mukherjee of our March meeting at Brighton Motorsports.

---

**CINCO DE MAYO 2014 IS A COMIN’!**

SAR’s annual Zone 8 event will be here ‘fore ya’ll knew it!  
Our Cinco hoochies are a working hard to continue the fun tradition of this here event.  
Trail Dust Town will be the site of our warm-up, concours, and banquet. This here cow town is a great family oriented complementation guaranteed to please the little nippers and bigons.  
Our Zone 8 Autocross will return to Central Arizona College a time rodes event for them that Porsches and their riders. Hee haw!

**HOLT ON TA THESE DATES FOR CINCO**

<table>
<thead>
<tr>
<th>April 15</th>
<th>Deadline for registration</th>
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| Friday, May 2 | 08:00 a.m. Golf Tournament TBA  
5:30-7:30 pm - Welcome ho down at the Dakota Cafe |
| Saturday, May 3 | 9:00 a.m.-2:00 p.m. Concours d’Elegance at Trail Dust Town  
Silent Auction for TASI and Arts Express  
and 5:30 p.m. Awards Banquet at Pinnacle Peak |
| Sunday, May 4 | 10:00 a.m. Drive for Fun Tour TBA |
| Saturday, May 17 | 7:00 a.m. Zone 8 Autocross at Central Arizona College |

---
Porsches and Pancakes
Bring your Porsche and enjoy breakfast with friends both old and new.

May 31, 2014 from 9 - 11 am
Persimmon Bar and Grille
2708 W Anthem Club Dr, Anthem, AZ 85086
An amazing brunch buffet in a lovely setting awaits!
Special pricing of $15 per person
Please RSVP at az.pca.org and prepay for the brunch as directed.

3rd Annual AZPCA-Diamondbacks vs Cubs!
Saturday, July 19th, at 5:10pm
Downtown Phoenix, at the “Cool” Chase Field
Only 30 $40 All-You-Can-Eat Group Seats Open
(Hotdogs, Chips, Peanuts, Popcorn, Soda, and Water)
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TD = Tempe Diablo  
BBS = Bob Bondurant Skid Pad  
BBRC = Bob Bondurant Road Course  

Check the website at az.pca.org for the latest information.
On a beautiful March Saturday morning, 37 driving enthusiasts gathered at the Bondurant road course for AZPCA Autocross #7. The weather was perfect most of the day with a light breeze that got stronger and kicked up some dust by late afternoon. We had a nice variety of cars and some new drivers with Porsches outnumbering all others. The course was designed and set up to use most of the track with elements added to slow the top speeds and make it challenging. All of the participants were given the chance to complete 11 timed runs; four each in Heats 1 & 2 and three runs in Heat 3. Each driver’s best time for each heat is shown in the table with their overall best time bolded. Top Time Of Day went to Alexandra Zust in the Blackwatch Racing Lotus. Thanks to everyone that participated and helped set up, worked assignments, and tore down the course at the end of the afternoon. You all help to make these events a huge success!

<table>
<thead>
<tr>
<th>Name</th>
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We are reprinting the results of Autocross #6 from February 15, 2014, due to the omission of some results in the April issue.

Next Autocross is May 17! See page 11 for details.

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GOING PLACES ➤ 05.2014 | 15 |
A DAY AT THE TRACK
AKA, THE TARMAC, ME, AND MY SON
by Alex Rentzis

As a new member of the AZPCA the first thing I did was open up our magazine, *Going Places*, and mark down the date I found in the Events Calendar: DE Bondurant West, Saturday September 21st. My palms began to sweat just thinking about my date with destiny. My newly-acquired 911 996 would be pushed toward what it was born to do with me directing the way, hopefully.

I had never driven on a track before. My aspirations as a teenager with fast cars consisted of the occasional red light drag race; fun at the time, but nowhere near fulfilling my driving aspirations. My favorite car racing series is the World Rally Championship and I’ve always dreamed of driving a WRC car screaming around a mountain curve in Europe. The closest I came to that was on my Microsoft XBox via Dirt 3. Now at middle-age and with my 23-year-old son as my PCA co-driver, I was ready to dive into a real driving event and come out smelling like burnt rubber.

It was a pleasant, cool morning as my car got through the Bondurant safety checks. The volunteer members assigned to help the drivers were especially professional and helpful, which met with my expectations. In addition to getting acquainted with the track environment, I had to also concentrate on my other passion, which was taking photographs of the event. Along with having a record of the experience, I enjoy sharing my Hi Res photos with AZPCA members. The day was warming up quickly as the summer sun was not surrendering even in late September. During the Driver’s Meeting many drivers and spectators alike scrambled for bits of shade as all seasoned Arizonans are experts at doing. We were all greeted with a warm welcome from the hosts and as DE-1 or beginner drivers, my son and I quickly found our places in the track introduction class. The class, which was taught by a professional driver, was a perfect blend of technical terms, safety tactics, and fellow-driver courtesy. After 20 minutes of instruction and Q&A we were paired up with our driving instructors. My instructor, Tim, introduced himself to me and by the look in his eye I could tell he was ready to go. He exemplified the enthusiasm and focus that I would need to emulate. Tim was really dedicated to my having a great day as he showed me the lines I should try to drive on the track. He reminded me that Bondurant West is one of the more technical tracks in the Valley and he was right, although I really had nothing to compare it to. As Tim expertly drove the practice lap with me as a passenger, I was amazed to experience my 911 envelope turns and handle G-forces and acceleration with such grace. Yes, I thought; this is what Porsches are really made to do! After a lap with Tim it was my turn to showcase my skills and build upon my new track learnings. I was secretly hoping my XBox driving skills would come through.

That was a distant thought as Tim, now a passenger, told me to floor it down the entrance ramp and start hitting all the lines and apexes that were just words a few minutes ago. As I approached the turns, Tim was encouraging as he verbally guided me through the apex while also making sure my mind was in the right place. The experience in the 20 minutes that defined my first time on the track was truly life changing. This was not highway driving where you contemplate the surrounding beauty while fiddling with the radio. The beauty in this case is the pure sensation of being one with your car, hitting the apexes, accelerating, braking, feeling the G-forces and making an occasional pass or waiving your fellow drivers by. As we exited the track and made way for the DE-2 drivers I felt an exhilaration, as I had finally fulfilled a dream and desire. But wait, there were still three more sessions to go throughout the day, and this allowed my first time jitters to succumb to better and smoother driving throughout the rest of the afternoon.

I was completely spent after the four sessions, and sharing the car with my son made the experience second to none. The drive home with him was a constant exchange of stories about this turn and that apex and jokingly who was the better driver. Later on that evening, after I had shared my track experience with my wife over a meal fit for an F1 driving champion, I sat down and picked up the *Going Places* magazine and marked down my next meeting with destiny from the Events Calendar: AutoX!
Left: Cars line up in position for entering the track

Middle left: My son in the Carrera 4 pursued by a Carrera S

Bottom left: This DE photo was showcased in the National PCA website

Top right: Intensity and focus behind the wheel

Bottom right: Toby Schermuly flags cars for the end of a DE session
Porsches on the green at the AZPCA 50th Anniversary Celebration in 2009

photo by Chuck Brastle
Another beautiful Arizona Sunday morning started at The Cracker Barrel in Chandler for a quick breakfast and coffee, prior to setting out at 9:00 a.m. for the Saguaro National Park and the Arizona-Sonora Desert Museum near Tucson. Rook Younger welcomed all drivers and guests, greeting a few new members, prior to going over the safety rules for drivers. Sixteen cars left on time, and the long trip down I-10 flew by, as did the Porsches. After a quick stop at McDonalds, the group headed into “the twisties” for the final leg to the park. What should have been a spirited ride was mostly thwarted by slower vehicles, most of which appeared to have functional mirrors installed, although it sure seemed that they didn’t.

The scenery through the national park was spectacular, and the group arrived at the Sonoran Desert museum about 11:00 a.m. We briefly posed for a group picture, then dispersed to explore the museum at our own pace. The mostly outdoor museum has plenty to explore, with helpful signs identifying plant life, birds, and animals. Since many of the animal enclosures had no wildlife in sight, we concluded that they didn’t really need the animals as long as they have signs. Highlights included the hummingbird sanctuary, where there were twelve visible tiny nests, and many dive-bombing hummingbirds. Among the indoor exhibits were the reptile enclosure, which featured a touchable king snake held by a helpful docent.

It was a great day at the museum, and if you haven’t yet been there, we would highly recommend the trip. It is a fantastic place to see all the native plants, animals and birds that our great state has to offer.

Following an excellent lunch at the Ocotillo Cafe, we took a different but equally scenic route past Old Tucson Studios along Gates Pass road back to I-10 for the return leg. The weather was perfect, and it was another great AZ PCA outing, very well planned and executed by Rook and Debbie Younger.
On the way to Gotham. It is 6:00 a.m. and we are in the big blue van headed for the airport. Our 8:00 a.m. flight will take us to JFK in New York aboard a Delta Airlines 737. Having canceled this same trip one week earlier, we are both excited to get underway and anxious to get acquainted with our latest Porsche acquisition, a new (to us) 2005 Porsche 911 GT3. Our objectives were simple: check out the car and begin our relationship with the new ride by driving home to Arizona from New York City. One special benefit which was expected to accrue from this adventure was an opportunity to put eyes on the Statue of Liberty and Ellis Island which, when combined with a very narrow weather opportunity, and a relatively late start, would result in a big and busy Travel Day 1 of what was planned to be a five day trip.

Our afternoon arrival on Long Island was uneventful and the cab ride to our hotel was almost painless so we had plenty of time after our arrival to appreciate some of the ambiance of “The Big Apple.” Our hotel, in a redeveloping area of Queens, was adjacent to the East River and tucked in near the Queensboro Bridge. The world-renowned New York City skyline was framed by our balcony window providing a spectacular view of Manhattan, day and night. What a site we were served as dusk and then dark arrived and the lights of Manhattan made it seem like we were seeing holiday lights all over again. We shared new expectations that if this view was any indication of how much we were going to get from the cross country dash then stand back and let the party begin.

Travel Day 1. Thursday morning and the sun is shining. It’s cold but we are excited to begin-- we are ready to meet the seller. I am pretty sure the natives found the weather temperate, if not balmy, but to us skylarking Arizonans it was a near-death experience. The silver chariot was being kept in a commercial garage adjacent to a new high rise condo complex in Queens and that is where we met with the owner who quickly became the “Previous Owner.”

It takes a bit of nerve/fortitude to get acquainted with a high performance vehicle while driving in weekday morning traffic through and across Manhattan. This was a first for David and as always he was ready for the challenge. For my part I was confident I could remain silently out of sight and mind as a witness to this task. All that “aw garsh” stuff aside, I can tell you with certainty that if you are going to floor a GT3 for the very first time in your life you want to do it on Park Avenue or Broadway in Manhattan at the end of rush hour. Concrete canyon? YEAH BABY!

Our Escape from New York involved dodging pot holes, challenging aggressive drivers, finding and interpreting the directions from the GPS, shooting both the Midtown and Holland tunnels, picking our way with the taxis down the spine of Manhattan. Park Ave and Broadway south to Houston and soon enough we arrive in New Jersey where after a bit of mucking about we see Ellis Island and the Statue of Liberty. Although herding 380 horses attached by means of a tightened flywheel and competition clutch to well-worn Michelin PS2’s on cold pavement at the edge of Manhattan rush time seems like a simple adventure, you will experience a change in heart rate.

It was a wonderful and heartwarming sight to see the Statue of Liberty and Ellis Island. Our view was from the vantage point of the Statue of Liberty State Park in Jersey City, New Jersey. This wonderful experience was augmented by finding two twenty dollar bills in the empty parking lot lying there all alone with no one to claim them except us. After poking around the deserted park for a while and having now been introduced to the new toy it is time to get down to business by getting on I-78 and heading for Arizona.

The change from being casual tourists to becoming committed travelers was our opportunity to experience the performance capabilities and road manners of the sleek and powerful Porsche street fighter. The weather is beautiful but cold. The winter weather is reported to be closing quickly behind us but for now the roads are mostly dry. The scenery is wintry and the area is heavily populated but we are rolling at or above the posted limit as the new toy has become our “Silver Bullitt.” We are headed for Wynthvile, Virginia where we plan to stop and spend our first night on the road. Some of you readers know that for a few years Lucy and I have called our red and black 928S’s the Queens and even though we don’t overtly name our hobby cars our GT3 pretty quickly became the Princess (Lucy’s Princess, actually). At last we have our first opportunity to get up close and personal with “The Princess.”
Travel Day 2. Friday, after a good night’s rest (to say nothing of a Best Western “hot breakfast”) we are ready to begin the next leg of our journey across the great state of Tennessee to Memphis. The weather is cold, windy and it is raining as we begin the day. The heater, windshield wipers and tires of the Princess appear to be up to the task; however, the GT3 racing seats (many sizes too small) and our buns (many sizes too large) seem to be somewhat at odds after the previous day’s 8 hours of road work. As the day progresses the weather clears and David is becoming much more comfortable and confident about handling more of what the Princess has to offer. Passing others on the highway is a breeze. A delighted smile spreads easily on our faces as the Princess performs. Of course the speed limits and common sense create an awareness of the GT3’s capabilities that begs the question, “Why is there a 5th and 6th gear?” Our princess is not tamed by the time we reach interstate 40 but continues to challenge us to get better acquainted.

By the time we crossed into Tennessee early day 2 it was certain we had avoided the latest nasty winter storm that was assaulting the areas we had left behind, and although we saw a lot of water it was now in lakes and creeks and rivers. The scenery is spectacular with all the trees and hills and we were able to scoot right by Nashville because of the beltway. Our friends Rook and Debbie had recommended taking some time to see the sights in Tennessee but alas it will have to be another time as daylight was burning. Our fuel economy has been creeping slowly upward as we spend more time on the highway than on the streets.

As the day progressed and the miles passed (extra legal speeds? me?) the racing seats and our buns become less compatible. We stopped just west of Nashville at a wayside to stretch our legs and let the renewed circulation return normal feeling to our more important parts. Our short walk about seemed a perfect opportunity to really check out those massive (we’re talking BIG) rear tires. Lo and behold, negative camber (as well as some other, later discovered, questionable alignment settings) had struck our princess-- the driver’s rear tire was corded (I prefer the term “showed extra grip fiber thread”).

After multiple cell phone calls and about an hour of frustration we were able to identify the nearest location, on our route, that could come up with two new rear tires. Our next move was to find an air pump and overinflate the rear tires because, yes, we had lots of tread in the center of the tire. Long story short, since there were no 295/30 18’s in the Mid South we needed to travel an additional 660 miles to get to the new tires. It was Friday afternoon, the weekend, pending hotel reservations, no guts no glory. You get it. Anyone who knows me knows I am not really a stickler about such things to begin with, besides, if Porsche in their infinite wisdom wanted me to be concerned about such trifles as tire tread they would have put a spare and a jack in the car. Memphis was not an option, Little Rock was not an option, Fort Smith was not an option. The nearest service option was the Discount Tire in Oklahoma City, Oklahoma. All we had to do was get there before they closed Saturday afternoon. After some discussion and negotiation plan A, B, and C was formed. Driving became a bit more conservative and the Princess was only asked to perform at actual posted speeds, boring but safer. It was time to head to our Memphis motel to get a little sleep (emphasis on little) and get back in the saddle very early for a trip to get some seriously needed new tires. Plan A required traveling at night with very little traffic and a lessened desire for extra-legal speeds. At the very least we would be less tempted to retaliate if challenged by Grandma’s grocery getter.

We arrived at the tire store in Oklahoma City about 10:30 in the morning. Thank goodness tires, car, our bodies, and marriage were all still intact. Once the Princess had her new rear treads we were again ready to challenge the road and continue to familiarize ourselves with this “lean mean moving machine.” Slow does not seem to compute in the ECU language of a GT3. Elk City, Oklahoma, here we come.

Travel Day 3. Saturday started at 2:30 a.m., pitch black and cold. The roads showed definite signs of a long winter and we were traveling at speeds that allowed us to feel every imperfection in the road. Without the distraction of scenery to watch, our now tender backsides felt every grain of sand on the road.

We arrived at the tire store in Oklahoma City about 10:30 in the morning. Thank goodness tires, car, our bodies, and marriage were all still intact. Once the Princess had her new rear treads we were again ready to challenge the road and continue to familiarize ourselves with this “lean mean moving machine.” Slow does not seem to compute in the ECU language of a GT3. Elk City, Oklahoma, here we come.

Travel Day 4. Sunday and outside it seems to be a beautiful day and another marathon day of traveling looms ahead of us. In reality it turns out to be 25 degrees F with a 25 mile per hour wind, and the combination simply takes your breath away. The weather is soul stripping until we finally arrive in New Mexico. No worries though, as the Princess is ready to rock and roll. The plan is to “off” Oklahoma, “tackle” Texas and “negate” most of New Mexico today. That seems like a lot of miles but when you have an opportunity to stretch the legs of an almost modern high performance Porsche the trip is just a hop, skip, and a jump with very minor BUM circulation breaks from the form fitting, thin cushioned “racing seats.” I think one of us has started to show some minor bruising but I won’t tell who. I know one of us was demonstrating bum bruising, and it was me.

I suppose it is just me but about the only good thing I can think of regarding western Oklahoma and north Texas is they are both great...
places to put roads. Upon entering New Mexico and clearly in need of a
walk about we exited Interstate 40 at exit 369. We didn’t need gas, nor
coffee, nor food, we just needed to not sit and let me tell you we got what
we needed. At the top of the ramp was a modern fuel stop and restaurant
that was also the home of Russell’s Car and Route 66 Museum. What a
marvelous oasis. Twenty-six beautiful cars, most of which are faultless
’50s and ’60s restorations. If you are interested in a taste of Mr. Russell’s
Americana visit the web site www.russellsttc.com or look at my museum
photo album on our club web site.

The landscape has changed from trees and farmland to prairie land and
huge herds of cattle. The land and the environment is much drier in
appearance. The road surfaces are improving, with very light traffic
today. Not many travelers on Sunday, however, as the day progresses
there are “gaggles” of over-the-road trucks.

We get as far as Albuquerque and decide to treat ourselves to a delicious
New Mexican lunch at Garduño’s. What a great treat-- the food was
excellent and the ambiance festive. A full stomach, close to 2200
miles of traveling under our belts and we are about 100 miles from our
last overnight stop. Immediately after leaving the western-most bits
of civilization west of Albuquerque, David notices we are low on fuel
and right smack in the middle of I-40 going west with no gas stations
available. Turn around? Keep going? 50 miles to empty, not much for
a high performance engine, especially if you have your foot in it. Keep
going or turn around? Did you know there are a number of casinos
along the bare highways of New Mexico and proximal to each casino
is, you guessed it, a gas station. Problem solved. We arrived late to the
motel and needed only a light supper after an indulgent lunch. Pizza
purchased, delivered and eaten. Off to bed and try to relax knowing
tomorrow by noon we will be home with the Princess, and all is well.

**Travel Day 5. Monday and “Arizona here we come, right back where we
started from.” The day is sunny and the temperature starts out cool but is
forecast into the 80’s later today. Yes, real live warm air. It is amazing
what you get used to after living here for 20-plus years. In the car we
are headed home by way of the Petrified Forest, Payson, and the Rim.
I have anticipated this part of our ride all the way here. The views are
nothing short of spectacular and the road begs the Princess to perform,
and she does. David is relaxed at the wheel and enjoying the benefits of
owning this mechanically proficient example of German engineering.
What an exhilarating way to end a very remarkable adventure made with
someone you love. Nothing like a Porsche to put the hot and fast back
into an otherwise often slow and predictable life.

On the numbers:
**From Center Blvd., Queens, New York to Scottsdale, Arizona, 2469
miles averaging 76 mph and 25.0 mpg.**
The Hills were alive with the sound of motors! On Saturday, February 15, 2014, the Concours in the Hills Auto Show took place in scenic Fountain Hills Park where the temperature was in the mid 80’s all day. Nearly 200 vehicles consisting of hot rods, historic, antique, high performance, exotic, and rare collectibles were on display.

The event raised $25,000 for the Boys and Girls Club of Greater Scottsdale and was extremely well attended. The 2015 Concours in the Hills is planned for February 7, 2015.
Racing with Heroes by Reg May, published by Veloce Publishing Limited, Dorchester, England

This is a book that is easy to dismiss, based on just the specs – the author is not a journalist, not even a writer – this is his only published writing. Furthermore, not only did the author not personally race with the heroes described, he never raced anyone. But Reg May is the consummate motor racing spectator, who has attended many significant races and studied many more. His commentary, as a result, is full of historical references. These touches may be thought provoking to those who have some familiarity with the events and people to which he refers, but may perhaps be boring details to, shall I say, a younger generation. Note: Reg May was born in 1947, but he discusses events going back at least as far as 1906, and provides grand descriptions of motor races from as early as 1935.

As one steeped in the history of motor sport, the author starts his book with the obligatory (and all too appropriate) lament over the way motor sport has evolved into motor racing-business, where sportsmanship tends to take a back seat to winning, rather than the other way around as it used to be (at least in minds of the ‘old pharts’).

Racing with Heroes is a collection of chapters, each dealing with a particular race. The race “reports” are eloquently presented in self-sufficient chapters. The stories are great, and well-told. Included are many classic events – of course Moss’s ‘55 Mille Miglia run, Fangio’s classic “stroking” the Ferraris into complacency, then catching and beating them in the last laps at Nurburgring, etc. Through it all, the reoccurring theme is the passion for motor sport that drives (!) the dedicated race driver or spectator (or even the author of this book). Both Formula and sports car events are included from all over the world, except USA. The use of present tense and descriptions in vivid detail make each chapter a thrilling read.

There is one chapter that deals with the good ol’ days of family tent camping at the circuit, watching and smelling the cars as they go by on the other side of the fence. And the final chapter deals with a passionate amateur who managed to race with the “professionals” from time to time over a 50-year span, clearly the inspiration for the title.

As a publication, Racing with Heroes is not perfect. There is some awkward grammar, not merely quirks of “the King’s English,” and some typos. But most of all the book seems awkward because there is no apparent rhyme or reason in the non-chronological organization of the stories. In particular, the description of a 2008 event that finishes with a teaser about the story of the ’09 event which is not only not next, but not even anywhere in the book. It is best read as a collection of chapters, not as a book to read through from start to finish.

This is a little book, pamphlet size, with 128 6 x 8-1/4-inch pages, slightly smaller than the original Pano. There are some interesting pictures/illustrations collected into the middle of the book, and each chapter includes a somewhat stylized course map. As a collection of short, independent chapters about historic motor races, it is a handy book to have for those occasional moments of spare time when you want something interesting to read, but don’t want to get committed to reading a whole book.

Racing with Heroes should be available for $19.95 from your favorite book seller (ask for it) or from www.motorbooks.com.
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Warning: Do not try this at home!

Before I get to the point, thought I’d regale you with a bit of background.

Two years ago, my bride Helen and I moved from Redmond, Washington, to Cave Creek. We were and still are very firmly entrenched with our yacht club, Meydenbauer Bay Yacht Club, on Lake Washington in Bellevue.

We moved to be close to our new youngest granddaughter, Makenna, and our daughter and her husband who live in the North Scottsdale-Troon area.

Being sharp, we immediately noticed a complete dearth of yacht clubs in Cave Creek, but there is a surplus of great-looking exotic cars. It was a bit like a car show every time we left the house.

Because we had good friends already in a car club, also members of the PCA, Sandi and Jim Weder, we joined the Ferrari Club-Desert Region. We are having a great time with this fun group. Got a chance to drive the Formula I simulator, the machine they use with their drivers to help learn the various F1 tracks. It’s also available for sale for $118K if you are interested! We went to the unveiling of the new F12 Belinetta at a local country club, and many other events. Like PCA they have an excellent social scene.

After nine or so months of searching and learning more about Ferraris, several things became apparent. I couldn’t find a decent Ferrari within my budget and, more importantly, that I could afford to service. I couldn’t see it as a daily driver, taking it to Home Depot and Walmart on my daily trips— that’s what retired folk do. I’m also looking at joining a few track days and autocross events. Ferraris are too intimidating and too much car for a beginner like me.

No other Italian models took my fancy, so I looked to the German marques to see what they had to offer.

There were two obvious options, and Porsche was the easy choice. The only Porsche model I was familiar with was the 911. So began phase two of my search. Lots of excellent 911s out there; the search is half the enjoyment with these things.

I pored over several forums and talked with friends, picking up lots of great information and a few worries about the IMS issue. A very small percentage and a reasonably priced peace of mind fix, at an independent Porsche garage in the Phoenix area, soon removed that concern. During my six months or so of research, I ended up at Scottsdale Porsche and saw my first Cayman—yes, I really am very new at this. Had a quick test drive-in a new out-of-my-budget Cayman and I was hooked. This was the car for me. It fits me, my budget, my Daily Driver criteria, looks brilliant, and by my standards bloody fast, yet not intimidating.

In short, Cayman ticked all the boxes and then some. I briefly considered the more popular Boxster, but having one open car, the Lexus IS250C, that box was already ticked.

Obviously the clincher is that my buddy Jeremy Clarkson of Top Gear fame recently raced a Cayman against a Pigani Huayra, around the famous Monza track. I’m told that’s the fastest F1 track on the tour. The Italian Huayra costs around $800K, for those in the market for one. You can start your negotiations here: www.pagani.com. Bring money, lots. Richard Hammond (Hamster to his friends) drove the Huayra and was supposed to be up against Jeremy or Jezza in the Cayman. As many of you may know, JC is an accomplished cheat and when it was the turn of the Cayman to go round Monza, he replaced himself with the Stig, a Formula 1 driver. The $70k Cayman beat the $800k Pigani by 1.5 seconds. Here’s the link to the video for those who are interested. It’s six 10-minute segments. Cayman appears about five minutes into segment 2 and goes through to the end of 3. http://www.streetfire.net/video/top-gear-the-perfect-road-trip_part-1_2442600.htm

OK, so now we have the model and specs. All we need now is the actual car. To my surprise there were only two or three that fit my criteria anywhere in Arizona, and I didn’t like any of them. Newer than ’09, PDK, low mileage, some warranty, and all for around $50K. Can you feel I’m getting to the point?

I started a nation-wide search through eBay, Autotrader, Cars.com. I missed a really nice option in Ohio, sold the day before I called them, and then nothing for a few months.

In November, Cars.com popped up with a 2011, white (one of my color choices, yellow, guards red, and silver being the others). It had PDK, low mileage of 19K, warranty, but very few other details. It was in the center of the LA area in Compton, at a dealer whose first and second languages did not include English, but a charming chap
nevertheless. I started chatting, and I asked for as many photos as he
could send, and all the details he could summon. I ran a “feel good”
CarFax. It turned up clean, a one-owner car, no air bag deployment,
no accidents, etc. To be honest, I’m not a big fan of CF. It depends on
who submits the report and if they are credible. The dealer followed
through on every request and turned out...well I save that for a later
paragraph.

It soon became apparent I would have to commit to buying the car
before I saw the car in the flesh or could drive it. The dealer claimed
there were two other suitors, one from the Phoenix area. One of these
mythical gentlemen turned out to be real: he just bought a Cayman and
is a member of PCA; we’ve chatted several times.

So my English logic (that’s an oxymoron) kicked in. If I was going to
buy it sight unseen, I may as well save myself the hassle of flying out
to LA to pick it up. I did the deal while driving to my daughter’s house
and put the deposit on a credit card. To be totally honest, Helen did
the final deal, sitting next to me using her credit card while I drove on
--thank you, Darling! Taking the bull by the horns I arranged to have
it shipped to my front door.

This is the point of the article. Yes, I finally got here. Never buy a
car like this. It’s stupid, especially for a high performance exotic (my
definition), sight unseen, not road tested.

I asked dozens of questions, but forgot to ask dozens more. Was the
previous owner a non-smoker, did it have heated seats, HomeLink door
opener, Bluetooth? Got caught up in the excitement of the moment
--typical me, just ask my lovely wife.

We closed the deal Friday night after hours, scheduling the wire transfer
for Monday as all banks were closed. The dealer arranged transport from
LA to Cave Creek for $200. Another worry -- what sort of transport
do I get for $200-- are they going tow it? It will cost him more than
$200 for the truck gas! The car was picked up on Tuesday for delivery
Wednesday at 10:00 a.m. By now I’m a nervous wreck: What have I
done? What will my Cayman look like when it gets here?

At 9:55 a.m. Wednesday, the phone rings. “I’m backing your Cayman
off the transporter -- want to come to your front door?” It was actually
on a flat-bed trailer, very carefully tied down with newer webbing straps,
not chains --a good start, I mused. I paid the gentleman $200 cash plus
a $20 tip (Brits are heavy tippers --NOT!) as it arrived in what seemed
at the time perfect condition.

I got in and drove it 50 feet onto the driveway. So far, so good-- it
didn’t stall or break down.

Well, was the car as advertised? NO! Unbelievably, either deliberately
or not, the dealer had way undersold the car. It was white, it was PDK,
it did have 19K miles and no scratches, other than a mild rim rash on
one wheel. It was perfect and a non-smoker. I couldn’t believe my
stupidity had paid off.

It had a ton of extras not mentioned in the ad. I’m too ignorant of
Porsches in general to know what is included and what’s not. Some
of these may be standard, but knowing Porsche many are definitely
extra$. Leather 14-way heated seats with memory, 18” wheels, proper
paddle shifters, Xenon adaptive headlights, headlight washers, power
steering, HomeLink, iPod and Bluetooth set up, two sets of keys and
full manuals. There’s more but you get the picture.

I took it down to Porsche of North Scottsdale where they gave it a
complete under-warranty checkout for nothing and put new oil in
--not for nothing!

One slightly disconcerting thing: two weeks passed and still no title
in the mail. Three weeks, nada. Kept calling, as you might expect a
new anal Porsche owner would, and I could tell he was getting ticked
off. Had I bought a stolen car, or titleless? Four weeks to the day the
California title arrived *big sigh of relief*.

I shot off down to the smog test center, the day after New Years Day,
closed! Not a good start. I went down the day after for a second attempt
at the smog test. Sat in line for 20 minutes to be told, “It’s too new, it
doesn’t need to be tested.” OK!

Off to the DMV. I thought it might be closed – it was empty. The
guy handed me my number. It was already showing on the board. 10
minutes later I walked out with new plates.

One added little bonus, my new-to-me Cayman was deemed a private
sale by AZ DMV. The car was on consignment and the dealer had
not taken title. My luck was holding, no sales tax, just tabs. And the
price, for those who might be interested, $39K and change, plus tabs
and shipping.

So there you have it. Unless you are typically a very lucky person,
like me, don’t try this at home!
ARIZONA REGION MEMBERSHIP UPDATE

by Travis Tonzi, Membership Chair

WELCOME NEW MEMBERS!
These people have recently joined AZPCA. Please welcome them to the club!

George & Karen Jenkins
Gilbert, AZ
2006 Carrera S 997

Alfred Schommer
Scottsdale, AZ
2010 Panamera

Douglas Kingston
Scottsdale, AZ
1986 930

Mike O’Brien
Phoenix, AZ
2014 Cayman S

David Di Santo
Cave Creek, AZ
1970 914

Kelly McMillan
Phoenix, AZ
2014 Cayman S

Neils Schwarz
Carefree, AZ
2011 911 2C4S

Robert Stake
Sun City, AZ
2003 Boxster S

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

HAPPY PCA ANNIVERSARY!
Arizona Region PCA Members Celebrating May 2014 Membership Anniversaries

44 Years
Jack & Mary Ellen Di Rosario

39 Years
Paul Fairchild

29 Years
Paul Preblich

18 Years
Robert & Laura Davis

17 Years
John & Sharon Seymour

14 Years
Richard & Deborah Kray

11 Years
Steve & Dee De De Tommaso
Robert & Sally Holberg
Richard & Deborah Lang
Mick & Cathy Peirson
Scott Stroinski

10 Years
Ron Gatch
Zack & Terri Swerdfeger

9 Years
Joel & Bonnie Miculinic

8 Years
Larry & Suzy Erickson
Mark Lindabury
Alvin & Willis Ann Ross
Bob & LaVonne Shelker

6 Years
Roy & Mary Jane Pederson

5 Years
Robert & Karen Hummel
Steve Lewis

4 Years
Lewis A. Frantz
Timothy Manning

3 Years
John Abed
Greg & Vicky Elkins
Rook & Debbie Younger

One Year
Stan & Nancy Vaughan

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

MEMBERSHIP
by the numbers

<table>
<thead>
<tr>
<th>National PCA members</th>
<th>Regional PCA members</th>
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<tbody>
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<td>852</td>
<td>400</td>
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March 2014 MEETING MINUTES

by Randy Black

March 5, 2014


Next meeting: Wednesday April 2, at Brio Tuscan Grille, Scottsdale

I. WELCOME

The monthly meeting was held at Brighton Motorsports in Scottsdale. President Stewart called the meeting to order at 6:50 pm. He welcomed everyone to the meeting and thanked the restaurant for hosting the event. He also reminded everyone to utilize our sponsors and show appreciation for advertising with us. The sponsor this month was Shane Mustoe who welcomed everyone to Brighton Motorsports and discussed the services they provide. He then invited everyone to look around in the showroom when the meeting concluded. A reminder was made to ask everyone to please RSVP for events to ensure space availability for everyone. Also to ensure that those who have paid have a seat and food to eat. President Stewart then introduced the board members in attendance, Randy Black, Rook Younger, Lyle Capstick, Rick Mukherjee, and Kim Kemper.

II. GUESTS

Charles Kay – Porsche GTS – Red
John & Jan Bogikes
Paul Woodward from Kentucky – Cayenne S
Richard Fischer – 2012 GTS
Rick Mazzer – 3 new Porsches

III. NEW VEHICLES

Dan Jacob – 2012 Carrera S – Black
Vito Ramanaukas – 2014 Boxster
Davis Fisher – 2005 911

IV. REPORTS

Membership report - Travis Tonzi provided an update of membership for the region: 852 national members and 393 Arizona Region members. He also reminded everyone about the new member event on March 22nd at The Farm at South Mountain and encouraged all members to join to welcome them.

Treasurer report – Lyle Capstick went over income to date for the club which is at $4800. $4,200 has been collected so far for Flight 37 and he advised that events have been running on a break even basis so far.

Going Places report - Denise Brasile announced that beginning with the April issue there will be a new color section in the centerfold of the magazine. Horizontal pictures are needed to fill this space and with extra space comes the need for additional articles from the members. She also brought in past editions of the magazine for everyone to take with them so she could keep from overloading her recycling bin at home. She reminded everyone to volunteer to write articles for the events and send them in to be included.

V. PAST EVENTS

DE at Bondurant W had a good turnout and came close to being a break-even event which was good since it is a fairly expensive event to put on.

The monthly meeting at Aunt Chilada’s was well attended and everyone enjoyed the Mexican food in an area set up for the club.

The drive to Wickenburg was reviewed by Jack Aman and he told us that around 70 people attended. The restaurant ran out of their famous Baked Alaska, but Loretta was able to get hers.

AX at Bondurant had 35 cars come out.

The Porsches and Pancakes at the Breakfast Joynt in their new location was well attended with 45 people as reported by Jerry Mackulak. Thanks went out to Lavonne Shelker for setting it up!

AX was reviewed for new members and then Rick Althouse and Kim Kemper discussed the video showing how to drive the course set up with cones. It was also mentioned that there may be a night event at Bondurant soon.

VI. UPCOMING EVENTS – Reminder that all details can be found on the website.

March 8th Liberty Market – Downtown Gilbert
March 9th Sunday Drive to Arizona-Sonora Desert Museum
March 15th AX – Bondurant
March 22nd New Member event – The Farm at S. Mountain
March 29-30 SAR DE
April 2nd Monthly Meeting at Brio Tuscan Grille in Scottsdale
April 6 – 8 California Festival of Speed
April 12th AX – Bondurant
April 12th Porsches & Pancakes – Desert Botanical Garden
April 18 – 20 Las Vegas Fun Run
June 15 – 21 Porsche Parade – Monterey CA.

Special mention was given to Lavonne Shelker & Leslie Richardson for their volunteer services in setting up club events as the Social Committee, and then the new committee was introduced: Lucy Fisher, Christina McIlvain, and Debbie Younger.

October 24 – 26 Lyle Capstick previewed Flight which will be at the same venue as last year. He reviewed the different positions within the committee so that everyone was aware. These included Flight Co-coordinator, registrar, shirt coordinator, car placement, judging, silent auction coordinator, and reporting on three areas; reception, car show and dinner.

Also remember to RSVP for events to ensure everyone will have a place.

It was also announced it is the 55th Anniversary of the Arizona Region of PCA! Congratulations!

Meeting adjourned by President Stewart at 7:53 pm.

Respectfully submitted,

Randy Black, AZPCA Secretary
1984 Carrera (March)
Price: $28,000
Location: 328 East Brook Hollow Drive
Contact: Ken Steele
Phone: 602-722-1772
Email: ksteele911@cox.net

WANTED: WTB tubi or cargraphic exhaust (Mar)
Location: Tempe
Contact name Jonathan Betancourt
Phone: 480-6507225
Looking to buy- a used tubi or cargraphic exhaust system for a 997.1 S.

Yoko Advan Sport Tires (March)
Price: $175.00
Location: Fountain Hills area
Contact: MikeFranzone
Phone: 480-390-3151
2 Advan Sport tires. 220/40/18. Approx. 50% Tread life. Take both $175.

1999 996 Carrera 4 Cabriolet (March)
Price: $18,250.00
Location: Central Phoenix
Contact: Alex Rentzis
Phone: 602-469-3900
Email: greek2mee@gmail.com
Super clean C4 cab all around. 6spd, 42K miles. Updated headlights w/ clear side markers. FabSpeed exhaust, built in radar detector, BlueTooth, upgraded stereo w/ subwoofers. There is a mileage discrepancy of 10K miles compared to the odometer which is documented w/ the CarFax report I have. Thus the lower price on the car.

2003 Porsche Boxster S (March)
Price: $21,000
Location: Gilbert
Contact: Bryan Martinez
Phone: 602-321-2723
Email: bryan1martinez@q.com
The S model is a blast to drive with 258 horse power! 45,000 miles; Seal Grey with Grey Interior; Michelin Pilot Super Sport Tires; 18 inch Carrera Wheels; Brand New GH/ Convertible Top - Glass Window.

1987 944 turbo (951) (March)
Price: $14,750.00
Location: Ahwatukee
Contact: Mike Pyska
Phone: 480-204-0682
Email: msp951@yahoo.com
Meticulously maintained white/burgundy 951 with multiple concours awards, cold A/C, M030 suspension, amazing brakes and 112K accident free miles. Includes 993 chrome Cup wheels, bra, heat shield and aux audio adapter.

2005 997 Carrera 2 (March)
Price: $32,000.00
Location: Scottsdale
Contact: Tony Facemire
Phone: 480-329-0276
Email: tonyfacemire@gmail.com
Atlas grey, full leather, pss9 suspension, BB exhaust, ECU chip, Pioneer DVD-sat-Bluetooth, 6 channel amp, subwoofer, slotted rotors, stainless steel brake lines, NR wing and spoiler, FabSpeed intake, also have Corbeau FX pro seats, 5 point harness, Brey Kruess harness bar. Used once.

911 Wheels and Tires (March)
Location: Scottsdale
Contact: Steve Madura
Phone: 480-563-2933
Email: stevemadura@msn.com
Set of 4 Fiske/Michelin Sport Pilots wheels and tires. 225/40/18 front and 295/30/18 rear. $1000.

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

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

The sponsorship program has six tiers:

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

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

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

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

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

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

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

Contacts:
Mark Lindabury – Sponsorship Requests and Tier Details
Sponsorships and Advertising Manager
Phone: 602-663-1327
E-mail: marklindabury@cox.net

Denise Brasile – Going Places Print Ad Requests and Deadlines
Going Places Editor
Phone: 602-741-5339
E-mail: GPEditor@cox.net

Lyle Capstick – Sponsorship Billing
AZPCA Treasurer
Phone: 612-991-9780
E-mail: lyle.capstick@gmail.com

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If Only All Porsche MODELS Were Perfect

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For more information on the IMS settlement visit www.imsporschesettlement.com

1 - excludes GT and Turbo models, and ours.
2 - data cited from Eisen v PCA legal filings.

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Rick Mukherjee took this photo at the Sonoran Desert Museum near Tucson.