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POSTMASTER: Address Changes to: Bryce Brown, AZPCA Membership Chair, 6004 West Robin Lane, Glendale, AZ 85310-5717
Well, the long summer is over and those of us who live in the Valley are in for months of perfect weather. The AZPCA event calendar really ramps up in the fall, and recent events have had us busy!

There was the Monthly Meeting at the Spoke & Wheel in Phoenix (arranged by Penny Solem), breakfast at the popular Soul Café in Scottsdale (thanks, LaVonne Shelker), and a drive to Jerome planned by Sunday Drive Chair Gary Solem, which featured lunch at the Asylum restaurant in the historic Jerome Hotel.

On September 19th, 75 members celebrated Oktoberfest at the PERA Club, a private park venue in Tempe. Yes, the September date seems odd, but Sept. 19 is when the Germans began the festivities in Munich! Our event featured some great German food provided by David Fisher (thank you to Kim Kemper and Michael Lucey for manning the grill), and a display of members’ Porsches organized by Jack Aman. Dave dubbed the display, “Pre-Flight,” referring to our annual Concours event planned for late October. There were some real nice examples of the German marque on display, in a German festival atmosphere.

Special thanks to AZPCA First Lady Debbie for all her help with the event. We have talked about things we can do next year to make it even more fun for everyone. After all, I say how can you have a German car club and not celebrate Oktoberfest?!

At the end of September a large contingent from the AZPCA headed to the Monterey, California area for Rennsport Reunion V, hosted by Porsche Cars North America at Mazda Raceway Laguna Seca. Rennsport is the largest gathering of its kind anywhere in the world, featuring celebrated Porsche racecars, renowned drivers, and Porsche collector cars. The Porsche Club of America has a presence at the event, where volunteers helped manage the 57,000 attendees (and their cars) who came to view the collector cars, the races, and the drivers who piloted Porsches to victories in races around the world. The gathering of Porsches in the various corrals was an awesome display in itself.

34 Arizona Region members met for dinner at Tarpy’s Roadhouse, and some of us spent time watching the Porsche racers above Turns 9 and 10 where Andy and Carrie Schermuly hosted us with food, beverages, and the typical AZPCA camaraderie.

For me, there was too much to see and do, but too little time! I am already looking forward to the sixth edition of Rennsport Reunion.

We have lots of AZPCA activities planned for the coming months. A major upcoming event is our annual Holiday Party, which returns this year to Tatum Ranch Golf Club. Thanks to Jan and Jerry Mackulak for planning the 2015 gathering, where we will celebrate the holiday season, present awards, and have the installation of officers for 2016.

Autocross and Driver Education performance driving series are back in full swing after the summer hiatus. Time to dust off the helmet and see how much fun you can have on a challenging course at speed. Kim Kemper, Rick Althouse, Andy Schermuly, and Dale Willis are the principals for making these events happen. If you have not taken your Porsche out to one of these events, a note of caution: try it and you may become obsessed (guilty!).

An important note regarding the administration of the club: Travis Tonzi has turned over membership duties to Bryce Brown. Great thanks go to Travis for the great work he has done over the past few years, and to Bryce for taking over this very important responsibility for the club.

Returning from Rennsport, Debbie and I left Monterey with a couple other AZPCA friends. We picked up Rob and Gwen in their Guards Red 911 when we stopped for a quick meal along I-10. Another Boxster joined our caravan on the long stretch from Palm Springs/Indio to Arizona. Turned out to be 12 hours from Monterey to Phoenix. A long day of driving, for sure, but with our PCA friends along the way the miles clicked off that much faster.

Let’s go for a drive. We’ll see you at an AZPCA event.
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Rennsport

September brought a brand-new experience for us: Rennsport Reunion in Monterey, California. There was so much to see and do -- it was almost overwhelming!

There were hundreds of vendors with products for cars in general, Porsches in particular, and racing Porsches specifically. Anything you would need to outfit your car for the track, and even get it to the track, was available. There were also some dynamite collections to drool over.

You would expect lots of shirts and other souvenirs, and we were definitely not disappointed, except at the three hour wait to get in to the “official” Rennsport souvenir tent and purchase our items. Maybe they will add an additional store and a few more registers next time. Many other vendors had clothing and posters and other goodies related to Porsche racing as well. Like a Goodie Store on steroids.

Of course, the focus was on the races: different categories of cars and drivers, lots of speed, fabulous engine sounds, some dicey turns and spin outs. Never having seen a race in person before (hard to believe, I know), it was very cool and the excitement was palpable. Just figuring out how the whole thing worked was fun, and I think it was a good intro to racing. A tour of the paddocks was also enlightening.

I have never seen so many Porsches in one place before. Literally, thousands. A 918 Spyder is amazing to see. Imagine nearly 20 of them, one after another, each one more spectacular than the next. The corrals were full of examples of everything from vintage classics to just-delivered-last-week gems.

We had several AZPCA members racing this year. In the December issue, we will be covering Rennsport more in-depth, and we hope to share with you several members’ experiences. Stay tuned!

Classifieds
Classifieds will not be included in Going Places beginning with the December issue. They will resume when they are once again available to copy from the website. If another volunteer wants to take over handling the classifieds, I’ll be happy to copy and paste what they create for each issue. In the meantime, as members of PCA, you can submit ads --for free!-- to the national publication, Panorama, by going to pca.org. Details are available in The Mart section of each issue of Panorama. Thanks for your understanding.

Need to Order New Name Badges?

Send a personal check for $15 per badge to:
Betsy Andrade
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Mesa, AZ 85210

Include exact spelling with your order OR email Betsy the details: betsy7890@earthlink.net.

Badge orders are placed at the end of each month, and the engraver returns them in about two weeks. They will then be mailed to you. If you need your badge faster, this can be done for $20 per badge, following the same directions as above.

Betsy can also be reached by text or voicemail at: 602-550-1212
**2015-2016 CALENDAR OF EVENTS**

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<th>NOVEMBER</th>
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<tr>
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<td>Monthly Membership Meeting</td>
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<td>Porsches and Pancakes</td>
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<td>7 Sa</td>
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<td>Driver Education Wildhorse Pass</td>
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<td>17-19 Tu-Th</td>
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<td>AZPCA Holiday Party</td>
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<td>Autocross #4 Bondurant West Pad</td>
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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.

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**AZPCA Swap Meet!**

**SAVE THE DATE: February 20, 2016**

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

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HASHTAG HINT: Always use #AZPCA; use #AZPCAFlight38 when you post your Flight photos to your social media!

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fb.com/azpca

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

GOING PLACES 11.2015 | 9 |
**Porsches and Pancakes**

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

**Desert Rays Cafe**

November 7 @ 8:00 am - 10:00 am
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This restaurant is a GREAT discovery! Jan and Jer found this gem! You will love the food! Many of the ingredients are from local vendors. As many of you know, we try to support local restaurants. This one is worthy of our support. Check the website: www.desertrayscafe.com for breakfast selections.

More info and RSVP at az.pca.org
2015/2016 SEASON

#2  Sunday, October 18, 2015  Bondurant School Pad
#3  Saturday, November 7, 2015 Bondurant West Pad
#4  Sunday, December 13, 2015  Bondurant School Pad

Check the website at az.pca.org for the latest information and to register.

AZPCA DRIVER EDUCATION

Saturday, October 10, at AMP
Saturday, November 14, at Wildhorse Pass
Saturday, December 12, at AMP
Come join us!
You will experience first hand the capabilities of high-performance automobiles in a controlled environment and acquire skills that will enhance safer vehicle operation in all driving situations.
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Mention Going Places for a FREE Opinion of Value.
Here are the results from the autocross last Saturday. Shown is each person’s best time and the top time of the day listed from fastest down.

We had a fantastic start to the new season! Special thanks to Dennis, Mike, Dale, Steve, Dane, Mathias and Don (my apologies if I missed anyone) for showing up right after 6:00 AM to pitch-in with set-up in Kim’s absence. (We still missed you). We had a fast, technically challenging course that was a blast to drive - I heard quite a few comments that it was one of our best course designs to date.

As mentioned after the drivers meeting, I reserved the West Track at Wild Horse Pass for Autocross #2 on November 7. Kim already has it listed on MotorsportsReg.com. I encourage everyone to sign up early as I believe we have entrants capped at 40 to ensure we all get plenty of driving time.

If anyone has any photos from the AX, please send them to gpeditor@cox.net so they can be used in Going Places.
Not having had kids in the house for some decades, it is hard for me to ascribe age groups to these three “books,” but I would tend to say they cover pre-school, early elementary and late elementary/middle school comprehensions.

The pre-school book presents a fascinating story of how Eli, Phoebe and Hank conceive of a vehicle, accept/reject design considerations, obtain parts, put together components and have a vehicle in which to hit the road. The early elementary book discusses components in what would be called “dialog boxes” if they appeared on a computer screen. The intellectual level is less than college: “The engine...controls how fast the car moves...carburetor uses electricity to ignite the fuel.”

The middle school level is presented as the technical labels provided for the drawings. The cutaway of the “Four-stroke Engine” has 34 components specifically labeled. The steering box cutaway has four components labeled, not including the steering shaft or steering wheel which are self-evident. There are no cutaways of transmission or differential, though these components are labeled in the chassis drawing. Brake detail is shown for drum brakes only.

I think the story of the three “Scrap Pac” members successfully accomplishing something by themselves would appeal to any youngster. The component drawings, and especially the detailed labels, could be educational for many adults, though perhaps not for PCA members.

HOW TO BUILD A CAR is a hard bound book with illustrated cover, containing 64, 9x9 inch pages including 100 hand drawn illustrations. It should be available for $14.95 from your favorite bookseller (ask for it) or from http://www.quartoknows.com. If every 12 year old and younger descendant of every PCA member received a copy of this book for Christmas, we might start a movement.
On a beautiful Sunday morning in September, a group of about 20 Porsches and nearly twice that many people met at the Good Egg for a drive and dine to Jerome. Rook was our fearless leader and he managed to make it a nice fast trip without drawing any attention from the Highway Patrol. We were near the back of the pack and I can tell you that we did get a lot of attention from other cars on the road who were, by the time they saw us, counting the number of Porsches and sometimes pulling over to watch us go by.

Once we got on the very curvy road leading up the mountain to Jerome we could only follow the Porsche in front of us and that caused some of us to miss the turn in for the photo op! There were even more people there than you see in the picture. We were the first to reach the hotel however, and got good parking places. Actually, we all got pretty good parking places as there were more places than we expected and since we were all in Porsches we could park much closer together and know the next person would not bump our doors getting out of their car!

The Asylum was a lovely restaurant with an unusual menu and good food. The service was great since they were expecting us and planned ahead. Our server told us this was her first day on the job, but that she had lived there her whole life and had some good stories to share about the hotel and the area. Then, about halfway through the meal someone said “It’s raining!” Hard to believe because there had not been a rain cloud in sight when we went in, but some of us had to rush to the parking lot and put our tops or windows up! It rained pretty hard for awhile and put a bit of a damper on the shopping afterward but had just about quit by the time we left.

As we were driving up to Jerome, Paul and I were remembering our first visit to the cute little town. We had been in Cottonwood camping and doing a competitive shoot there. One of our friends suggested going through Jerome as it was a special town and a shortcut to where we were going next. He had no idea we were driving a 42’ motor home with a Jeep on the back!! We naïvely, or stupidly, set out for Jerome. Being from Colorado, we were used to mountain roads, we thought, and didn’t realize until it was too late just how hard this trip was going to be! By the time we got to the hairpin turn at the top of the mountain we had blocked traffic for quite a way back and had to make several attempts and backups to get around and get going down the other side. At least this time we were in a different car and no one would recognize us from our first visit!

This trip was much more enjoyable and we’re looking forward to doing it again sometime.
Yes it was a fine sight to see. Not a girl in a flat bed Ford but 43 club members in 22 beautiful Porsches slowing down to park at the railway side La Posada hotel on a sunny Saturday afternoon.

The AZPCA group under the direction of Bob and Ann Bandera, our trip organizers, met at the Starbucks in Fountain Hills mid morning. Bob outlined his plan and we peeled off onto the Bee Line highway headed for Payson’s 5,000 ft. altitude and Pine.

I have since learned that the highway was so named by valley dwellers, seeking the coolness of higher altitudes by making a “Bee Line” for the mountains. No surprise.

The group strung out enjoying the curves at their respective thrill level but arrived at Payson pretty much together. Through the town we were tested by several traffic roundabouts and then climbed up through the shady forests to the little town of Pine.

We parked among the pickup trucks outside our lunch stop, the Sidewinder Grille, where we were comfortably seated on a shady patio and offered tasty meal choices by very friendly servers. After good food and interesting conversations with old and new friends we resumed our drive north toward our Winslow destination.

As we climbed higher the sky became a deeper blue but was now forming ominous clouds. The tail end of the Monsoons soon dampened our windscreens and some “cabs”were seen pulling off to erect their tops. The final few miles to our destination seemed to stretch endlessly. Long straight stretches of highway tempted higher speeds but fortunately no tickets! We arrived at La Posada in bright sunshine and found ample parking on the cobbled forecourt of the hotel.
La Posada has an interesting history explained in some detail in the useful booklet given to us at registration. Of note is the fact that this was one of, perhaps the last, great railroad hotels to serve passengers wishing to stop in more comfort on long overnight journeys. La Posada was built in 1930, one year before me, daunting thought, for the Santa Fe Railroad and was a favorite stop over for celebrities on their way to the coast and often Hollywood. As we saw, most of the rooms were identified with famous occupants’ names. I have previously stayed in the Amelia Earhart room, but did not go missing, and I have stayed in the Jackie Gleason room, woken during the night by the ghost of Norton.

This time Nancy and I had the honor (?) of being assigned to the FDR room but did not get ‘The New Deal’ I thought we might. It was very pleasant with a covered patio that opened on to extensive lawns and views of passing container trains. Décor was 1930s southwestern and was well appointed, clean and comfortable.

On previous stays I enjoyed the mournful wail of the locomotives warnings now silenced by the noise “police” and environmentalists. The trains still rumble but no doubt they will be required to have rubber wheels soon. At least I had no trouble sleeping soundly.

Towards evening cocktail time was enjoyed in the small friendly bar or by those who formed a party on the patio. Many of us dined in La Posada’s attractive Turquoise Room restaurant where the servers were super friendly and the food and wine interestingly southwestern and satisfying. From all reports everyone enjoyed the evening. I believe some of our more adventurous members ventured the couple of blocks down the street to stand on The Corner and hum a few bars of the Eagles famous hit. We will always remember Winslow because of the Eagles!

Sunday morning arrived bright and clear as did most of us and after breakfast we formed up outside behind our AZ PCA banner for the obligatory group photo by Jan Nyquist, who kindly provided many of the pictures for this article. The party then split, the majority following our drive leader Bob’s directions to The Enchantment resort in Sedona where they enjoyed lunch and the spectacular view of the red rock canyon through the huge view windows of the dining room.

Their scenic route from Winslow took them West along I 40 to Flagstaff and then south through the twisty and beautiful Oak Tree Canyon road to the town of Sedona. Some took the shorter drive down busy I 17, or retraced our original route from Payson and home.

Anticipating some of our favorite roads Nancy and I took I 40E east to Holbrook then south to Heber and 260 down to Payson. There we joined the ‘Bee Line Grand Prix’ that was now in full flow. We upheld the honor of the marque by passing most of the traffic but slowed as we approached Fountain Hills so that they could overtake and claim, on Monday morning to have “seen off a Porsche” on their way home! Dreamers.

Thank you Bob and Ann for a very enjoyable weekend drive. As always it is important that we recognize the efforts made by those who plan and conduct our events and thank them personally.

A great weekend trip in every way. It proves once again that “It’s the people!”
The red rocks of Sedona are a stunning backdrop for a drive, and even a quick “necessary” break!

2015 Sunday Drive to Flagstaff, with lots to see on the way!
On July 26, a dozen Porsches of various shapes and configurations gathered along with their occupants of various shapes and configurations at The Good Egg near the Black Canyon Highway and the Carefree Highway (yes, kids, the one Gordon Lightfoot sang about in the old days). All members were quite eager to obtain some relief from the somewhat toasty Valley of the Sun. After leader Greg Smith’s briefing the group scooted up the freeway for a few miles, then headed toward Prescott Valley.

They encountered a friendly posse of eleven Prescott-area Porsches in Dewey. A mix of members and potential members then followed the Valley travelers up and over twisty Mingus Mountain and down through the steep, narrow streets of the historic mining town of Jerome. The drive continued through the small towns of Clarkdale, Cottonwood and Cornville, then snaked through the vineyards along Page Springs Road toward majestic, but vortex-heavy, Sedona.

After enduring a crowded, but still gorgeous, Oak Creek Canyon, the tour and a few local members found their way to Little America Hotel and Restaurant for lunch. Forty of us enjoyed lunch in a large, private room overlooking the hotel’s beautiful 500-acre, pine-forested grounds.

What a Sunday! Lots and lots of fun corners, spectacular scenery, a 5000’ elevation gain, a welcome 30-degree drop in temperature, meeting new enthusiasts and visiting with old friends.
To paraphrase advice given to Dan Gurney when he first test drove for Ferrari - “Go fast, and don’t knock over any cones.” That’s the secret. Since that would make a very short article, I’ll add a few more comments. I got into autocrossing to have fun and to be able drive a Porsche close to the way it was meant to be driven without getting any points on my driver’s license. Autocrossing is fun. The speeds are high enough to get either or both ends light, achieve max acceleration, deceleration, and lateral acceleration for your car. The speeds are low enough that when you exceed your and your car’s limits, you aren’t going to hurt yourself, your car, or somebody else. Besides having legal fun, I also wanted to become a better driver in my every-day car.

Some people are born racers. They’re fast while looking very smooth. Technique comes naturally to them. This article is not meant for them or for the experienced racer. This is meant for the beginner or maybe those that seem to be stuck. It says nothing about car set up. Since my car is stock, the only thing I have any control over anyway is tire pressure. Below are some ideas that have helped me. Take them with a grain of salt. I’m a slow learner and still have a long way to go – I’m looking forward to the fun and to encourage more Porsches at the track. It would be nice to have more Porsches at a PCA event than ‘Vettes.

1) The first thing needed is to strap yourself into the seat as tight as you can and/or brace yourself with left foot. Make sure your position allows you to turn the wheel lock to lock without interference. Hold the steering wheel in your fingers. Don’t grip or hang onto the wheel. A CG-Lock seat belt is the first add-on equipment recommended. This can be pulled very tight to hold you firmly in the seat.

2) Learn the course. If you don’t know where you’re going, you can’t be fast. Walk the course as many times as you can. Pick out the important cones and ignore the others. Learn where to look for the next cone or gate.

3) Look ahead two or three turns/gates/cones, and you’ll automatically pick a better line since you know where you’re going. Picture this during your course walk.

4) Don’t Coast. It’s easy to coast between turns instead of accelerating and then braking. Especially don’t coast through the finish.

5) Don’t Pinch. It’s easy and tempting (at least for me) to head for the apex while braking instead of staying on the racing line. Pinching in is the same as taking an early apex and will result in a smaller turning radius and lower exit speed.

6) Slaloms should be taken as straight as possible. Try to touch the back side of the cone with the rear tire. Trying to hit the back side of the cone will aid in turning in early instead of getting further and further behind in the slalom. (Each foot away from the cone costs about 0.10 seconds.)

7) Accelerate as hard as possible as soon as possible. But wait to accelerate until you don’t have to lift to finish the turn. The less the steering wheel is turned, the more the accelerator can be pushed.
8) Brake hard, but not late. It’s better to brake a little earlier so you can hit the apex than to overshoot the turn. Unless your ABS is chattering you can brake harder and later. I’m amazed at how deep you can go into a turn with a Cayman. Continuing with light braking into the turn will help rotate the car.

9) Give it up. If entering a turn too fast, don’t persist. Try to hit the apex anyway – you may be surprised that your car can do it. If you can’t, just go wide. Remember your braking point and brake a little sooner (or harder) on your next lap. (If you do “lose it,” clutch and brake should go in.)

10) Go fast your first lap. It will help warm up the tires and brakes, plus you don’t want to practice driving slowly. To do this, you must know where you are going.

11) PUSH! If you’ve ever watched F1 qualifying, remember Steve Matchett yelling “push”! – push!” when a driver needs just bit more speed. Thinking about pushing myself has really helped me lately by helping me concentrate. Often I’m out there enjoying the heck out of the ride, but I could be going faster.

12) Seat time. The nice part of practicing is that it is the best way to learn, plus you can have fun. Be your own competition and don’t be discouraged if you’re not the fastest one out there. If you get lost on the course, ask for some help. There will either be an instructor or someone to show you the line. You can still go fast in the areas you do know. Occasionally the next gate or cone will be hidden behind the windshield pillar. It’s OK to move your head to look around the pillar. Enjoy being able to drive your car as fast as you can. You will get faster as you get more comfortable with your car and learn that it is possible for you to go faster.

The PCA-SAR (Tucson) has some great autocross courses that are fixed – the same year to year on road courses. These are courses where you can compare lap times from session to session. The courses are easy to follow as there is no “sea of cones” to confuse you. Remember, it’s not the cars; it’s the fun in driving the cars.

Editor’s note: AZPCA offers multiple autocross opportunities from early fall through spring. See page 11 for the current schedule of events, and page 12 for the results of the latest autocross. New to autocross? Contact Kim Kemper or Rick Althouse (see page 4) with your questions!
OKTOBERFEST 2015!

photos by Ken Bryant, Tom Brown, Dwane Stewart, and Denise Brasile

Above: AZPCA President Rook and Debbie Younger, who planned the successful event which drew over 50 people

Above right: The ramada at the PERA Club, which was the setting for Oktoberfest on September 19

Other photos: Jack Aman placed the cars as they arrived to create a display of Porsches very pleasing to the eye
Above left: The PERA Club ramada

Above right: Angela Manente, Cynthia Giachetti, and Cheryl Woodwell

Left: The cooks for the evening, Ken Bryant, Kim Kemper, and Michael Lucey

Below left: Dee & Mike Labowitch and Alma & Dwane Stewart

Below right: Ellen Kemper, Nancy Tomlin, and Lucy Fisher and her mom
MONTEREY WEEK

by Don Tevini   photos by Mike Rust

Monterey Week is actually 10 days long, if you count the pre-reunion races. If you have ever been to Monterey for car week, you know that there is a lot to do and not enough time to do it all.

Here are a few of the events: Concours on the Avenue, The Pebble Beach drive(cars stop for lunch in Carmel), Renworks, and Legends of the Autobahn. All these are free for spectators. Then there are the Italiano, The Quail and Pebble Beach which are not free, the Rolex Monterey Motorsports Reunion, and several auctions.

This year I decided to show my Devin D Porsche at the Quail this is the third time I have shown at the Quail. Tickets for the Quail are the most sought-after ticket for the entire week. There are only 3,200 tickets sold and most are sold by a lottery. There are six different locations where you can, dine each with a different fare, along with wine, beer, and spirits, all of which are on the exotic side. Then there were the cars, which were spectacular, along with vintage motorcycles. The Quail is a true happening.

I also entered the Devin in the Rolex Monterey Motorsports Reunion. That’s right: show on Friday, race on Sunday. The only problem is I missed my practice sessions on Friday, which meant that I had one session Sunday morning, then the race in the afternoon. I started the race in next-to-last and passed three cars before turn two. Out of the 36 entrants, four did not start and I finished 22nd. I had not raced at Laguna since 2010 and I was a little rusty. Since 2010 the spec tire had changed to a very hard compound bias ply Dunlop. I was 6 seconds over previous time. I attribute three seconds to the tires and three seconds for not getting enough practice and me being rusty!

All in all it was a great week. Next stop Coronado Festival of speed and Rennsport.
See you at the races!
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Periodically, people chastise me for being an inveterate reader of The Wall Street Journal. It’s owned by that evil manipulator of the night and the right, Rupert Murdoch, they say. It’s biased, it’s dull, it’s out of touch. It has nothing whatsoever, today, to do with what made the paper great.

And then I open it up to a profile titled, “The Throwback Star of Formula One.”

What? I mean, ok, but a profile of Lewis Hamilton? I didn’t even think the Journal knew that he actually walks on this planet. What do I know?

This is what I know. It was a great read. And it made me rethink my view of Formula 1 “pilots” today. Or at least one of them.

You have to understand. Growing up, I was a big fan of Jim Clark. I have a framed photo of him, taken by Jesse Alexander. You know the one, where he’s looking out into space, head slightly cocked.

As a kid, I read his bio. He took the author for a ride in his “daily driver,” a Euro Ford Falcon, probably a “company” car. He screeched and scrawled all over the Scottish moors. Then he suddenly stopped the car, to say that one tire was down a few pounds of pressure. Which it was.

Clark seemed to be completely bewildered by his talent. Talent that led to abject disbelief when he bought the ranch in 1968. In a meaningless Formula 2 race. It just couldn’t happen.

An example: He was asked how he can be so consistently faster than everyone else. And Clark simply answered, “I just brake a little later.”

Yeah, and Babe Ruth just hit it a little further. Sandy Koufax just threw it a little faster. Chuck Yeager just flew a little better.

Contrast to today. Driver coverage is so sanitary, they have a hard time fitting in the names of all their sponsors, when they go through the post-race “thank you” drill. You have no idea, as Chris Economaki would ask, what it’s like out there.

So imagine my surprise when I read that, as a young kart racer, Hamilton’s father found the spot where the fast kids braked, and urged his son to brake five yards farther.

He did… and he spun, and spun, and spun. But, eventually, “I became the latest braker.”

Get this. He’s quoted in the article saying, “I don’t like tiptronic, even though I race with tiptronic…. I like having a gear stick. I like three pedals. I like the heel-and-toe effect… you just have a little bit more control.”

I know!

Apparently Hamilton is infatuated with Senna. It makes sense. At his death, Hamilton was nine. Clark, on the other hand, died 17 years before he was born.

At this writing, he has 40 wins in 160 starts, to Senna’s 41 wins in 161 starts. Any bets on whether he eclipses his idol?

Damon Hill, who raced alongside Senna at Williams, is quoted as saying, “Any era you like, he would thrive…. I think it’s more difficult for him now because of the over-engineering of the competition.”

The article, however, points out that, sure, it’s clear he has the fastest car out there… but so does Nico Rosberg. And Hamilton has out-qualified him in 11 of 12 races so far this season.

A few years ago, Hamilton test-drove Senna’s world championship-winning McLaren MP4/4 from 1988. He matched Senna’s pace almost exactly.

How? This is a great quote: “People come up to me and say, ‘Oh, the way you took Turn 7, it’s so much better than others.’ I don’t know if they really can see that. Because when I’m watching, I can’t see the difference.”

It is indeed that little bit later/faster/better. And it can’t just be explained.

“I’m a real basic driver,” Hamilton says. “There’s drivers over time that close their eyes and envisage a lap and all that stuff. Maybe that works for them. For me it doesn’t. Me, I drive. I drive the seat of the car.”

Hooray. A real honest-to-goodness racing hero, in today’s age. He exists!
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WELCOME NEW MEMBERS!

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

Randy & Kathy Haines  
Fort McDowell, AZ  
Porsche Boxster S

Kevin & Jennifer Henry  
Phoenix, AZ  
1987 911

Ron & Laurie Dersch  
Phoenix, AZ  
2013 Boxster S

Mark Baker  
Mesa, AZ  
2006 Boxster

Jason & Michelle Buxbaum  
Phoenix, AZ  
2003 Targa

Jim Brock  
Sedona, AZ  
2011 Boxster

Paul Wittwer  
Surprise, AZ  
2013 Panamera 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 November 2015 Membership Anniversaries

57 Years  
Louis & Judith Kinney

13 Years  
Walter Gallagher

41 Years  
Pete & Brenda Dressen

10 Years  
Mark & Debra Dreher

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

7 Years  
Robert & Betsey Wilder

37 Years  
Dick & Suzanne Petticrew

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

32 Years  
James Suter

3 Years  
Eric & Janice Schmidt

18 Years  
Alan & Terry Roche

2 Years  
Don & Yolanda Hom

16 Years  
Thomas & Carol Hettinger  
Bruce & Robbin Lieberman

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

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

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

National PCA members  929
Regional PCA members  488

ARIZONA REGION MEMBERSHIP UPDATE  
by Travis Tonzi, Membership Chair
IV. PAST EVENTS
President Younger commented on the AZ PCA at Diamondbacks game on Aug 8, the PnP at The Egg I am on August 15 and the La Posada overnighter on Aug 29-30. All were great events and well attended.

V. UPCOMING EVENTS
President Younger mentioned a number of club activities scheduled for the summer including the Jerome Sunday Drive, AZPCA Oktoberfest at the PERA club in Tempe and Rennsport Reunion V. Cynthia discussed the Date Night Dinner to be held October 8. Denise spoke on the Temecula Wine Tour (Oct 12-15). Bob Woodwell talked about the upcoming Flight 38 being held on Oct 30-31 and mentioned registration is now open. He also acknowledged the work of Bryce Brown in getting the registration set up on Motorsportsreg.

VI. OTHER
A vote was conducted for changes to the Club Bylaws. Ballots were distributed to the members in attendance. Secretary Kemper announced the Bylaws were approved (all votes in favor). The new Bylaws are effective with the vote. President Younger commented that the Bylaws Committee was reviewing more substantive changes to be discussed with the membership in early 2016.

Meeting adjourned at 8:15 pm.

Respectfully submitted,

Kim Kemper
AZPCA Secretary
CHANGES TO THE CLASSIFIEDS

Until the AZPCA website is set up to handle classified ads, the club will unfortunately not be able to provide this service to members beginning with the December, 2015 issue. Classifieds could also return if we get a volunteer to receive and format them and follow up with advertisers.

In the meantime, be sure to check out national PCA's Classified Ad service, which can be accessed by going to pca.org. Ads are free to PCA members and appear on both the website and in Panorama.

FOR SALE

**1999 Porsche Boxster**
Contact: Chuck Brasile 602-741-5338 Scottsdale, AZ

**Single Axle Trailer with Tire Rack**
Trailer tilts and also has ramps. It is 19' long and has been used to trailer a 914, 911, 944, and a Boxster. Very light and easy to tow.
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Contact: Rob Biddle at speedsterob@gmail.com, 435-640-8954 or 435-729-0259.

**2008 Porsche Boxster**
$22,750
Contact: Randy Morton 808-777-7042 Surprise, AZ

**WHEELS FROM 997 (Will fit many models)**
2ea. 997.362.136.00 8Jx18H2-ET57 and 2ea 997.362.140.01 10Jx18H2-ET58. TPMS included. Will fit many models.
$850
Contact: Mike Pyska msp951@yahoo.com

FOR SALE

**WINTER TIRES ON 4 CAYMAN WHEELS**
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Contact: Peter McHugh mchughpeter4@aol.com

**911 SC PARTS**
1. H4s/Car cover mats
2. 1980 owners manual/books
3. Catalytic Converter/Bar/Coins/Struts
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Contact: Jess Barrett at 623-977-9449 for negotiable pricing

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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:
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Sponsorships and Advertising Manager
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Denise Brasile – Going Places Print Ad Requests and Deadlines
Going Places Editor
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Lyle Capstick -- Sponsorship Billing
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**Three-course dinner 7PM**  
Your choice: Peppercorn Crusted NY Strip, Grilled Salmon, or Stuffed Chicken Breast, plus salad and dessert

**Program 8PM**  
Induction of 2016 Officers  End of Year Awards  Camp Sunrise Speaker  
Music and Dancing with DJ Rich 8:30 - 11:00PM

Bring an unwrapped toy or gift card ($25 value) benefitting Arizona Camp Sunrise and Sidekicks

Dress is festive cocktail/evening attire. Prize for the Best-Dressed Couple!

Details/RSVP/payment online ($50 per person) by Dec 1st  
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