



ZUFFENHAUSEN

February 2014

NEWS



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THE COVER

Porsche Type 911
GT3 R Hybrid Race
Car Prototype
photographed at
the North Carolina
Museum of Art

Photo by
Axel Olsen



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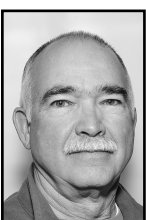
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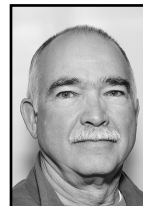


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President's Corner

By Lee Cuevas – SAR President

Wear your seatbelt!!! On December 19, I was driving north on Harrison Road just west of Catalina Highway. Molly and I were anticipating a great time at the dog park located at McDonald Park. I know she looked forward to running with her friends. It was a beautiful day, about 70 degrees, without a cloud in the sky. I was driving the posted speed limit (45), when a Hyundai Accent pulled onto the road just ahead of me on the right. I don't understand how he could not have seen the big white Suburban coming down the street. Luckily, I was able to turn just a little to the left and hit the brakes right before I hit him. The Suburban hit just in front of the driver's door. If I would have hit the driver's door, I'm pretty sure he would have been a goner.

The seatbelt held me tight and the airbag deployed as advertised. Molly was a little shaken in the back seat, but she and I were fine. The next thing I heard was OnStar asking if I was OK. It informed me that the police had been called and stayed with me until I confirmed their arrival. It really worked. The Pima County Sheriffs were there in about 5 minutes, and did a fine job of taking care of everything at the scene. It was with God's grace that nobody was hurt.

I did have an airbag burn on my right arm though. The other driver was a teenager and he was cited for failure to yield. I'm pretty sure his car was totaled. I got the Suburban back from the shop on January 10, looking as good as new ... just in time for my trip to the Zone 8 President's meeting. Make sure your pet has a seatbelt too. End of safety lecture. Catch what else is happening by reading the ZN calendar and checking Facebook and our SAR website.



The Suburban
Photo by Lee Cuevas

SAR Needs You !

The success of this region is dependent on all the wonderful volunteers who give of their time and talent. Volunteering can be rewarding and fun. The following positions need to be filled:

- Registrar for driving events (Kathleen, retiring Registrar, will mentor you)
- Social Chair (Pati Reinking will give you pointers on planning banquets and club parties)
- Cinco de Mayo (We need a chair but also will need many volunteers to make sure this event continues to be the best in the west!)

Please consider volunteering. Just contact our SAR President or any Board member.

The disclaimer

Zuffenhausen News (ZN) is the official publication of the Porsche Club of America (PCA) Southern Arizona Region (SAR). Any statement appearing in *ZN* is that of the author and does not constitute an opinion of the Porsche Club of America, the SAR, its Board of Directors, the *ZN* Editor or other contributors. Photos are author's submissions unless otherwise noted. The Editor reserves the right to edit all material submitted for publication. Permission is given to the chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and *ZN*. Mail to the *ZN* Editor or other members of the Board should be sent to *Zuffenhausen News*, PCA-SAR, POB 68413, Tucson AZ, 85737. Please indicate the name of the recipient, i.e., Lee Cuevas, President.



Editor's Message

By Axel Olsen

In January, I visited my daughter and her family in Raleigh. I had fun visiting with the grandkids and going to a Hurricanes hockey game. I also went to the North Carolina Museum of Art and their special exhibit, "*Porsche by Design: Seducing Speed*." I will have more to say about the cars and the exhibit later in this issue. The format of the exhibit is one that spans the history of the Porsche automotive brand, from the first to carry the Porsche name, the Type 64, to the newest hybrid drive, the GT3 R.

While I went through the exhibit, I was listening to the audio recording and taking numerous pictures of each car from all angles. I was completely immersed in the experience when I came to the GT3 R Hybrid ... wait ... what just happened? That was the final car on display. I turned around and had the sudden realization that I had been through the entire exhibit in what seemed an instant. It was *that* good!

I also have a copy of the book from the exhibit that has a unique format – with individual chapters by fourteen different contributors. Each piece is focused on the authors' recollections around each of the vehicles in the exhibit. I have put the link to the book on the bottom of this page. I highly recommend this excellent contribution to the history of Porsche automobiles.

This unique format contains ample anecdotes and recollections of the authors. One of the contributors is Michael Mauer, Chief Designer at Porsche.

He writes ... "Like no other automotive manufacturer, Porsche moves in widely differing categories, reconciling apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, and design and functionality. For us as Style Porsche designers, this complex brand identity is a special challenge, since our vehicle designs must reflect all of this. Today's Porsche design represents the continuation of an impressive tradition, which we carry into the future in combination with forward-thinking innovations and careful doses of modernity." (Excerpted from *Porsche by Design: Seducing Speed*; 2013, Ken Gross, Barbara Weidemann, Laura Evans, Eds., page 116.)

Willkommen

By Tom Sherman – SAR Membership Chair

Last month's membership article contained a statement that I hoped this month's piece would announce new year-end Club records for both PCA and SAR memberships. And indeed, at the close of business on December 31, 2013, our PCA membership had reached 286 — the previous year-end high was 272 on December 31, 2008. Clearly, we were long overdue! Our SAR membership also reached a new high of 235 on the last day of 2013.

Calendar year 2013 was a great membership year all year long. We began on January 1 with 265 PCA members, but quickly began to find new members month after month. Then, a case of the dreaded "non-renewal-itus" struck! Succinctly chronicled in November, on the evening of November 30, the PCA database showed us with 288 PCA members ... only to awaken on December 1 to a revised membership of 282! It seems that the membership of six members was due to expire at midnight on November 30, and these "members" simply neglected to renew. Our Non-Renewal Police quickly went into action and perhaps for the first time in recent history, on January 1, 2014, every SAR member was a fully renewed PCA member. A desired consequence was that every SAR member received the January edition of *Porsche Panorama*.

Our successful membership growth continues into 2014: Three PCA applications were recently mailed to National, two PCA members have transferred to our Region, and at least three other applications are anticipated. Indeed, we're on a roll!

Regarding the introduction of new members, last month a vacation got in the way, and unfortunately, this month a very intermittent PC has further delayed the introduction. Stay tuned ... next month, 10+ new members will be introduced to you.

Check out the information about the book on page 18. Follow this link to the store:

<http://store.ncartmuseum.org/-em-Porsche-by-Design-Seducing-Speed-em-Exhibition/Porsche-by-Design-Seducing-Speed-Exhibition-Catalogue-p380.html>

February 2014

						1 Drive and Hike
2	3	4 Membership Meeting at Mimi's East, 120 S. Wilmot Rd.	5	6	7	8 Cars and Coffee 8:00-11:00 La Encantada
9	10 Deadline for Submissions to the <i>Zuffenhausen News</i>	11	12	13	14 Happy Valentine's Day 	15 Kartchner Caverns Tour
16	17	18 Board Meeting at the Olsens'	19	20	21	22 Driver Education at Arroyo Seco
23 Driver Education at Arroyo Seco	24	25	26	27	28	

In March ...

- March 4 – Membership Meeting at Mimi's West, 4420 N. Oracle Rd.
- March 8 – Cars and Coffee 8:00-11:00 La Encantada
- March 10 – Deadline for Submissions to the *Zuffenhausen News*
- March 15 – DM 50 Casual Classic Car Show
- March 18 – Board Meeting
- March 22 – Concours Judges School – Location TBD
- March 29/30 – Driver Education and Instructor Clinic at Inde Motorsports Ranch



In April ...

- April 1 – Membership Meeting at Mimi's East, 120 S. Wilmot Rd.
- April 5/6 – Driver Education at Spring Mountain
- April 10 – Deadline for Submissions to the *Zuffenhausen News*
- April 12 – Adopt-a-Roadway
- April 22 – Board Meeting



Our calendar is subject to change and last minute events for this month may not be represented in this version. Please check our website <http://pcasar.com> and our PCA-SAR Facebook page for the latest updates and information.

59th Porsche Parade

June 15-21, 2014

The Porsche Parade, PCA's annual convention, will be held this year in Monterey, California! It is a week-long extravaganza of competitive events, tech sessions, social events and FUN.

Registration will begin March 11.

Keep checking <http://parade2014.pca.org/> for details.



SAVE THE DATE!

Saturday, February 15

PCA-SAR kicks off the 2014 tour schedule with an excursion to...

KARTCHNER CAVERNS

We will meet at the TTT Truck Stop at I-10 and Craycroft at 8:30 a.m.

Departure will be promptly at 9 a.m. for the 45 minute trek to the fabulous Kartchner Caverns State Park for a reserved group tour.

DON'T MISS OUT – Tour size is limited to forty entrants (two groups of twenty.)

Tour times are 10 a.m. and 10:20 a.m. Following the 1½ hour guided cave experience, we will drive approximately 25 minutes to Sierra Vista for an authentic German lunch at Angelika's Restaurant.

Lunch is no host, with a choice of Bratwurst or Schnitzel and a choice of sides and desserts.

The return trip will be SR82 over to SR83 and home.

Check out the PCA-SAR website or Motorsportreg.com for more details and to reserve your spot.

(Note: If you are planning to join us for lunch but not for the tour of the Caverns, you still need to sign up on Motorsportreg.com)

See you there.

Please Note: Only two spots left for the tour as of mid-January

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Full Page	\$450	\$50 per issue
Half Page	\$360	\$40 per issue
Quarter Page	\$300	\$30 per issue
Business Card	\$170	\$20 per issue

Driver Education at Arroyo Seco Raceway

Feb 22-23, 2014

By Rink Reinking – Lifetime Member

Registration is open
<pcasar.motorsportreg.com>

Southern Arizona Region's first 2014 Driver Education event will be held at the 1.4 mile-long Arroyo Seco track near Deming, NM. We'll drive the 14-turn course CW on Saturday and CCW on Sunday. You will have five or more 20-minute sessions each day. PCA-certified driving instructors will accompany all novice students at no additional charge.

Visit our old website <pcasar.com> for links to our annual Tech Inspection Form, listed under the front page Driver's education menu. Download, print, fill it out and do the inspection yourself, if qualified, or have it done by your service representative and bring it along. This is an annual requirement; one submission gets you on track all year long.

While you are at our website, see the Driver Education notes about our Taste of the Track and Gift Certificate programs. You will also find photos of past DE events (and other SAR events) on our Scrapbook page at <pcasar.com/scrapbook.htm>. Check out the Arroyo Seco photos there dating back to 2005!

Check out the 7:00 p.m. Friday and Saturday dinners and the Race Central discounted hotel site (the brand new Holiday Inn Express in Deming, NM) with a free early breakfast (for registered guests). You may also choose to stay at the track (limited facilities).

Registration is already open, along with more complete information, at <pcasar.motorsportreg.com>


See <pcasar.com/driving/arroyo_seco.htm> for detailed track info. There is a much better video here than the one shown by MotorsportReg. Download the detailed track notes from Bill Walker, also at the above link.

Any questions? Just send an e-mail to <drivingevents@pcasar.com>

See you at the track!



Mark on the track last year at Arroyo Seco
Photo by Virginia Dearing



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6th Annual Casual Classic Car Show – Davis Monthan AFB

Saturday, March 15, 2014 (Rain or Shine) 10:00 a.m. - 3:00 p.m.



Car Clubs Invited – Entire proceeds benefit The Kachina Fund (501(c) 3) supporting young families at Davis Monthan Air Force Base.

EVENT SPONSORED BY THE DM-50 & Davis Monthan AFB

LUNCH AND BEER INCLUDED

Send a \$40 check per car payable to “The Kachina Fund.”

(Note: One passenger is included – additional are \$10 ea.)

Questions? Contact Ron Sable at ph. 520-971-4318 or rkssable@aol.com

Mail the form below to: Ron Sable

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Photos From Porsche by Design: Seducing Speed

Type 64 Berlin-Rom Racer



Type 356 Gmünd Coupe



356 B Abarth



356 Speedster



Type 901 Prototype



Type 718 RS60



Janice Joplin's 356



Type 935 "Baby"



Panamericana Concept Car



Type 917K



Porsche by Design: Seducing Speed

Article and Photos by Axel Olsen

I had the chance to enjoy this special exhibit of Porsche cars at the North Carolina Museum of Art while visiting family in Raleigh. This is an exhibit of 22 automobiles that represent the span of Porsche cars from the first to have the brand identity – The Type 64 Berlin-Rom Racer – right up to the latest GT3 R Hybrid Prototype race car.

I have excerpted below some comments about the cars in the exhibit that are pictured on the left from the book that was published to accompany the exhibit. [Porsche by Design: Seducing Speed](#); 2013, Ken Gross, Barbara Weidemann, Laura Evans, Eds.

Type 64

Three of the Type 64 were built. “The three coupes were then fitted with horns and driven on the road. One was damaged in a collision. Ferdinand Porsche and his chauffeur drove the other two. Only one complete Type 64, formerly owned by the Porsche family, survived the war and is now in private hands. This Type 64 re-creation was assembled on a surviving Porsche-built VW chassis with many original parts from the number 2 Type 64. The new alloy body took three years to build.”

Type 356 Gmünd Coupe

“This rare early Porsche, 356/2-017, one of the oldest known Gmünd Coupes extant is the seventeenth example of just fifty to fifty-two built. Body construction manager Erwin Komenda’s lovely teardrop-shaped design for the first Porsche production coupes set the style for all Porsche cars to come.”

Type 356B 1600 Carrera GTL Abarth Coupe

“Viewed alongside a conventional steel 356B, the Abarth is slimmer, smaller, more athletic, and less constrained by the classic Porsche roundness. With a redesigned lower roofline, the Abarth had a low extended nose and was more aerodynamic than the production 356B.”

Type 356 Speedster 1600 Spyder

“U.S. distributor/entrepreneur Max Hoffman convinced his old friend Ferry Porsche that there was a market for a bare-bones roadster that could easily be converted for racing. Priced at \$2,995 (the heater and tachometer were extra), the first Speedster was a light-weight version of the 356 Cabriolet.”

Type 901 Prototype

“The 901 was launched at the 1963 Frankfurt automobile show. The designation was changed to

911 due to a claim by Peugeot that they had rights to auto numbers with a “0” in the middle.” The rest ...as we say, is history.

Type 718 RS60

“The Type 718, a lightweight two-seater also known as the RSK Spyder, was introduced in 1957 as a successor to the race-proven 550A/1500RS. The mid-engine RSK shared the 1500’s space-frame structure, along with its wheelbase and track dimensions, but its lightweight alloy body was narrower and, some say, prettier.”

Type 935 “Baby”

“A 935 finished first overall at Le Mans in 1979. 935s won Sebring and Daytona and the Nürburgring. They were virtually unbeatable until the FIA changed the class rules in 1982, ending the 935’s dominance.”

Type 917K

“This car, 917-019, raced for Porsche Salzburg in 1970. The following year, 019 competed with Louise Piech’s Martini Racing Team, once again the Piech/Martini won Le Mans. And the JW Gulf Porsche factory team won everywhere else, capturing the 1971 sports car championship. With it’s nine variants, the Porsche 917 remains one of the most powerful race cars of all time and starred in Steve McQueen’s epic film *Le Mans*.”

Panamericana Concept Car

“How about this for an exciting birthday present? When Ferry Porsche turned eighty, the factory presented him with this drivable design study based on the new Porsche all-wheel-drive type 911 Carrera four.”

Type 911 GT3 R Hybrid Prototype Race Car

“This experimental Porsche Type 911 anticipates the future of high-performance sports cars. Exactly 110 years after Dr. Ferdinand Porsche built his first hybrid-drive automobile, Porsche AG introduced a modern variation on this visionary concept. The GT3 R hybrid combines a flat-six Porsche conventional gasoline engine with a pair of electric motors. It develops race-winning power and respects the environment with a high level of performance.”

Janis Joplin’s 356

“Joplin drove the painted car to rock’n roll venues, and as it was so recognizable, her fans continually left notes and tributes tucked in the doorjams and under the windshield wipers.”

The Results

By Jim Kandler – Past President

With technical support provided by Robert Dearing of Dearing Automotive



Kathleen preparing the Boxster for CAC charity autocross in September
Photo by Jim Kandler

This is the last in the four-part series of technical articles pertaining to my Boxster S – “My First Porsche” in April 2013, “The Autopsy” in July 2013, and “The Resurrection” in the September 2013 *Zuffenhausen News*. This fourth article will examine whether we met the goals set for the engine build on my 2002 Boxster S. If you have not read the previous articles, let me bring you up to speed. The original motor had a catastrophic failure on the track in February 2013, with 87,000 miles on the odometer which included an estimated 8550 track-driven miles. Article number two in the series reviewed why the motor failed ... and the third article explained the part selection and assembly. The goal, if you recall, was to improve reliability and performance of the stock Porsche Boxster S 3.2 motor with the 3.6 liter motor. If you did not get a copy of the previous articles let me know and I can email them to you.

As I am typing this article, the 3.6 liter custom-built Porsche motor has traveled 5,000 miles from its birth in June 2013. To put this fact into perspective, professional Porsche race teams rebuild their motors and chassis after each race event – if the sanctioning rules allow. The winning professional Audi race team car at the 2013 24 hours of Le Mans Race only covered 3,201 miles whereas my first 5,000 miles – including three track events and three different drivers – makes my figures look a little more significant. Remember, our goal was to meet or exceed the original motors’ 87,000 miles including 8,500 track miles. I know what you are thinking and you are correct ... only time and mileage will tell if we have really achieved or exceeded our reliability goal. But I feel safe to conclude from the initial data, that we are well on the way to meeting our goal of reliability.

Another fact that further bolsters my reliability conclusion is that the 3.6 liter engine has not burned a drop of oil or shown any signs of running warm. This includes the last SAR Charity Autocross in September 2013. If you were there, you remember the afternoon air temperature exceeded 104 degrees. I forgot to mention that Kathleen and I both took turns driving the car on the track in 15 to 20 minute run sessions.

Next, I want examine my goal of improving performance over the stock motor. From the day of its birth, the 3.6 motor has felt like it has significant torque improvement over the stock 3.2 liter motor. The torque curve feels very uniform and strong through the entire RPM range. Why is torque important? It is what allows the vehicle to accelerate quickly from a standstill, or more importantly to a Porsche owner, it allows the vehicle to accelerate out of the corner faster on the track or street. I believe going fast on curvy parts of the road and the track is why we love Porsche automobiles. But you may be asking ... “How fast is it on the track?” The Boxster S did its maiden track day at Inde Motorsports Ranch on August 24, 2013. My fastest track time was 2 minutes 10.8 seconds. I was very tentative and conservative with my driving in August and my best time was 2.6 seconds faster than my best Inde track time in November 2012. If you are keeping up, the Boxster had the stock motor in November 2012 and I was driving the car very aggressively. The result of my first Inde track day with the 3.6 motor brought a huge smile to my face and made me anticipate my next track outing.

We have other results to digest besides a good track time. Prior to the first Inde track day, Dearing Automotive wired a handheld portable Innovate LM-2 digital data recorder and two additional wideband O2 sensors to my 3.6 liter Boxster S. In a nutshell, the LM-2 combines an air/fuel ratio (AFR) also known as the stoichiometric mixture meter, a full-function 32-channel data logger, and software to deliver a complete tuning and diagnostic workshop to a laptop. The first thing we tested before the track day was the AFR. The AFR is an important measure for anti-pollution and performance-tuning. In theory, an AFR mixture has just enough air to completely burn the available fuel. In practice, this is never quite achieved, due primarily to the very short time available in an internal combustion engine for each combustion cycle. The optimum in AFR for a modern gasoline combustion engine with catalytic converters is around 15:1. Any mixture less than 15:1 is considered to be a rich mixture – any more than 15:1 is a lean mixture. We took measurements doing pedal-to-the-floor acceleration runs and recorded the AFR just below 15:1. As you can imagine, this was quite exciting with Kathleen in the passenger seat taking detailed notes of what gear, how many seconds the pedal was on the floor, and the final top speed. I was driving and it was early in the morning with little or no traffic on I-10, but you really have to focus on traffic when you are doing full throttle blasts down the interstate with your significant other getting very excited and asking if you have to go so fast for so long to get the data! When I talked her into helping with this test, I may not have fully explained how long the 3.6 engine would be at full throttle. For Kathleen and me, this is now a significant memory of 2013!

After examining Kathleen's notes and the data on the laptop, Robert Dearing and I were quite surprised that the stock 2002 Boxster S engine management system was running just a little rich after the increased displacement (3.2 to 3.6 liter) change. In theory, the engine will produce cleaner emissions and more power running a leaner AFR ... but the penalty is that the engine will have a higher engine temperature than an engine that runs a richer AFR. Robert Dearing, Chief Financial Officer (Kathleen Kendler) and I decided not to invest money in any aftermarket engine remapping software to further optimize the AFR at this time. Our conclusion was that the effort to gain a little more power was not worth the additional expense. We also were not thrilled with a potential penalty of

hurting reliability because of higher engine temperatures.

What other significant piece of information did we take from the LM-2 data recorder? Robert and I closely examined the oil pressure data recorded during heavy acceleration and deceleration on that first track day at Inde. Robert thought there was room for improvement on keeping a good steady oil pressure during all high "G" (gravity) events during a track session. The car and the driver experience high Gs during cornering, acceleration, and deceleration on the track. Obviously, good consistent oil pressure is essential for good lubrication of internal engine parts thus reducing the possibility of premature engine failure. Robert recommended twin L&N cylinder head oil scavenge pumps be installed. The pumps quickly remove trapped oil from the heads due to high "G" load in turns and return the oil to the oil pan. With more oil in the pan, a more consistent oil pressure can be maintained.

We learned another fact post-Inde track day test. Robert was doing an oil change on the 3.6 liter Boxster S and actually measured the quantity of oil removed from the aftermarket Mantis oil pan installed on my Boxster motor and compared it to the quantity removed from another customer's Porsche with an L&N deep sump oil pan installed. He concluded that the L&N oil pan held more oil. When he told me there was a difference, I was surprised he took the time to measure the quantity of used oil being removed from his customers' cars.



Robert Dearing working on the engine
Photo by Jim Kendler

I knew he closely examined the used oil and oil filters for debris, but had no idea he checked on the amount of oil drained. He confessed to me that he had a hunch there was a difference and he wanted to prove his theory. We decided to remove the Mantis deep oil pan and install the L&N oil pan to gain the additional oil quantity. We concluded more oil was going to help maintain a more consistent oil pressure on the track and improve lubrication.

If you are keeping track, the only changes made to the 3.6 liter motor since the article was written last September, had been the addition of L&N twin scavenge oil pumps and an L&N deep oil sump. These additions and changes were made to improve oil pressure consistency during track events. The new L&N parts have no noticeable effect in driving the Boxster on the street or track other than the additional confidence I have in knowing that this lubrication system performance is vastly improved over my stock 87,000 mile 3.2 liter stock engine.

Next, I would like to present some performance facts from the last two PCA-SAR track events for 2013. As mentioned, Kathleen and I both drove the 3.6 liter Boxster S at the Central Arizona College Charity Autocross track and we both bettered our previous times. Kathleen significantly improved her best time by almost 1.3 seconds. I improved my time by 1.2 seconds on this extremely hot day. Our last driving event was our Inde DE event held in November. Robert Dearing and I both drove the 3.6 Boxster S during this two day event. This was Robert's first time driving the car at Inde. He had a fantastic 2 minutes and 16.9 second lap time. Needless to say, I

am extremely pleased with the results of my engine rebuild. The project has met our goals of improved performance and reliability over the stock 3.2 Boxster S motor.

This is the last of the series of articles. I hope you found them educational and entertaining. If they stimulate conversation at a future social gathering, I will feel it was worth the time and energy put into them. Wish me luck in putting more than 87,000 miles on my rebuilt 3.6 motor. I hope to see you and your Porsche at our next event.

Note: This series of articles would not be possible without the help and expertise of Robert Dearing of Dearing Automotive. Also, I need to thank Kathleen Kendler, CFO of the Kendler Household and the Kendler Test Team Data Director.



Jim working on the Engine
Photo by Kathleen Kendler

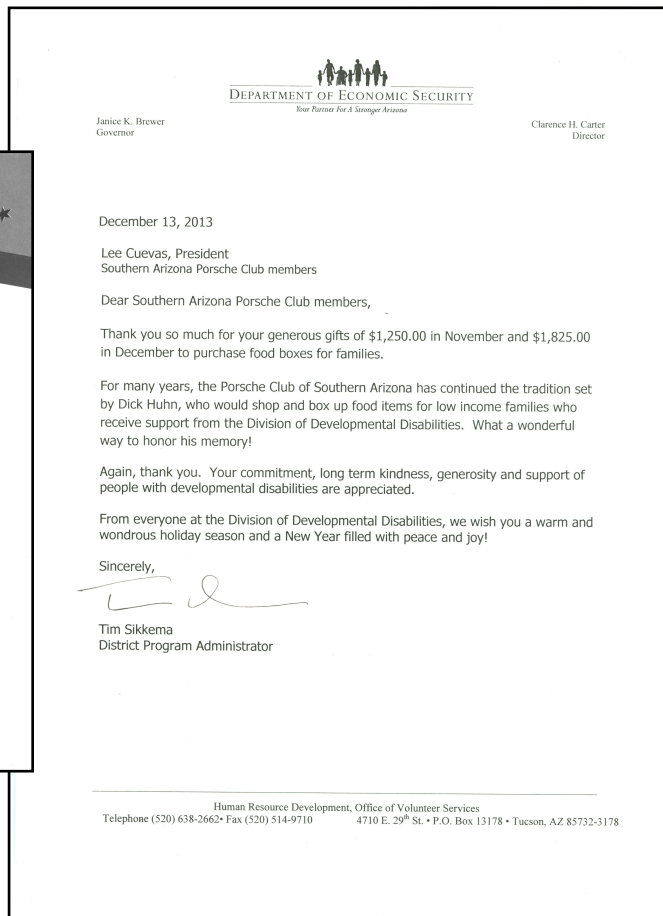
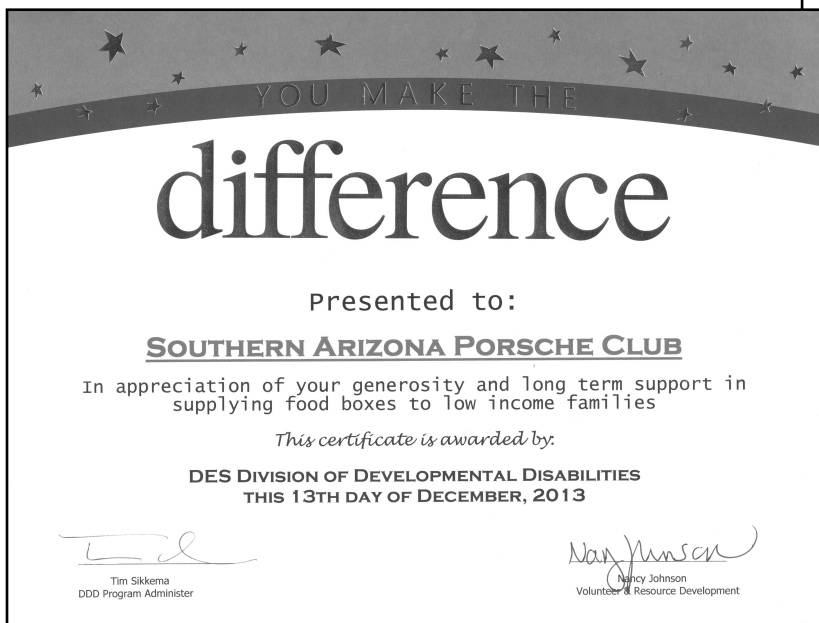
Drive and Hike

By Kurt Fuerstenau

On February 1, SAR members will have the opportunity to participate in an event that includes a driving excursion, a hike, and a lunch. I have planned a drive south past the town of Arivaca, and on to the trailhead for Arivaca Creek. The destination is the 1870s adobe ranch house of Eva Wilbur-Cruce. She wrote of her father, an early pioneer and medical doctor, and her life growing up in the Arizona territory. Her account is recollected in vivid detail in her book, [A Beautiful Cruel Country](#).

We will meet at the McDonald's in Green Valley at 9:00 a.m. This is off Exit #63 from I-19, in the Continental Shopping Center. I will plan lunch at about noon. The hike is under two miles on a mostly flat course. Be sure to bring water and binoculars. I will be driving my 2002 Speed Yellow Boxster with the newly installed IMS bearing. Please call with questions. Please email me at kdfuerstenau@yahoo.com to let me know you will be joining us. I also can be reached at 503-351-0934 (cell), or our land line in Green Valley at 520-399-9467.

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Porsche by Design, a collection of personal perspective on Porsche, accompanies the first automotive design exhibition at the North Carolina Museum of Art. Editor and guest curator Ken Gross provides detailed descriptions of the 22 automobiles in the exhibition. These superlative examples of the signature Porsche design principles—minimalism, aerodynamic fluidity, and technical innovation—illustrate the history of this unique manufacturer, from the 1930s to the present day. The catalogue is illustrated with exquisite photography by Michael Furman, Peter Harholdt, and Art Howard, as well as remarkable images and posters from the Porsche Museum Archives in Stuttgart. The distinctive viewpoints of the 13 contributing authors—from the

driver's seat of the 917 at Le Mans to the helm of the design offices in Zuffenhausen—bring the story of Porsche design alive.

Contributing Authors: Derek Bell, Miles C. Collier, Robert Cumberland, Ken Gross, Cameron Healy, Cam Ingram, Randy Leffingwell, Karl Ludvigsen, Pete Lyons, Michael Mauer, Denise McCluggage, Dan Neil, Jeff Zwart

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Marketplatz – Porsche Stuff For Sale or Wanted

For Sale: Complete Set of Porsche Boxster 18 inch Turbo Twist Wheels & Tires.

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Jim Kendler -

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For Sale: 1976 912E engine (#4061288), complete, with original muffler and all sheet metal \$3000. Purchased 9/92 for project but unused. I was told by the seller that it has less than 60K miles. The engine has Weber carburetors (partly cannibalized) and manifolds. Buyer pays shipping. Email reinking@u.arizona.edu or call (520) 297-4233

For Sale: 1999 996 Carrera, Silver/Metro Blue, leather sport seats, 6 speed, 49,500 miles, accident free, not driven in inclement weather. Not concours but a solid car, original owner with all records, recent annual service at Porsche of Tucson. \$21,500. Contact Tim at tamcnearney@gmail.com

For Sale: 1985.5 Porsche 944, Stone Gray, 115,000 miles. Maintained at Radmacher Porsche. New water pump and hoses. No leaks. Good A/C. A few cosmetic issues on the outside. Very nice interior with no cracks on the dashboard. Car has won a few prizes at local concours. I've had it for 5 years and I'm the third owner. Asking \$7500. Call Lee Cuevas at 520-991-6476.



Wanted: Bicycle Roof Rack system for 2002 911/Targa. Call Axel at 520-751-2341 or olsentak@gmail.com

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