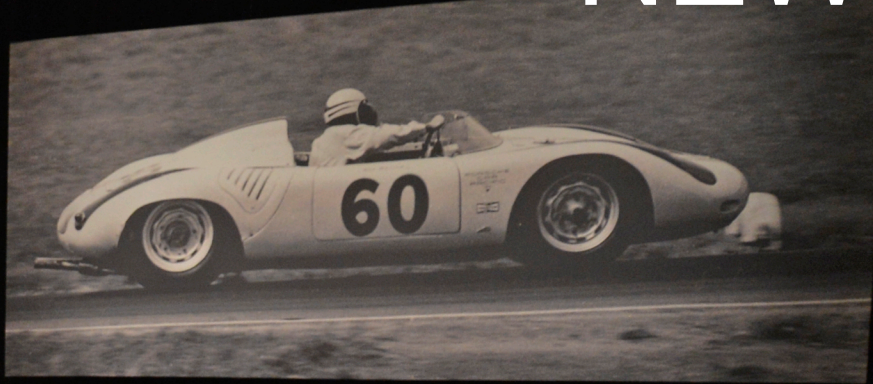




# ZUFFENHAUSEN

May 2014

# NEWS



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Mark Fuller  
Kathleen Kendler

Richard Kepner  
Ron Sable  
Hal Tretbar

7



12



18



### COVER: By Hal Tretbar

The January RM Auction in Phoenix at the Biltmore Resort and Spa had an interesting display of unusual Porsches. The 1988 959 in front sold for \$795,000. In back, the red 1960 356B 1600 Roadster sold for \$198,000. The 1957 356A Carrera 1500 GS Speedster on the right did not sell with a bid of \$1,050,000.

# Southern Arizona Region Elected Officers and Board Members



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**Lee Cuevas**  
 president@pcasar.com  
 520-991-6476



**Vice President**  
**Randy Hannon**  
 vicepresident@pcasar.com



**Secretary**  
**Kevin Purdy**  
 secretary@pcasar.com



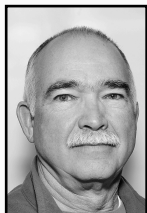
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**Larry Rogovein**  
 treasurer@pcasar.com



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 boardmember1@pcasar.com



**Board Member at Large 2**  
**Dave Shryock**  
 boardmember2@pcasar.com



**Board Member at Large 3**  
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**Past President**  
**Jim Kendler**  
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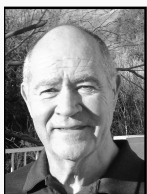
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**Greg Robertson**  
 safety@pcasar.com



**Membership**  
**Tom Sherman**  
 membership@pcasar.com



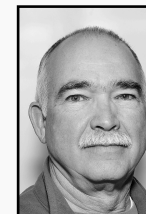
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**SAR Website**  
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 webmaster@pcasar.com



**DE/Autocross Chair**  
**Mickey Dowling**  
 autocross@pcasar.com

## President's Corner

By Lee Cuevas – SAR President

Already we're into our summer operation mode. With the Cinco concours weekend event done, I'd like to thank all the team members who made it all work. Without these guys, we would not have had Cinco as we knew it.

Thank you Amy Olsen, Connie Sherman, Bob Strickler, Dave Shryock, Jim Kendler, Kirk Cross, Hal Tretbar, Larry Rogovein, Mickey Dowling, Randy Hannon, Ryan Volin, Steve Darcangelo, Peter Beahan, Axel Olsen, Hal Tretbar, Barb Crowley, Markus Beaumonte and Robert Dearing.

Of course there was a supporting cast. The judges, runners, timers, scorers, photographers, the parking team, the list goes on. Many thanks in advance to Mickey and his DE team. The Cinco Autocross on May

17 at CAC promises to be lots of fun. I have nothing but admiration for everyone who volunteered to do anything. It was all vital to the operation. The countless hours spent by these members do us all a great honor.

With summer here, I'd like to remind all that the next three issues of the *ZN* will be electronic. Watch for the emails directing you to the website and the *ZN* links. Keep watching the website and our Facebook page to keep abreast of SAR news and future events. We have the PCA Parade in Monterey, CA on the 15<sup>th</sup> through the 21<sup>st</sup> of June. Be looking for some outdoor movie dates at the Dakota Café.

After six months, the Club still needs a Social Chair and a Registrar ... and with Cinco over, start thinking about being the next Cinco Chair. See you next month.

---

## Editor's Message

By Axel Olsen

Greetings to our faithful readers. Yours truly has some explaining to do about the production of this May edition of *Zuffenhausen News*. A number of our members and advertisers have noticed some of the problems that have crept into the newsletter over the last few months. I really appreciate both the chance to explain what's going on as well as the helpful suggestions I have received along the way.

I feel as though I am moving up the learning curve with the new publishing program. I won't bore you with the details – suffice it to say that with the help of our printer and Markus Beaumont from Porsche of Tucson, most of the glitches are gone. Who knew that I needed to use a side-by-side layout to get the beautiful Porsche advertisement correct? Obviously not me – but I know now!

So ... where does this bring us? To this issue, of course.

We have some terrific content that we have been saving up, as you can see from the cover shot that Hal Tretbar took back in January. We also have an article from Richard Kepner that he sent to us in March.

I point this out, not only to thank them for their contributions, but also to remind everyone that we love to get content and pictures. So please keep them coming!

If you have never written an article before – don't hesitate – we can help pull it together. Summer is coming and I am sure there will be some fun trips that you can tell us about with pictures and a few words.

---

## Special Committee Chairs, Executive Appointments & Zone 8 Rep

**Bylaws** – Tom Sherman

**Charity** – Connie Sherman

**Cinco de Mayo** – Lee Cuevas

**Community Service** – Mark Fuller

**Tours** – Kirk Cross

**356 Technical Advisor** – Jeff Gamble

**Advertising Manager** – Position Open

**Concours Judging Liaison** – Peter Beahan

**Dealership Liaison** – Tom Sherman

**Historian** – Kurt Cramer

**Insurance Liaison** – Peter Beahan

**Southeast Area Liaison** – Gary Ottaviano

**Zone 8 Rep** – Tom Brown



## Adopt-a-Roadway

By Mark Fuller –  
Community Service Chair

Photo is from SAR's April 12 Adopt-a-Roadway event. Not in the group photo, but present for the event, were Rink Reinking, Bob Strickler and Kathleen Kendler. We enjoyed pastries and coffee at Beyond Bread and then spent about an hour cleaning the roadway on Ina leaving it in pristine condition. All present had a good time, the weather was perfect and we represented the Club in an excellent manner by performing this important Community Service Event.

## Willkommen

By Tom Sherman – SAR Membership Chair

A quiet month for new SAR members ... however, thanks to new PCA members (and a few finally-renewed delinquent SAR members), we have moved closer to that "300 PCA Member" goal! As we go to press, National PCA membership is an all-time high of 296! In our 2014 Cinco dialect, "We're gitten closer!" I definitely expect our current SAR membership of 238 to be higher next month.

## Thanks to our Advertisers!



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- Findlay Volkswagen – Pg. 6
- Porsche of Tucson – Pgs. 10/11
- State Farm Insurance – Pg. 15
- Mcllvain Motors – Pg. 17
- Alignment, Brake & Suspension Specialists – Pg. 17
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- Arizona Auto Refrigeration – Pg. 19
- Radmacher Porsche Service – OBC

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## May 2014

				1	2 Golf Tournament Welcome Reception	3 Concours Silent Auction Awards Banquet
4 Driving Tour	5	6 Membership Meeting at Mimi's West, 4420 N. Oracle Rd.	7	8	9	10 Deadline for Submissions to the June ZN
11	12	13	14	15	16	17 Cinco Zone 8 Autocross CAC
18	19	20 Board Meeting at TBA	21	22	23	24
25	26	27	28	29	30	31 

### In June ...

June 3 – Membership Meeting at Mimi's East,  
120 S. Wilmot Rd.  
June 10 – Deadline for Submissions to the  
*Zuffenhausen News*  
June 15-22 – Porsche Parade, Monterey Ca.  
June 24 – Board Meeting

### In July ...

July 01 – General Meeting – Mimi's West  
July 04 – Fourth of July Party TBA  
July 10 – Deadline for Submissions to the  
*Zuffenhausen News*  
July 22 – SAR 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.

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# FIRST ONE

By Don Angell

*INDE ... gets me excited just thinking about it ... and those in the know ... know that I don't get excited easily!!*

Jan Ramaker convinced me to take my first trip to INDE in November 2011. He had primed me with his own personal stories about his past track event experiences. Jan made me understand that the INDE event was an ultra-safe driving event – and one of the newest and best tracks around. So off we went on Friday afternoon, 11/19/2011 ... heading for Willcox, AZ. Jan was in the lead in his always-shiny blue 356 Porsche Coupe. I followed in my Speed Yellow 2008 C4S with apprehension beginning to settle in ... thinking, “What on earth was I getting into now?!”

It was a short drive to Willcox. We took the first Willcox exit and then headed north to the INDE track to get our cars inspected. We passed the inspection, picked up our registration materials, and then took a look around. WOW! What a nice facility. It was clearly evident that the owner of this track spent a great deal of time and money securing this secluded property... and then proceeded to build one of the best highly technical tracks around and surround it with tastefully done landscaping and first class buildings for storage, maintenance, track viewing, meeting rooms and restrooms ... and enough paved parking for hundreds of Porsches! It even has a small aircraft runway built into the 2200 foot track straightaway – how neat is that?

We did not have a lot of time to look around because we had to go back to Willcox, check in at the Holiday Inn Express and then head off to Tex's BBQ to meet up with the rest of the folks who were signed up to run the track over the weekend. SAR had made reservations at Tex's BBQ ... which was good because the place was packed. I had good BBQ food, a tall cool one and enjoyable car talk with other excited track enthusiasts. Then back to the hotel for some R & R to prepare for a pre-dawn “rise and shine” call. Getting up this early never did get me excited ... but on that morning I actually awoke unassisted earlier than 5 a.m. I was actually up at 4:30 a.m. ... ready for my first day at the track!

I met Jan for breakfast at 6 a.m. and we were at the

track by 7. I thought we would be the first ones there – but not true. Tech inspection was already open and operational with several cars lined up waiting their turn. I noted that all were not Porsches but did not dwell too long on that because we had to offload everything from the inside of our cars before we could go on the track. As we were completing this task, the huge parking lot (learned later it is called the Paddock) was rapidly filling up with more cars and SUVs, pick-ups, heavy haulers, motor homes – all hauling fast looking track cars. I am thinking ... “These guys are really serious” ... and apprehension settles in once more.

By about 7:20 a.m., Jan and I were in line to take “tour laps” ... laps taken by small group, led by an instructor to tour the track a few times at moderate speeds for track familiarization. I kept thinking, “This is going to be a blast!” With tour laps completed, we attended the mandatory drivers meeting where we received safety instructions, passing instructions and some preliminaries on how to drive the line. We then were introduced to our instructor for the day who asked what we wanted to work on? After I fumbled around for a response, the instructor said, “Not to worry ... we will cover that later.” Before our first run, new drivers (definitely me) had to attend a classroom session that described the layout of the track in more detail, how to approach and make each turn and more about safety aspects.

OK, I am ready to drive!!! Because I was a rookie, I was assigned to the Novice Group. With my instructor at my side, we safely navigated two morning run sessions at 20 minutes each. I am thinking I need more class time ... too many things I am doing wrong and I cannot remember all that was discussed in the morning classes. A catered lunch gave Jan and me some time to compare notes ... and it gave me some time to settle down. By the time lunch was over, I was ready to try the track again. Each of the three afternoon runs, with superb coaching by my instructor, was better than the last ... and though I was tired, I was feeling really good ... and had a broad smile on my face. The parting words from the instructor were, “Don't worry. You are doing well ... more ‘seat time’ will make a big difference!!”

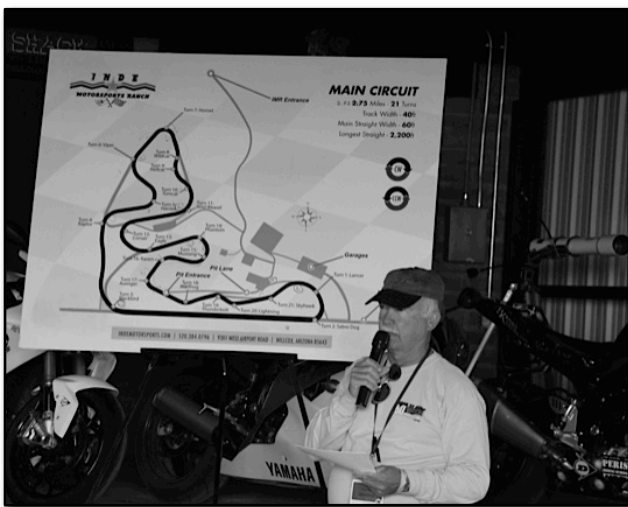
Before Jan and I exchanged stories of the day over a cocktail, I had called Pat (my wife) and she could tell by the excitement in my voice that I was hooked. And she was right. After a couple more cocktails, Jan explained what “seat time” was – and since then, I have attended every available day at INDE. Now my INDE “Seat time” days total six ... six glorious, thrilling, fun- filled “seat time” days.

The drive home seemed longer, but it gave me a lot of time to think. I was thinking ... how could I convert my 1997 Porsche Boxster into a track-specific car? By the time I arrived home, I had it all figured out. Pat met me at the door Sunday afternoon and we spent the rest of Sunday talking about my weekend, which eventually

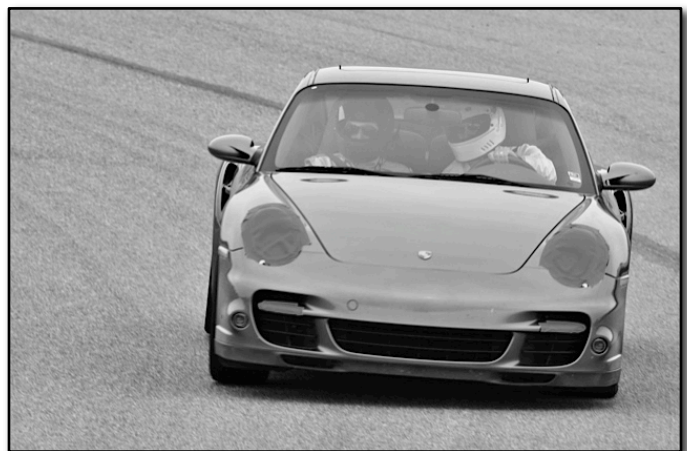
got around to my track-specific car idea. Pat listened and then asked, “What do you need to do to make the Boxster track-specific...and what will it cost?” I explained what my thoughts were and said it could amount to about \$50K ... and she said, “Well, you would be better off with a new Porsche.” I said, “Wow, I never thought of *that* idea!” One year later, we had a new Guards Red 2013 Boxster S in our garage as a running mate to our Speed Yellow 2008 911 C4S.

To make things even better, I convinced Pat to join me at INDE ... which she has for the last five trips. Now I need to work on getting her on the track!!!

When is our next trip to INDE? November 15 and 16, 2014. See you all at the track!!



Mickey at the driver's meeting  
Photo by Jim Kendler



Greg Robertson, instructor, on the track  
Photo by Rick Barrett



Larry Ashton on the track  
Photo by Rick Barrett



Busy Pre-grid  
Photo by Jim Kendler

Images from the DE/Instructor Clinic at Inde, March 29-30



Seat time!  
Photo by Rick Barrett



Congratulations to the new instructors  
Photo by Jim Kendler



Beautiful day for racing  
Photo by Rick Barrett



Don and his Guards Red 2013 Boxster S  
Photo by Patricia Angell

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Images from DM 50



Great day for a car show  
Photo by Jim Kendler



New Porsches from Porsche of Tucson on display  
Photo by Ron Sable



60-year-old Porsches to current models were there to show support for the DM families.  
Photo by Ron Sable



Designed for speed  
Photo by Ron Sable



Reflections on a good day  
Photo by Ron Sable

## Cars 'n Troops By Ron Sable

It didn't start out that way. Our idea, born some seven years ago at a Porsche Club meeting, was to enhance the annual DM 50 Picnic for the young enlisted families at Davis Monthan Air Force Base (DM).

As a DM 50 Board member and Chairman of the show, I was hopeful that we could encourage the PCA-Southern Arizona Region to support us in putting on a Casual Classic Car Show in conjunction with the Picnic, and in the process contribute to the Kachina Fund – the 501 c) 3) established to help young military families in need (and there are lots of them) at DM. Participants would submit an entry fee and that would go to the Kachina Fund. Part of the entering argument was that we “would not pay for anything.” While that may have been idealistic, in reality, during the six years of the show, less than 1% of what we have taken in has gone towards expenses (some things just *have* to be paid for).

The show has grown over the years from the first round of 42 cars to this year's 126 registrants. 122 cars actually made it to the show, including everything from an Audi A8, to a 911 GT3, Ferraris, Maseratis, a host of XKEs, Mercedes, Corvettes, Aston Martins, 40 Fords, and a Velocette (look it up). Our Porsche Club had 29

registered cars but ended up with 26 on the field. The Tucson British Car Club was hot on our heels with 22 cars.

We have a military category, and only allow enlisted folks to vote for their favorites in all categories. For the \$40 entry fee, we provide lunch for the driver and one passenger, and we also give every entrant a DM50 coin. Trophies (A-10 Cannon Shells, polished and engraved) are presented in eight categories, and this year we had over 2,000 visit the car show and vote for their winners.

Going forward, we know that the physical limitation of the soccer field where we hold the show is somewhere around 130 cars ... but that also keeps the show more personal. Lest I forget, Jim Kendler, Randy Hannon and Lee Cuevas have been champions for SAR participation and we could not have done it without them. In the process, we have evolved to raising over \$6,000 this year, and again, it all goes to the Kachina Fund.

The DM 50 values the PCA-SAR membership support highly, and looks forward to another “Sold Out” year in 2015. Who knows, maybe one day it will become the Annual Casual Classic Car Show enhanced by a picnic.



More cars on display  
Photo by Ron Sable

## Hike & Drive

By Kathleen Kendler

On Saturday, April 5, 2014, a few Porsches and their passengers met at the intersection of Highway 83 and Sahuarita Road. From that location, we traveled into Patagonia. Soon we arrived at the Paton House located behind the main street. The Paton House is primarily known for its birds. I was able to watch vermilion, cardinals, woodpeckers, wrens and hummingbirds. Other people with rather large lenses on their cameras, were looking for the gray hawk and other rare birds. After some time at Paton House, all of us, including the Sierra Vista contingent, headed toward the Preserve.

We drove about a mile on a dirt road to arrive at the Nature Conservancy's Patagonia-Sonoita Creek Preserve. There we were met by a docent who pointed out some of the birds and told us about the watercress growing in the Sonoita Creek. I learned that the word *cienea* means wetlands ... a marshy area. The docent also showed us the differences in three types of hummingbirds,

Andrea kept us on track as I led the hike. We took the Railway Trail and were able to hear some birds. Scat and cow patties could be seen along the trail and in the meadows. It was nice to have shade, greenery, and a cool breeze. As we finished our hike, some of us



Andrea, Kurt and Al checking for birds  
Photo by Jim Kendler

decided we would take the Family Trail. This area is the Preserve's project for reintroducing native grasses into the area. We learned that when conditions get too dry, the hummingbirds will abandon their nests and young as they go into survival mode. I guess it's necessary but seems a bit harsh to me. Lunch at the Stage Stop Inn in Patagonia completed our afternoon.

Thanks to our tour planner Kurt Fuerstenau for coordinating yet another wonderful outing. We hope he is recovering well from hip surgery and that he will be able to join us on the next hike.

If you haven't attended one of these, you are missing out on great company, views and scenery. If you like bird watching, these hikes are for you. If you want to learn more about birds, join Kurt and his band of merry hikers on these excursions.



Ladderbacked Woodpecker  
Photo by Kathleen Kendler

### Zuffenhausen News advertising rates

	Annually	Monthly
Full Page - Color	\$600	\$60 per issue
Full Page	\$450	\$50 per issue
Half Page	\$360	\$40 per issue
Quarter Page	\$300	\$30 per issue
Business Card	\$170	\$20 per issue



## **Porsche Experience Centers** By Richard Kepner – Lifetime Member

For those of you who haven't been paying close attention to your chosen car marque, this might be news:

Porsche has started construction on a 120 million dollar test track and conference facility outside the city of Atlanta, Georgia. They are also building a large showroom in the Manhattan, New York area.

Just so the west coast doesn't feel left out, Porsche will also be constructing a 53 acre "Experience Center" in Carson, California, which is near Los Angeles.

These centers will be available to current owners as well as prospective buyers.



*Ed. note: Downloaded images*

*Like a good  
neighbor, State  
Farm is there.*

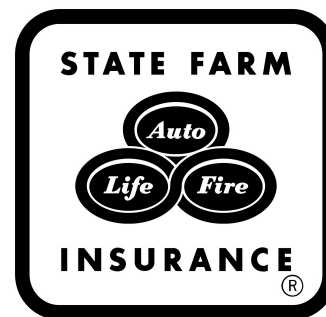
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## Kodachrome Memories

Photos and article By Hal Tretbar

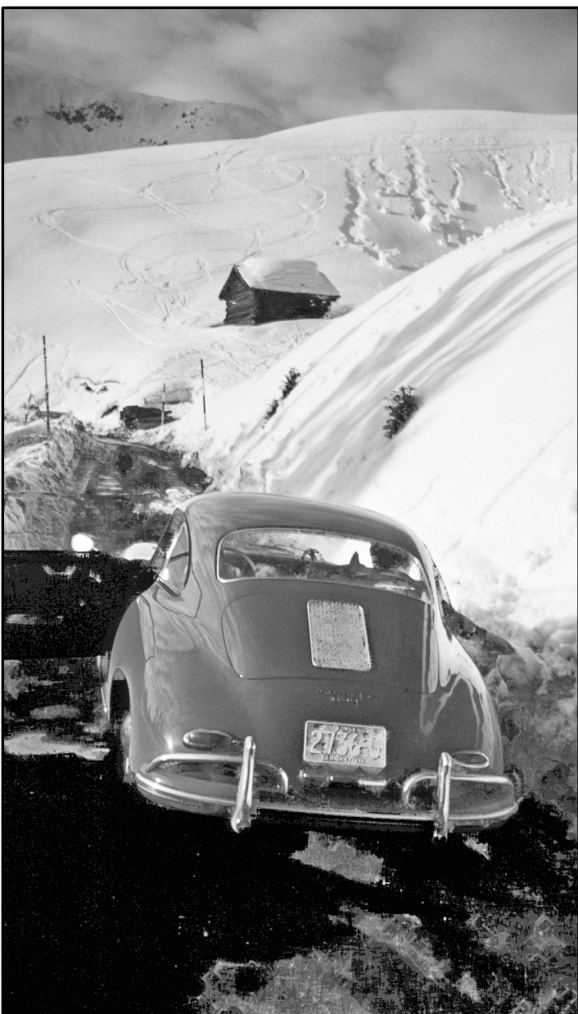
I was going through some old Kodachromes, when I came across some of our 1959-60 European ski trips. On our first trip to St. Johann, Austria we drove our '58 Renault Dauphine. Our friends had a Pre-A Porsche that did well in the snow. That's when I decided I had to have a Porsche.

Our '59 356A never faltered on our ski jaunts to Garmisch, Germany, Kitzbuhel, Austria, and Davos, Switzerland. Only once were we slowed down.

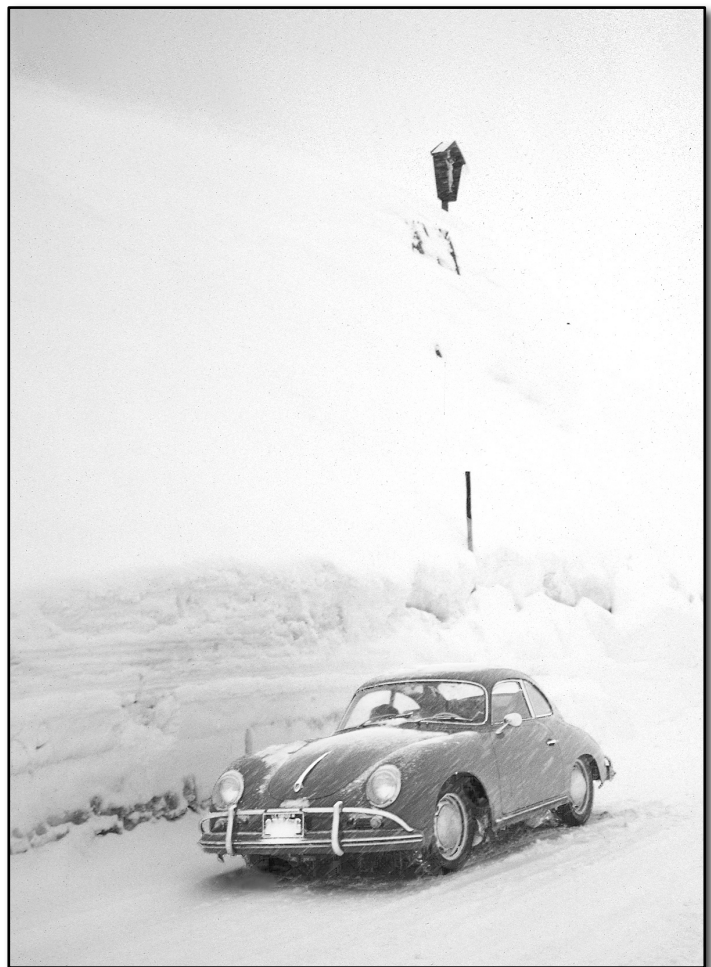
We were trying to start up a snow-packed road over a steep pass but I couldn't get traction. I said to Dorothy, "Honey would you get out and push and as soon as we start moving, jump back in." You can guess what the reaction was – but in the long run, it *did* work and we were off and running.



Dorothy likes the great snow at St. Johann, Austria.

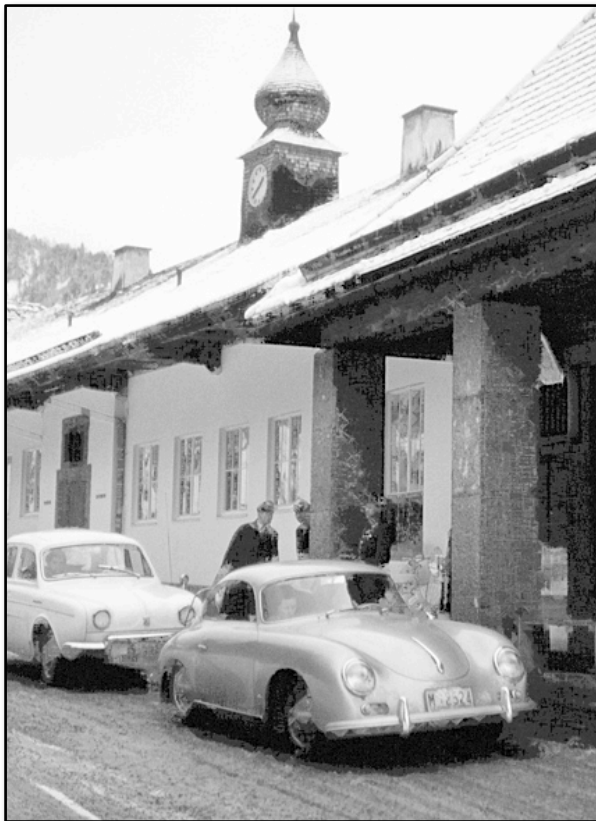


Our 356 A shines on a clear day near the slopes



We finally arrive at the top of the pass after Dorothy saves the day.

## Kodachrome Memories Cont'd



Our Dauphine and our friend's Pre-A at the Austrian border.



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### **CINCO DE MAYO AUTOCROSS – MAY 17**

SAR's Zone 8 Autocross will be held May 17 at Central Arizona College near Casa Grande, AZ, starting at 7:00 a.m.

The fee is \$45.00 per driver.

Signup for the Autocross ends on May 9<sup>th</sup> at [motorsportreg.com](http://motorsportreg.com)

*This will be the last chance to purchase Bob Bondurant Raffle tickets.*

**The winner will be drawn at the AX!**

## Marketplatz - Porsche Stuff For Sale or Wanted



**For Sale:** 2004 Anniversary Edition 911. Garage kept. 78,500 miles. Great shape. Minor front bumper chips. \$29,700. Contact Vickie at [rv.channell@gmail.com](mailto:rv.channell@gmail.com) phone 520-390-6226.

**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 canabalized) and manifolds. Buyer pays shipping. Email [reinking@u.arizona.edu](mailto:reinking@u.arizona.edu) or call (520) 297-4233

**Wanted:** Bicycle Roof Rack system for 2002 911/ Targa. Call Axel at 520-751-2341 or [olsenak@gmail.com](mailto:olsenak@gmail.com)

**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](mailto: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.



## Our Member's Classified Guidelines

This space is reserved for **non-commercial use only**, and ads are printed **FREE** of charge for PCA members. What a deal! If you're **not** a PCA member, and would like to advertise your cars/parts for sale, **the rate is \$30 for 3 months**. Again I say, what a deal! These ads must be submitted to our Advertising Manager by the 7th of the month preceding insertion date, along with payment. Keep in mind that this is the Porsche Club of America Southern Arizona Region Newsletter; **please don't submit ads for non-Porsche related items**. Try to hold your copy/photo submission to a reasonable size. We can't take up an entire page with your inventory, but we will try to present it in a pleasing-to-the-eye manner. See **Submission Guidelines** for more details. Please contact the Editor if your item sells.



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## SAR's Long Range Driving Event Calendar

				
			<b>May 17</b> Cinco de Mayo Autocross, Central Arizona College	
		<b>September 20</b> Charity Autocross, Central Arizona College		
<b>October 18</b> Car Control Clinic Location TBD			<b>November 15-16</b> Driver Education, Inde Motorsports Ranch	

### **59<sup>th</sup> 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 began April 1. Look for lots of information in the March issue of *Porsche Panorama*. Keep checking <http://parade2014.pca.org/> for details.



There will be a group of SAR members attending the Parade. Stay tuned for more information in your next ZN and on our website.

### Submission Guidelines from the Editor and Advertising Manager

These are the preferred methods of content submission: Text can be supplied as an email or Word, or Pages file. All photos, logos and other graphics should be provided in their native format (JPG, TIF, EPS, PDF, etc.). Resolution should be at least 250 dpi. Ads supplied should also adhere to minimum dpi guidelines. The editor can accept CDs and DVDs, but a SASE should be provided for return purposes. Electronic content should be sent to [newsletter@pcasar.com](mailto:newsletter@pcasar.com). Content for Ads should be sent with payment to Lee Cuevas at [advert@pcasar.com](mailto:advert@pcasar.com). All hard copy submissions can be sent to PCA-SAR PO Box 68413, Tucson, AZ 85737. Additional time will be required for these submissions to reach the editor.

## Arroyo Seco Raceplex (or the Ugly Duckling)

By Mickey Dowling – DE/Autocross Chair

In my thirty years of participating in Driver Education events ... at most of the East coast tracks and several in the West, I don't think I have ever seen a less attractive track than Arroyo Seco – nor one so far out in the middle of nowhere. When driving 17 miles east of Deming, NM, if you don't fall asleep in the darkness of an early Saturday morning ... you might stumble upon Arroyo Seco Raceplex. The word "Raceplex" might make you envision acres of paved parking, a tall timing and scoring tower, a fancy meeting area, an inviting concession stand and yes, even nice clean "indoor" restrooms. Guess you did fall asleep, because you won't find any of those accommodations at this "Raceplex."

In spite of the dusty parking lot, rickety old tower, and the cold port-a-john, thirty brave souls made the trek to Arroyo Seco in some very nice Porsches ... and had a great time. Where else could you find a fun track with two straights, a number of challenging corners ... and can be run in either direction? The only casualty was a demolished tent which was the victim of a surprise wind storm. On Friday night, a nice-sized group enjoyed mostly beef at the very "unique" Adobe Deli. On Saturday evening, many enjoyed great Mexican food at Si Señor.



The sign says it all Photo by Al Maurine

Arroyo Seco Raceplex may not be in the same league with Laguna Seca, Watkins Glen or even INDE Motorsports Ranch, but it's like an old shoe, and it doesn't cost an arm and a leg to run there. The next time you see Arroyo Seco on our schedule, come on out and give it a try.



Smiles all around at Arroyo Seco Raceplex Photo by Jim Kendler



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