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May 2015

NEWS



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THIS MONTH'S CONTRIBUTORS

Lori Adamson	Karen Garcia Raines
Lee Cuevas	Larry Rogovein
Kurt Fuerstenau	Phil Sloss
Chris Lovato and Carla Zaragoza-Lovato	



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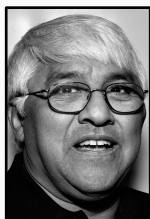
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COVER by Garry Morris:
"Following the DM 50 car show, I was offered an opportunity to photograph my 356B near several of the planes on display in the park adjacent to the DM Craycroft Road entrance. I really enjoyed shooting near the current and vintage aircraft. If you have a chance to attend next year's DM benefit car show, I highly recommend you do it. It was great fun!" *Garry*

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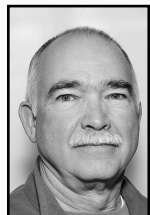
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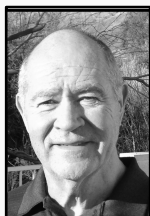
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President's Corner

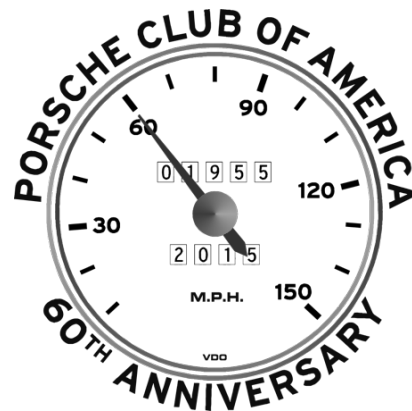
By Lee Cuevas – SAR President

Last year, I vowed that I would not chair the next Cinco. Well, here I am doing it again. It has been a great pleasure working with my friends. By the time you read this column, Cinco will probably be over. I have to thank all those who helped make this celebration possible. Special thanks to Barb Crowley (our Social Chair) for all the detail things that she does so well. Thanks to Jim Kendler for handling our sign up at Motorsportreg.com and the autocross at Musselman's. Larry Rogovein took charge of the Golf Tournament at 49ers. Thank you to Axel, our ZN editor, and Steve, our webmaster for keeping the information flowing. Thank you for the gastronomical delights at the Dakota, Steve Darcangelo. Gratitudes to Dave Shryock for leading the tour to the Amerind Museum.

We owe a lot to our sponsors, without whom Cinco would not be so nice. The Dakota Cafe and Porsche of Tucson for hosting the Welcome Reception, Robert and Vanessa, of Dearing Automotive, for our beautiful trophies, Graphic Impact and Ryan Volin for helping design and execute our logo, shirts and plaques. Thanks to Axel and Amy for all their help ... and to Mickey

and all the parkers, Peter and his judges, and the runners and timers, and scorers who helped everything run smoothly. If I didn't mention any of those who helped, forgive me, I must be suffering from old timer's disease.

Summertime is here and some of you will be saying farewell to the heat of the desert for the cooler climates. Remember to drive safely and we'll see you back in the Old Pueblo in September. For those of you staying, your club still has plenty of activities to join in. Keep your ears open at the Membership Meetings and check out our SAR website and Facebook for the times and places of our next events.



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.



Special Committee Chairs, Executive Appointments & Zone 8 Rep

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Cinco de Mayo – Open

Community Service – Mark Fuller

Tours – Kirk Cross

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Editor's Message

By Axel Olsen

I want to welcome everyone to the May issue of your Zuffenhausen News. I think this issue is especially interesting because we are featuring two stories about newly acquired Porsches. First, Ron Sable gives us a blow-by-blow account of his recent journey to find a 996/911 Turbo to fill the hole left by the 911/930 Turbo that he sold. Second, we have the interesting and also personal story by Lori Adamson about how she came to be the owner of her "new" 1964 356 C Cabriolet. Lori is also a first time contributor to the ZN. There are a few other SAR members to acknowledge who are newcomers to submitting to our newsletter:

Chris Lovato and Carla Zaragoza-Lovato both contributed a colorful article about the DM 50 Car Show. Carla also submitted excellent photographs of the event. See more of her photography on our SAR Facebook. And ... Phil Sloss provided the write-up

about the Sierra Vista Chili Cook-off. Thanks to all of you for your submissions. Not a newcomer to the ZN, Lee Cuevas shared the saga about his adventure with his 944, to which many of us can empathize. Been there – done that! Garry Morris has again supplied us with some great photos ... one of which is our cover shot.

Thanks to Kurt Fuerstenau for organizing the Drive and Hike to Colossal Cave and writing the post-event article. I have to apologize to Andrea Fuerstenau and Greg Curtiss. I messed up the photo that should have included them. Sorry, but photography is not my forte.

I hope you all enjoy the articles in this month's issue. Perhaps more of you will decide to put pen to paper (or fingers to keyboard) to provide articles about our SAR events or your adventures with your Porsche. We love hearing from you!

ANNOUNCEMENT

Change in Membership Year

As Lee mentioned in the March issue of the ZN, the Board voted to change the membership year from a fiscal basis (August 1 to July 31) to a calendar basis (January 1 to December 31). As a result, members who renew this June will be billed \$25.50. This equates to \$7.50 for August through December of 2015 *plus* our regular dues of \$18.00 a year for

January to December of 2016. Starting in January 2017, all members will then be on a calendar basis.

For those members who have paid for multiple years in advance, your memberships will be extended to December of the last year for which you paid; just an added bonus for paying your dues in advance. If you have any questions concerning your membership status, please contact Tom Sherman, our SAR Membership Chairman, or Larry Rogovein, our Treasurer.

Willkommen

By Tom Sherman – SAR Membership Chair



May brings continued growth with two new member households. As of April 20, SAR membership is 222, while our Region PCA membership is 277. Please welcome our new Club members:

James & Laura Logan — James and Laura are new PCA members, living in Casa Grande with their Silver 2001 996 Cabriolet. James is a Blood Bank

Supervisor, and lists his Club interests as Autocross, Concours/Car Shows, Driver Education, Rallying/Touring, Social and Technical activities.

James & Paula Tooley — James and Paula also are new PCA members. Their garage provides cover for a Red 2007 Cayman S. James is a Physician and also lists his Club interests as Autocross, Concours/Car Shows, Driver Education, Rallying/Touring, Social and Technical activities.

May 2015

					1 Golf Outing & Welcome Reception	2 Concours & Awards Banquet
3 Driving Tour to Amerind Museum	4	5	6	7	8	9 Cars and Coffee at La Encantada
10 Deadline for Submissions to the ZN	11	12	13	14	15	16
17	18	19 Board Meeting TBD	20	21	22	23
24	25	26	27	28	29	30
31						

In June ...

June 02 – Membership Meeting – Dakota Cafe
 June 10 – Deadline for submissions to the
Zuffenhausen News
 June 13 – Cars and Coffee at La Encantada
 June 16 – Board Meeting – at the home of Larry
 Rogovein
 June 21-27 – PCA Porsche Parade at French
 Lick, Indiana

In July ...

July 02 – Membership Meeting – TBD
 July 10 – Deadline for submissions to the
Zuffenhausen News
 July 11 – Cars and Coffee at La Encantada
 July 16 – Board Meeting – TBD

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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7th Annual DM 50 Picnic and Car Show by Chris Lovato and Carla Zaragoza-Lovato

***Preface:** In 2009 Ron Sable, SAR member and DM 50 Board member, approached the Southern Arizona Region - Porsche Club of America about having a car show at Davis Monthan Air Force Base and having SAR be an event sponsor. SAR immediately joined in and has been a wonderful partner throughout.*

The 2015 DM 50 Picnic and Car Show commenced early. The SAR group met off base and then set off in a convoy, entering Davis-Monthan Air Force Base at 8:30 a.m. on March 14th. We made our way to Bama Park, the on-base playground and baseball/soccer fields. The weather was typical for Southern Arizona – warm, sunny, and with a slight breeze. Unlike the Tubac Car Show, no one had to dig out the drying rags and tents this time around. Just a bit of sunscreen and a lawn chair was all that was needed to kick back, relax, and enjoy the day. With the superb weather and wonderful park-like conditions, socializing on the grass was active among our members.

The DM 50 is a non-political, all-inclusive charitable organization, whose mission is to work with the local community and all local officials, in support of our brave men and women serving at Davis-Monthan Air Force Base. One hundred per cent of the car show entrance fees were donated to the non-profit Kachina Fund that supports Air Force enlisted service members and their families. The event was a chance for the community to show its appreciation for the hard work and dedication given by those who proudly serve in the U.S. Air Force. The sponsors ensured the event was free for Air Force active duty members, their families, retirees, and their guests.

For this, the seventh year of the show, Porsches held pride of place with the largest number of registered vehicles of the 126 in attendance. Our numbers exceeded expectations. The Porsches were displayed center stage, at the center of the lot, where they were given maximum exposure. We had a very impressive collection of cars, ranging from the Porsche 356, 944, Boxster, and all varieties of 911s. There was even a very rare Porsche 959, which was the first Porsche super car ever built, with a top speed of over 195mph.

Free bus tours were conducted by the 309th Aerospace Maintenance and Regeneration Group to the aircraft storage area, known as the "Boneyard." The "Boneyard" is a 4000 acre area, where excess aircraft from all over the world are stored, either for future use,

or to be dismantled and used as spare parts for active aircraft. This is a site normally off limits to the public and so this was an exciting opportunity to see both historic and current aircraft first-hand. The tour also gave the public a chance to see great numbers of historical aircraft as well as aircraft that can be restored and returned to service, should the need arise.

The DM 50 provided a free lunch of barbecued burgers, hot dogs, chips, and drinks. The lunch proved to be very popular. The base Fire and Police Departments had static displays, with several examples of the types of vehicles and equipment they use in the performance of their duties. They also provided safety information and gifts to the children. Explosive Ordinance Disposal personnel had several varieties of weapons on display, including a .50 mm sniper rifle, that can hit a target over a mile away.

The base Military Police Canine law enforcement personnel performed a canine skills demonstration, showing the effective use of trained animals. DM 50 afforded lots of opportunities for the children to have a great time. There was a corral with pony rides and several mini pony buggy rides which gave the grown-ups an opportunity to enjoy the skills of these adorable ponies. A purple "caterpillar" train scurried around the paved areas, with plenty of cars for the children to ride in. The event also had several jumping castles and a face painting booth for the children. A large banner hung from the fencing, listing the DM 50 participants and thanking the military for all they do. Thank you DM 50, for your continued support of our brave service personnel.



Rich Kepner's "real 959" on display
Photo by Carla Zaragoza-Lovato



Panoramic view of the cars on display at the DM 50 Car Show
Photo by Garry Morris



A-10, 944, and the reflection of Old Glory
Photo by Carla Zaragoza-Lovato



Two Porsches flank the fighter
Photo by Carla Zaragoza-Lovato



Porsches with a jet on display
Photo by Carla Zaragoza-Lovato



356s and a 911 poised to go to the show
Photo by Garry Morris

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Colossal Cave Drive and Hike

Photos by Axel Olsen



Kurt Fuerstenau, Dave Shryock, and Norma Nada
Not Pictured: Greg Curtiss and Andrea Fuerstenau



Kirk Cross, Richard and Vickie Channell



Three 911s and three Boxsters

Fourth Annual Chili Cook-off

Photos by Ron Faulkner



Phil Sloss, Shirley Faulkner, the winner, and Gary Ottaviano



Beautiful weather for the cook-off

March Drive and Hike

By Kurt Fuerstenau

The spring Drive and Hike event was enjoyed by nine members and their six cars. There were three Boxsters and three 911s. The tour began at I 19 and Irvington, traveling south on Mission behind the mines with a good mix of curves, straights, and dips. We continued east to HWY 83, and north on to Vail and Colossal Cave. The drive was 1.5 hours in duration, and 69 miles long.

The hour-long cave tour was interesting with the guide highlighting the history and geology of this Pima County landmark. We finished the day with a lovely lunch at the del Lago Golf Club.

I will be back in the fall, and will plan for more Drive and Hike adventures for Southern Arizona Region members. If anyone has suggestions for our next hike or drive, please contact me at 503-492-2154.

Question: *Do you know how to remember the difference between stalactites and stalagmites?*

Answer: "Stalactites" have to hold on *tight* so they won't fall off the ceiling.

"Stalagmites," if given enough time, *might* grow all the way up to the ceiling.



Fourth Annual Chili Cook-off

By Phil Sloss

The Sierra Vista contingent of the Southern Arizona Porsche Club had their fourth Annual Chili cook-off March 21, 2015. The event was hosted by Lisa and Philip Sloss. A total of 22 Porsche Club members attended the event, which broke the record for Porsches in the hood to all time high. The competition was tough ... six chilis from which to choose. We had a two time winner that day – Shirley Faulkner with her top secret chili recipe won for the second year in a row by acquiring the most votes. Gary Ottaviano presented the trophy.

The desserts were out of this world and helped cool our tummies. Ilona Shirley made a hummingbird cake that was to die for. I nominated her for first prize, my house – my rules! All in all, one Prilosec and one could sleep easy that evening. A great time was had by all on a beautiful, sunny day in southern Arizona.

Thanks to all who attended. It made it a special event for us.– Phil and Lisa Sloss



The author, Phil Sloss gives a thumbs up to the day
Photo by Ron Faulkner

Sierra Vista Cook-off Saga

Story and Photos by Lee Cuevas – SAR President

Well, I was driving smoothly down Route 90, about thirteen miles north of Sierra Vista, when suddenly the engine quit running. Luckily, Jim & Kathleen Kendler arrived just as the tow truck pulled up. The 944 spent the night in Sierra Vista at the home of Phil Sloss. The engine turned over, but no ignition. I suspected a fuel filter or pump problem. Regardless of the drama with the 944, we had some fine tasting chili at the cook-off and a great time with the Sierra Vista SAR members.

I got the car home Sunday afternoon from Sierra Vista. Gary Ottaviano helped me push it up the ramp. Almost killed the old man. Anyway, no problems getting home. I then towed the car to Dave Radmacher, my mechanic. In hindsight, I should not have driven down Grant Road. When I opened the trailer, I found that the tray located on the right front door had fallen and landed on the right front fender of the 944. It put in two dents and scuffed up the paint. I was in tears! Four weeks to Cinco and my baby was scarred. Not only that, but I had forgotten to bring the keys!! So, we downloaded the 944 and I went back to get the keys. When I returned, Dave put the key in and *whoosh*, it started!!!

Dave found the problem. He replaced a couple of sensors. I went ahead and replaced a cracked windshield washer reservoir, the engine coolant tank, and the oil cooler water seal, changed the oil and had a general inspection. Then it was off to Don Klein's "Shop." Don Klein did a fantastic job. It looks brand new again. Got it to THE SHOP on Monday and it was finished Thursday.

Yeah! Porsche is repaired, or so I thought. As Dave Radmacher drives Porsche back to his shop, you can see smoke coming from the bottom of the car ... Dave is going to check the oil leak. It looks like it's coming from the cam cover. Only three weeks 'til Cinco? To be continued



"Okay," I said. "Up the ramp you go."



Oh No!



Phew, good as new!

SAR's Long Range Driving Event Calendar

**September 26,
Charity AX at
CAC**

**November 14-15,
DE at INDE
Motorsports**

Larry Ashton at Inde Photo by Rick Barrett

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The Journey: My Search for a New Occupant of Bay 3

By Ron Sable

It began on a quiet and calm Saturday morning in September of 2014. Nearly 150 of us were attending the Cars & Coffee gathering at La Encantada in Tucson – that wonderful group with no organization, no dues, no bylaws, and no charter – just show up on the second Saturday and enjoy the coffee, the cars, and the folks who “brung ‘em.”

Midway through the morning, I was tapped on the shoulder by an extraordinary man who was interested in purchasing my 1988 911/930 Turbo, “1RDRKT,” that I brought to the gathering. Of course, when the conversation started, it was not for sale. Within several days, and after visiting the museum where he planned to put it on display, we came to an agreement on price and sealed the deal with a barbecue lunch and a tour of his museum for the PCA – Southern Arizona Region. Seeing the car in the museum made it fitting to close a chapter on more than eight years with “The Rocket.”

As we all know, the closing of one door often means the opening of another. I cleaned out the last home of the Turbo (Bay 3 of our garage – the one with the Porsche shrine in evidence), and made room for the next occupant – one I did not yet know. I started by checking prices on Craigslist, Cargurus, Hemmings, AutoTrader, Ebay, CarFax, CarsForSale, Wilhoit Enterprises (a real find), GlobalAutoSprots, Sports Car Market, connections at R & M, the PCA and *Excellence* classifieds, and yes, I got hooked.

Before I knew what happened, I was bidding on a number of cars and negotiating with several private owners ... some with rather inflated ideas about what their cars were worth, and some who gave me renewed faith in the PCA membership at large. I narrowed the search area to an expanded “southwestern U.S.” as I was not interested in one that had been in snow for ten years, or, heaven forbid, a rust-crusting garage queen. I stuck to my criteria: 2001-2004 911 /996 Turbo, 6-speed coupe, silver or gray, with less than 40,000 miles, no more than two owners, as complete a maintenance history as possible, and interior and exterior finishes that would stand the test of our Cinco judges.

The trail led to Portland, Dallas, Albuquerque, San Diego (several times – look out for emails from Cornelius), Scottsdale, Pompano Beach (I know I said “southwest,” but this was one heck of a one owner 2003 Turbo with 7400 miles on the odometer), San Jose, Los Angeles, Marina del Rey ... and frustration. Just when I thought I was making progress, I would learn that this car or that one had been through the auction block numerous times, had every after-market add known to man, or would not pass a Pre-Purchase Inspection (PPI).

In January, the journey opened a new chapter with an ad I placed on the PCA website clarifying what I was looking for ... and respectfully requesting that I not be contacted if the car did not fit the criteria (thanks to SAR relic Jeff Gamble, for recommending the PCA site, and to Randy Hannon and Jim Kendler for being outstanding scouts in the pursuit of the best choice.) The plot thickened in February when the latest issue of *Panorama* hit the street. (I did not know that if you put an ad in the PCA site, you got one mentioned in the magazine.)

I was walking into the house after getting the mail and seeing the latest *Pano* issue in the pile of mail, when the phone rang. It was a man in Oro Valley that none of us knew – a real gentleman with a silver 2001 Turbo. His health was not good and he was “downsizing my toys,” as he put it to me. Of course, he was the one to tell me I had an ad in *Pano*. We agreed to meet at a local airport so I could check out his car. What I did not know was that he intended for us to *fly* to another location where the Turbo was hermetically sealed in his hangar there. I hung up and noted that I had two emails – one from Colorado and one from California – both long-time PCAers submitting that they may, in fact, have just what I was looking for. I asked for more information from both and made plans to see the local one first. When I got to the Marana airport the owner said ... “You must not have read the last part of my email – I intended for you to fly with me to see the car.”

Being a commercial pilot, and it being a clear day, I hesitated about three whole seconds and then we were airborne in his Lancair Legacy – one beautiful aircraft.



Ron's "New" Rocket
Photo by Ron Sable

Upon landing in the mountains (elapsed time of 26 minutes), I thought I had hit the mother lode ... multiple Porsches, 914 barn finds (actually, 914s in the weeds under the mesquite finds), motorcycles, serious Freightliner motor homes, trucks, restored Jeeps and a 1978 Toyota Land Cruiser with a very big V-8, totally restored. And this was only one of his two hangars there. Others (with other toys) are in South Dakota and Montana (at his request, I have agreed to keep locations private).

We checked out the car to include the bone-dry undercarriage, and settled on a price that was subject to satisfactory results from a PPI. In the meantime, the discussion continued with the Colorado car owner who was vacillating on whether or not he wanted to sell (of course, his wife's insistence that he keep the car had no bearing on the situation.) The "PPI on the 2001 "in the mountains" as we call it, said we needed new tires (all were original), some clutch work, a water pump, hood struts and a few other minor items. That added up to about \$7,000 and we both agreed that if he got the work done the price would be higher than I wanted to pay. In the end, we remained friends, he has had the work done, and the Turbo is back in the sealed environment "... until the prices rise and make it worthwhile to sell."

We discussed the Colorado car (the owner had recently moved from Los Alamos to retire), and my new Oro Valley friend offered to fly me to Colorado to check it out. While I appreciated his kindness, I respectfully

declined and made arrangements to see the New Mexico/ Colorado car – assuming the PPI I'd scheduled in Denver panned out.

Oh, did it pan out! The Porsche Service Manager called to tell me the news. "Sit down," he said. "This car has issues (alarm bells again, before I let him finish), but they are so minor I think you will be most pleased. First, you need hood struts, and finally, it would probably be a good idea to get new windshield wipers. That is it. There are new Pirellis and brakes, and the interior is like new ... 29,000 miles, clear bra, no wheel scuffs – just a beautiful Turbo." I flew to Denver the next day and was picked up by the seller. I had a cashier's check, Arizona three day temporary registration (make damn sure you get that before you buy an out of state car), and insurance in hand. And the car – it was just what I had hoped for.

I thought the drive back to Tucson would be flawless ... with a stop for dinner in Santa Fe and a resupply of Hatch chilies before leaving New Mexico. But like most great adventures, minor glitches seem to slip in when you least expect them. In this case, after driving for several hours, I stopped for the night in Santa Fe, hoping to get a very early start for home. I picked a Marriott just off I-25. I spoke with the night manager about safe parking, and after he slobbered on the Turbo, he suggested putting it near the front door overhang in restricted parking. I did as he suggested, had a great steak at the Blue Corn Cafe nearby, and called it a night.

Up at 4:30 a.m. for the drive home, I checked out and walked out the door in the dark. What to my wondering eyes should appear, but the Night Manager talking to one of Santa Fe's finest. Perhaps I should say he was listening ... only the officer was talking. I pretended to have little interest as the officer shared his view that my Turbo had "...no license plates and no temporary plate either." The Night Manager assured him that it was registered (3 day temporary registration in the rear window – if he would only look.) And then the officer said something that clearly got my attention. "We are towing this in. It is not properly registered." Again, the Night Manager came to my rescue – assuring the officer that the car was being transferred to Arizona and reminding the officer that he was "on private property without a search warrant." (You go Night Manager!!). The officer went to his patrol car, made a call and returned with the words ..."If this car is here when I come back in an hour, it will be towed." And away he went.

I, of course, thanked the Night Manager profusely, and handed him an autographed picture of Andrew Jackson (read \$20). To say he was thrilled was an understatement. He asked me to wait a moment and

he went back into the hotel – only to return with coffee and some danish to make sure I didn't starve on the way back to Tucson.

I headed out of Dodge, most pleased to have avoided having to do a nationwide search for a seal gray 2003 Porsche 911 Turbo with temporary registration in the back window, 'cause Lord knows where he would have taken it. A shortcut to pick up the chilies in Hatch, N.M., and then on to Tucson where the "new" Turbo was given a proper bath and put to bed in Bay 3.

It has been said often over the years and the words don't change much, but they are the best insurance policy you can get – whatever you do, and regardless of how emotionally you are tied to the purchase of one of our beloved Porsches – get a Pre-Purchase Inspection. Oh, what it will do to make the journey much more pleasant.

PS Just as I finished this story for the ZN, I got an inquiry from a one-owner 996 with 18,000 miles in "mint" condition. If I weren't before, I am now a believer in PCA online ads.



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Marketplatz - Porsche Stuff For Sale or Wanted

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 or call (520) 297-4233

Wanted: License plate frame. Tucson Porsche dealer circa 1972. Do you have any Continental Porsche-Audi or any older Tucson Porsche or VW dealer frames? I'm also interested in them. Contact Jeff Gamble at jgambleart@aol.com

For Sale: A vintage set of four factory stock steel wheels, 5 1/2 X 15, 5 lug, Dated, 1/69, 3/68, 3/70,3/70. Great condition, no rust, dents,etc. \$600 obo for an authentic addition to your vintage restoration project. (Other stock rims available.) Contact Bill Hubartt at billhubartt@hotmail.com or call (520) 297-8010



For Sale: 2004 Porsche Cayenne S. 102,000 miles. Immaculate premium leather interior, excellent Jarama Beige Metallic exterior, very well maintained with records. Moon/sunroof, aluminum alloy wheels, Continental Extreme Contact tires with transferable road hazard through Discount Tires, premium Bose sound system, and all standard features on this fully-loaded Cayenne S. The V-8, 4.5L, 340 hp engine with all-wheel drive will accelerate and maneuver in any situation – effortlessly. This Porsche has been treated the way a Porsche should be treated. Serious drivers will derive great pleasure from this beauty. \$13,000. Call Brian at 629-0326 and leave a message.

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.

Content for ads should be sent with payment to Lee Cuevas at advert@pcasar.com.

All hard copy submissions can be sent to PCA-SAR PO Box 68413, Tucson, AZ 85737. Additional time will be

Zuffenhausen News advertising rates

	Annually	Monthly
Full Page - Color	\$620	\$60 per issue
Full Page	\$470	\$50 per issue
Half Page	\$370	\$40 per issue
Quarter Page	\$320	\$30 per issue
Business Card	\$190	\$20 per issue

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.

Facebook and You: Get to Know Your Zone **By Karen Garcia Raines – Zone 8 Webmaster**



Get to know your Zone and let your Zone get to know you by sharing your Porsche enthusiasm and PCA camaraderie with fellow club members throughout Zone 8.

Region members, please share photos of your region events on the Zone 8 Facebook page at <https://www.facebook.com/PCAZone8> and mention @PCAZone8. This will be a great way for everyone to know all the fun, competitive and charitable activities happening across our 13 southwestern regions in California, Arizona and Nevada. Maybe it will inspire you to travel to another region to experience a great event! We live in one of the largest, busiest, and most active Zones in PCA. Take advantage of it, there is a lot of fantastic PCA stuff out there to keep you entertained.

On a technical note: the Facebook Apple mobile app allows users to post photos to the Zone page. Other users can post photos using a web browser. Also, users can submit photos to me, the Zone 8 Webmaster at webmaster@zone8.org for reposting.

What regions comprise PCA's Zone 8? Glad you asked. The member regions are listed below: Arizona, California Central Coast, California Inland, Golden Empire, Grand Prix, Las Vegas, Los Angeles, Orange Coast, Riverside, San Diego, San Gabriel Valley, Santa Barbara, and Southern Arizona.

Be sure to visit <http://www.Zone8.org> for the calendar of major events in our Zone, event rules and points, and event results. You'll also find links to all the region websites. Please note, all submissions must meet Zone 8 Social Media policy and the PCA Code of Ethics and Conduct – especially the part about “we treat neither fellow members nor non-members in a way that is demeaning, embarrassing, derogatory, or otherwise inappropriate.”

#Where can your Porsche take you?

My Porsche Story

By Lori Adamson – SAR New Member

I attended my first PCA-SAR meeting on March 3rd at the Reforma Cantina. I was impressed at the size of the group that goes to the meetings. Everyone was very nice and I felt quite welcomed. I told my story to a handful of attendees and it was suggested that I submit my story to be published in the club newsletter. Here it is:

Last year I found that I was in the mood to purchase a sports car. I was looking around a little and notified my car salesperson, Penny – from whom I purchased my last several cars over the years – to keep her eyes out for me.

Then in early June, I drove to Colorado for a short vacation and dropped in to visit my old neighbors in Erie, Colorado. We had lived sort of across from each other while our kids were growing up. Ken was a United Airlines pilot and Vanda, whom he met in Kenya, was a stay-at-home mom that did not drive. Vanda was my best friend for those years when we lived nearby ... and I have kept in touch over the years. The entire time I knew them, starting back in 1976, Ken and Vanda had a sports car in their yard, under a car cover and a tarp. They had converted their garage to additional living space so the car was stored outside.

At the end of my visit last June, I said to Ken as I was leaving, "Hey Ken, when are you going to sell me that Porsche?" Vanda overheard from inside the house and called out "Lori, if you want it, you can have it." My jaw dropped and I looked at Ken and he proceeded to rattle off to me ... it's a 1964 356 C Cabriolet convertible. I could see that he had great affection for the car and we chatted but ignored the "you can have it" comment.

I left, but could not get this out of my head. So after getting home from my vacation and waiting another 10 days or so, I called them and asked if there was any way they were serious ... and I could actually buy the car. Ken got on the phone and said he should have restored it while he was still working, but didn't. He didn't want to spend money on it now that he was retired, so he said, "If you want it, come and get it."

I asked Ken for more details about his ownership and he told me that while he was in the service and stationed in Germany, he would sometimes see a guy

at a bar (where he occasionally went for a beer) that worked at the Porsche factory. Ken ended up ordering the 356 C Cab. His buddy at the bar even told him when they started to build "his car." Ken drove the car out of the factory in Stuttgart. He has been the only owner prior to me. He drove the car at home in Ohio until he left to train helicopter pilots in Africa in 1972. When he departed, the car was stored in an uncle's garage in Ohio. He met his wife while in Kenya and started to raise a family. He returned briefly to Ohio and in 1976, moved to Erie, just north of Denver, hauling the 356 with a U-Haul.

I hope to restore and drive this car. I am glad to have found the car and this club, whose members I believe will be of great help to me with my project. I look forward to participating in some fun activities with the club.



Lori and her "New" 356
Photo by Ken



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