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July 2014



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COVER:

Red White and Blue: Patriotic
Porsche 356s
Photo by Dennis Crowley

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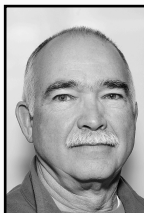
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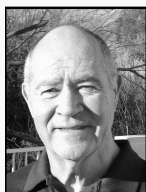
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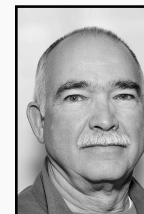
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President's Corner

By Lee Cuevas – SAR President

As the Fourth of July approaches, it's time to reflect on the freedoms this country was granted by those who fought and died for the ideals of "Life, Liberty and the Pursuit of Happiness." America has never been *given* anything; everything that we take for granted now was fought for. From Lexington to Appomattox, Pearl Harbor to Iwo Jima, Normandy to Berlin, from Wounded Knee to Selma, Americans have not had an easy time fighting for freedom. Unfortunately, blood has been shed around the world to make this a secure nation of independent individuals. And I thank God to be an American!

With the temperatures hovering at 100 here in the Old Pueblo, it's nice to see club members having fun at the Porsche Parade in cool Monterey. Keep track of their adventures on Facebook. We'll have a full report in the August ZN.

So what's happening in SAR this month? Well, we have the first ever General Meeting at O'Malleys. That should be exciting, especially when Ron Sable gives his presentation about the Porsche International goings on. The 4th of July Picnic at the Dakota Café in Trail Dust Town is keeping Steve Darcangelo and me busy for now. (Look for the announcement in this ZN and our website and be sure to sign up.) Don't forget (I don't think Kirk will) that SAR will have the August General Membership Meeting at the Hotrod Shop.

Keep your nose in our Facebook and website for changes to our calendar and upcoming events. Drive safe. *Und auf wiedersehen!*



Here is the group on the way to Monterey on the Pacific Coast Highway
Photo by a friendly passerby

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

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Southeast Area Liaison – Gary Ottaviano

Zone 8 Rep – Tom Brown

Editor's Message

By Axel Olsen

Greetings from New Hope, Pennsylvania. We are out here for the month of July visiting friends and family. I must say the first thing I noticed in leaving the airport is the humidity. My skin feels wet and it is only in the 80s but not too comfortable – give me the dry heat in Tucson any time. I do enjoy seeing all the greenery, quite a visual contrast to our Sonoran desert.

I am sure you are all reading the articles and letters that have been popping up in the Porsche news feeds and the *Panorama* about the manual versus PDK controversy. Perhaps controversy is too strong a word – clearly there is pressure on all automotive marques to increase fuel efficiency – and the answer is in the technology of lighter weight materials, energy use and power delivery. Thus the continual evolution of vehicle weight, engine management systems and power trains, to deliver more with less. As always with our Porsches, there is the total driving experience to be considered. We are fortunate to have one of our members, Jeremy DeConcini, weigh in on the issue.

We are also wrapping up the final news from Cinco de Mayo with charity, autocross and the enthusiast awards.

We had a great week in Monterey for the Porsche Parade – our first parade with some funny rookie mistakes. We will be adding in some photos and in-depth articles in the August issue of the ZN.

On an additional note – we are using a new method of communication with our upcoming events through the Evite website. We appreciate everyone utilizing this system as it provides an easy way for us to keep track of attendees for the events and our hosting venues. Thank you.

Have a great 4th of July. Amy and I will see you at the Kitt Peak tour.

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Tucson Insurance Associates – Pg. 13
State Farm Insurance – Pg. 17
Underhill Financial – Pg. 21
Arizona Auto Refrigeration – Pg. 21
Radmacher Porsche Service – OBC

Willkommen

By Tom Sherman – SAR Membership Chair

A quiet month for new SAR members ... and unfortunately, member nonrenewal-itis has struck once again.



A couple of months ago as we approached month end, we were three PCA members shy of 300. Today as we approach July, our PCA membership has dropped to 289, *and* in two days, membership expires for six of these "members"! A friendly reminder: when you forget to renew your PCA membership, National forgets to send you the next *Porsche Panorama*.

Our SAR club membership remains at 238.

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

July 2014

		1 Membership Meeting at O'Malleys, 247 N. 4th Ave.	2	3	4 Holiday Cookout and Movie at Dakota, 6541 E. Tanque Verde Rd.	5
6	7	8	9	10 Deadline for Submissions to the June ZN	11	12 Coffee and Cars La Encantada 8:00 to 11:00
13	14	15 Board Meeting at the home of Tom Sherman	16	17	18	19
20	21	22	23	24 Deadline to register for the Kitt Peak tour	25	26
27	28	29	30	31		

In August ...

- August 02 – Driving Tour to Kitt Peak
- August 05 – General Meeting – at Hotrods Old Vail
- August 10 – Deadline for Submissions to the *Zuffenhausen News*
- August 15 – Porsche Werks Reunion, Carmel Valley, CA
- August 19 – SAR Board Meeting at the home of Dave Shryock

In September ...

- September 02 – General Meeting – TBD
- September 10 – Deadline for Submissions to the *Zuffenhausen News*
- September 16 – SAR Board Meeting – TBD
- September 20 – Charity Autocross at CAC

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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***** ANNOUNCEMENT *****

JULY 1ST MEMBERSHIP MEETING

In an ongoing effort to increase the FQ (Fun Quotient) of our monthly club get-togethers, we are off on a journey to ...

O'Malleys Bar and Grill

(located at 247 N. Fourth Avenue.)

<http://www.omalleysonfourth.com>

The management is graciously providing us with a private dining room and reserved parking!

Thanks for doing your part and responding to the Evite.

COME EARLY ... STAY LATE – THERE IS A LOT TO DO ON THE AVENUE!

Plan to arrive around 6 p.m., visit with friends and order food.

The meeting will start at 7 p.m.

This venue will allow us more opportunity to be inside/outside and all around ... enjoying the cars and the people enjoying the cars.

Sooooo

Come on out. Support the adventure with good food and good friends.



Fourth of July Picnic !

Picnic will be held at the Dakota Café starting at 5 p.m. and will feature a full-length film with free hamburgers and hot dogs.

The only thing you need to bring is some kind of side dish to feed our hungry Porsche club members. The club will provide soda, water and some beer. If you want a specific beer: BYOB.

Respond to the EVITE with the number of attendees by July 1st to make sure we have enough food. Also would you please advise us as to what you will bring to share?



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Final Cinco Charity Results **By Connie Sherman – Charity Chair**

Last month's *ZN* reported about the great time we had at Trail Dust Town for our Cinco de Mayo events. It included the preliminary results of the Cinco Charity. With the completion of the Bondurant raffle (article elsewhere in *ZN*), we have finalized our accounting for the Cinco Charity. Thanks to the dedication of our overall Cinco committee that helped get donations for the charity event, in addition to the charity committee members, Elizabeth Robertson, Carol Cloutier and Karen Hannon, we had a fantastic outcome for 2014! For the second year in a row, we brought in over \$5000 for our two charities and will be distributing about \$2600 each to TASL and Arts Express.

Both Arts Express and the Tucson Arthritis Support League (TASL) will use the funds to support our community. Arts Express provides access to the arts for children. In Arizona, 79% of schools spend less than \$1/year per student for arts instruction. Arts Express fills the gap for arts education and provides programs for at-risk children. TASL is dedicated to aid those living with arthritis by offering self-help devices, a college scholarship fund for students with arthritis, and developing programming and opportunities to assist individuals with arthritis.

Once again, thanks to all our members who participated in the Cinco Charity events, donating, buying, helping out and buying all those Bondurant tickets!

Bondurant Raffle Winner **By Connie Sherman – Charity Chair**

Our "last" event of our Cinco Charity festivities was the drawing of the winner for the Bondurant High Performance Driving Experience. We held the drawing at the May 17 Autocross at Central Arizona College. After a morning of track time, the drivers broke for lunch and had their last chance to buy Bondurant raffle tickets. Our Charity Chair, Connie, made sure all the tickets were well mixed, covered the top of the basket with a cloth napkin and asked Nancy Elliott to draw the winning ticket. Nancy stirred the tickets one last time and, drum roll please, pulled out Steve Darcangelo's ticket. Steve had purchased his tickets at the Cinco event at Trail Dust Town and really wanted to have an opportunity on the Bondurant track. It was great that he was at the Autocross event so we could all see the joy and amazement on his face when his name was drawn!

Congratulations Steve!!!



Steve Darcangelo being presented his Bondurant certificate by Charity Chair, Connie Sherman
Photo by Lee Cuevas

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***** IT'S TOUR TIME *****

In August, the best way to see the desert is from a mountain!
Or a peak – **Kitt Peak**, that is.

August 2nd is the date of our next PCA-SAR tour

After our ascent on a real Porsche kinda road, we will enjoy not one, but *two* private tours of the NOAO telescopes that dot the summit.

The Game Plan

Meet west of town @ 8 a.m. at Todd's at Ryan Field (9698 W. Ajo Hwy.)

Cruise to the top of the mountain for our first one hour tour.
Catered lunch at our own reserved picnic area. Return to the top for our second one hour tour.
Then another 12-mile jaunt through “the twisties” to the bottom.

The cost for this tour is **\$30.00 per person** and includes a Continental breakfast at Todd's, lunch *and* the tour fee.

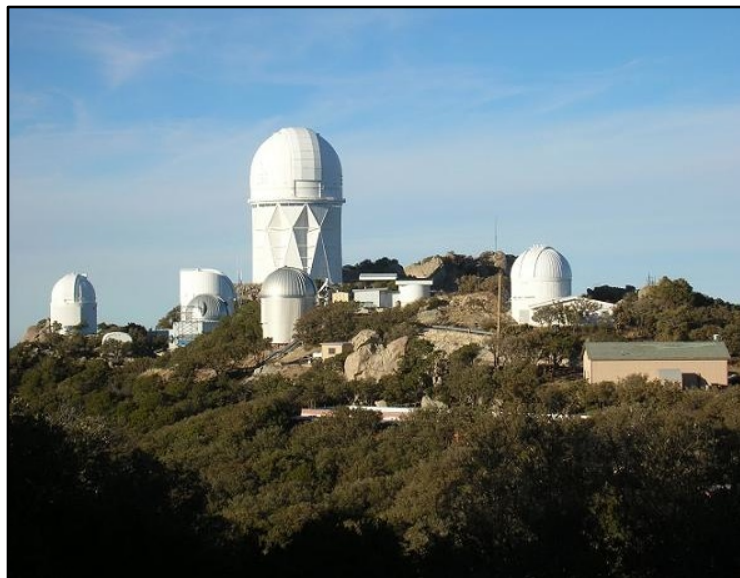
Keep your eye on the ZN, our website, Facebook page & Motorsportsreg.com for details.

Just ask a fellow club member who has been on one of our tours if they had fun – better yet ask someone who didn't. They are the ones with that sad, distant look in their eyes.

[See Ya There!](#)

***** DON'T MISS OUT – REGISTER ONLINE TODAY! *****

(Note: No cancellations/refunds after July 25, 2014)



Cinco Enthusiast Awards By Randy Hannon – Vice President

Cinco Enthusiast Awards were presented at our June General Meeting. These awards recognize the three people who participated in Cinco's Concours, Autocross and Old Tucson Tour. Bonus points were given for participating in the golf event as well as for volunteering.

SAR's 2014 winners were:
Lee Cuevas: 204.7 points
Jim Kendler: 199 points
Steve Popelka: 178.2 points

Congratulations to our three winners! Each was awarded with a credit towards a future SAR driving event. Lee, as first place winner, also received a trophy for his hard work!



Lee's hot wheels helped propel him to the Enthusiast Award
Photo by Lee Cuevas

We would like to see more participation at next year's Cinco so we can have some new winners!

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Cirque de Macan Porsche Launches Newest Model By Barbara Crowley

Porsche's new sports car in the mid-size compact SUV segment is called Macan, which is derived from the Indonesian word for tiger. It has been in development for three years. On May 23, 2014, at La Encantada, Porsche of Tucson celebrated its introduction with a big party. [Porsche of Tucson](#) promised the unveiling would "be a night that justifies the unique vehicle designed to fit your needs." Many of your SAR friends were in attendance. If you weren't there, you missed out on a truly exciting and entertaining extravaganza.

We knew we were in for something special when, from the parking lot, we saw the large white "balloons" suspended over the center courtyard in front of North. We enjoyed the always tasty refreshments at North ... but it was the entertainment and the two Macans that really made the evening unforgettable. As promotion videos geared up our excitement for the unveiling, drumbeats pounded in our ears. Elaborately costumed theatre performers danced to the music, and a daredevil aerialist performed her routine while suspended from those white balloons ... just as a strong evening breeze decided to make her act even more exciting. There was music, lighting and fire ... drummers, performers on stilts ... all adding to the spectacle of the event. The excitement continued to build until the Macans were announced and they were unveiled.

Those in attendance gathered around the cars and climbed into the driver's seat and passenger seats ... checking out this new Porsche. Porsche of Tucson delivered on its promise to provide "a night that justifies the unique vehicle."



Aerialist performing at the unveiling
Photo by Ron Sable



The Macan
Photo from Porsche



Dancers on stilts performed at the unveiling
Photo by Axel Olsen



HOT, HOT, HOT **(Cinco's Hot-ocross)**

Story and Photos By Lee Cuevas – SAR President

Well, here we are – all the Cinco events are finally complete. I've got a story to tell ... of men/women and their machines. It takes a certain kind of dedication to run your car at maximum performance when the temperature both inside and outside your vehicle is hovering at 100 degrees Fahrenheit! The stress on the body and mind can be daunting. Many studies have been done about the physical and psychological duress we humans put ourselves through to accomplish feats of daredevil proportions.

As I participated and watched our club members and friends dash about the short track at Central Arizona College, it struck me how single-minded we were in our pursuit of the fastest lap time. It is all a matter of physics. The name of the game is how to best navigate your 2000 pound vehicle with the use of brakes, horsepower, steering and cunning around the corners and straight-a-ways



Alexandra on the left and the Kelly's 914 on the right

without losing control. Some of the players had shiny new vehicles and some had not-so-new autos. But what mattered most was doing your best under the circumstances.

There were a few close calls. We watched in horror as Steve Darcangelo almost lost it in his brand- spanking-new Porsche 911 going around turn two. Dave Fisher had to take his Porsche 928 home early due to fan problems. Jeff Popelka had trouble with the heat also, but was able to get in some timed runs.

Nonetheless, records were set. Kelly Elliot, in his white Chevy-powered 914, set a new track record of 1:00.871 – good enough to also win the Fastest Time of Day with Race Tires Trophy. Alexandra Zust, with a time of 1:03.306, received the Fastest Time of Day on Street Tires Trophy.

At the end of the day, there were still smiling, though exhausted, faces seen on participants that were walking around the staging area. A special thanks to Mickey Dowling, Jim Kendler, Chris Lesadd, Kelly Elliot, Stuart Anderson, Michael Hardt, and Robert Dearing for running a great autocross.



“Mr. Hot Wheels”

By Barb Crowley – Lifetime Member

Some of you may have attended or read about the 40th Annual Rodders Car Show at the UA mall in May. Larry “Mr. Hot Wheels” Wood had been chosen as the Grand Marshall of the event. Larry Wood had worked for the Mattel Toy Company from 1969 to 2009 as chief designer for the Mattel toy car brand. He created hundreds of popular vehicles for the company.

Questions: So why am I writing about him in our SAR Porsche magazine? Do any of you recognize his name?

Answer: When you look at our SAR club logo, you see Mr. Wood’s work. You see, the current logo wasn’t always SAR’s logo. The first official SAR logo, designed by our own Pati Reinking and adopted in 1969, featured the model of car most representative of those owned by SAR members in the early ‘70s ... a 356. This logo featured a silver 356C with the signature red and yellow fan-shaped sun rays of the state flag in the background.



Fast forward to 1987 and that year’s Cinco de Mayo. As always, a new event logo needed to be designed. One of the Cinco committee members happened to know Larry Wood and asked if he would be able to come up with a nice logo for us. He did. It featured a 930, a 356 Speedster, a saguaro, and the sun. Sound familiar?

This Cinco logo was very popular and seemed to show up a lot in our ZN publication. Sometime after the event, the Board got together and it was agreed that the original club logo was going to be replaced with Larry Wood’s Cinco design ... besides, the region

then consisted mainly of 911s rather than 356s.

A few changes happened along the way. The cars became red and yellow. (Originally, they were both burgundy line drawings on a grey background.) The “930” on the license plate was changed once to “PCA” and later to “SAR.” Then, at the request of PCA, the image was encircled so it could be made into a “badge” with the region’s name placed inside the circle.

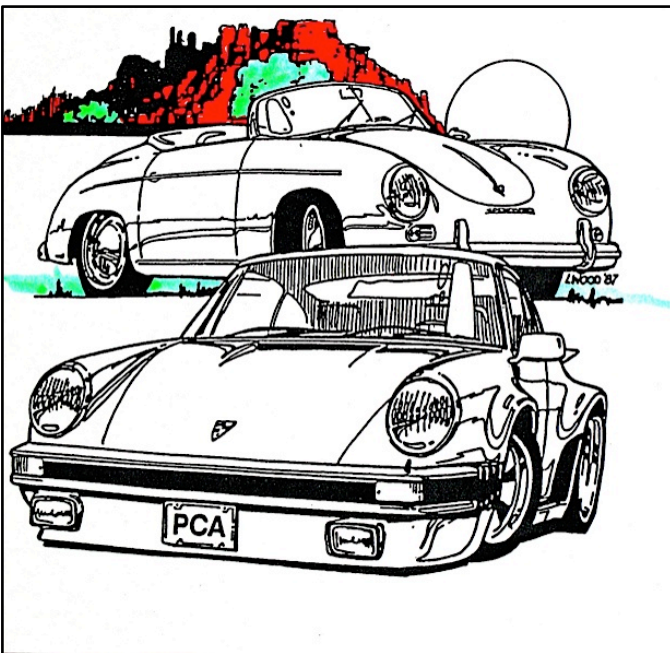
By the way, if you look closely under the front bumper of the 356, above the grass, you will see Larry Wood’s signature on the original 1987 Cinco Flyer.



Drawing by Larry Wood as originally shown on the '87 Cinco flyer



Logo for the 1989 Cinco de Mayo Concours drawn by Larry Wood. (Note: region members donated money to have the race car and a 959 prototype displayed at our event) They really were HOT wheels that day at the concours. Temps topped out at 110 degrees!!!) Event trophies showing the event logo were printed on Corian tiles.



The logo featured a background of the red rocks of Sedona when SAR's Cinco was held in Sedona in 1991.

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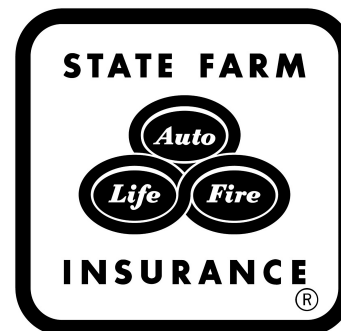
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Transmission Talk

By Jeremy DeConcini

In 2011, I was quoted in the Porsche Club of America's magazine *Panorama*, stating that, in the ongoing debate in the esoteric automotive transmission world, that although the new sophisticated automatic transmissions were actually faster than their counterpart manuals, that I thought that the manual transmissions were still "cooler" for a road car. I didn't get to elaborate, but it was a nice quote, and one that I still (mostly) stand by. I promise that I am not a Luddite, droning on about the "good old days of the Sopwith Camel." As far as I am concerned, the new Porsche 918 hybrid electric supercar is truly a thing of wonder. So, with that in mind, the following analysis is pure(ish):

In the time since I wrote that statement, I have had a lot more experience driving all types of sports car transmissions, which I will break down into the three with which that I have the most time. *First*, beginning with a 2009 Porsche 911 with a PDK, which for those who don't know, is a sophisticated automatic transmission that includes a manual mode, with two clutches (for alternating gears), it shifts the gears at a lightning fast rate. The computer running the thing is a better shifter than you are. So even if you put it in manual mode to try to gain some of that lost manual feeling, you still won't be able to compete with the computer. The *second* car is my wife's Subaru WRX with a standard manual, 5-speed transmission that you should all be familiar with. The *third* car is a 2004 (E46) BMW M3 with its advanced (at the time ... and now obsolete) SMG I. It is a car that has the same 6 speed transmission as the regular 6 speed manual. However, the single clutch is operated by a very clever computer attached to a hydraulic mechanism which operates the clutch. It also has an automatic mode, which unlike the Porsche, doesn't function as well as the manual mode – in fact it is quite rough. This is the car I recently bought for myself and is my daily driver.

Caveat: For a weekend driver, or if you don't commute, I still say that the standard manual transmission is the most engaging, fun way to drive a car (if not necessarily the fastest anymore). I recently had a friend's 993 C4S 6 speed out and about, and it was a terrific way to kill an afternoon. But I think that line isn't quite as obvious anymore. I wanted a sports car and I needed a commuter, which meant that ... sad to say ... I couldn't drive a standard transmission. Before you scoff, realize that in Southern California, traffic is a

force of nature. I was in LA recently in the WRX at rush hour, and by the time I was done, both my left knee and the clutch were weeping blood. Porsches in my price range had old style torque converter automatics (the so called "slush box" due to their inefficiency), whereas the BMW SMG was in range. I bought it with some trepidation having fully disregarded the PDK of Porsche in my mind frame, due to the fact that it felt like the gearbox in a Toyota Camry, and I assumed the BMW might be the same.

My new (amended) conclusion is this: Driving is as much (if not more) about the *feeling* than about pure, unadulterated speed. For example, I had an old 1955 Porsche Speedster replica which, while fast for its time (or replica time), is actually a very, very slow car by today's standards. A new Honda civic would kill it. But, because it was so simple, and was loud, and rode rough and right on the ground, *it felt* incredibly fast. With all of the rumbling, bouncing and snorting, I always felt like I had to be on the lookout for traffic police until I would realize that I was only doing 40 MPH.



PDK picture from Porsche

The same applies to all aspects of driving – including the transmissions. The Porsche PDK transmission is undeniably a work of engineering genius, but it falls down in the feeling department. The way it is laid out is this (at least the 2009 version, I have heard the newer ones are better): The shifter looks, acts and feels like a normal automatic with one track of movement from "Park" through "Reverse" and "Neutral" and then into "Drive." It additionally has two cheap- feeling, plastic buttons on the steering wheel to shift with, if you like, which would look appropriate on a 1993 Oldsmobile 98 as its cruise control buttons.

By contrast, the SMG has no "Park." The shifter operates in four directions and looks and feels like a normal manual transmission with a leather boot, emergency brake and everything, but without a clutch pedal. Furthermore, the automatic mode is not only rather poor (somehow this is a good thing), but you have to affirmatively choose it – whereas in the 997,

you have to choose the manual mode ... automatic is the default. I am not sure if it was by design or by accident by the engineers, but the SMG wants you to shift it. It feels like it was designed for a one-legged racing driver.

This brings me around to feeling. The SMG feels like a normal stick shift (almost), and thus is more engaging and actually much more fun to drive than the vastly superior Porsche PDK ... based entirely on the ergonomics, and not at all based on the actual performance. I think the engineers were approaching the design from the "manual up" instead of the "automatic down" perspective. This may sound like cognitive dissonance from a guy who was forced to compromise in the name of commuting. Maybe so, but I swear that car is a blast, and although I have lost something by not having the normal 6 speed transmission, I promise that it isn't very much.



Picture of 7 speed – from Porsche

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

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

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



Fender Bender Costs City \$44K

"A fender bender will cost the city \$43,799.

In October, 2013, a Tucson Police Department vehicle rear-ended a car at East Golf Links and South Wilmot roads. The car received damage to its right tail light, an exhaust pipe and the bumper.

Unfortunately for the city, the damaged car was a 2004 Porsche Carrera GT valued at \$369,000.

The City Council unanimously approved paying for the repairs at Tuesday's meeting."

*Editor's note: This article is from the ARIZONA DAILY STAR
Thursday, June 19, 2014.*

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

			
		<p>September 20 Charity Autocross, Central Arizona College</p>	
	<p>October 18 Car Control Clinic Location TBD</p>		<p>November 15-16 Driver Education, Inde Motorsports Ranch</p>
			Photo by Vanessa Dearing

The Disclaimer

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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 required for these submissions to reach the editor.



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