



ZUFFENHAUSEN

August 2014

NEWS



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ZUFFENHAUSEN NEWS

CONTENTS

DEPARTMENTS

President's Corner	3
Editor's Message	4
Willkommen	4
SAR Calendar	5
Marketplatz	24
SAR 2014 DE Calendar	26

NEW HAPPENINGS

August Membership Meeting at Hotrods Old Vail	6
Charity Autocross at CAC	7
Werks Reunion	24
Car Control Clinic	26

FEATURES

PCA-SAR Scores Again	3
Cruzin' the Highlands of Scotland	9
AND NOW – A Word From Our Sponsors	11
Happy Birthday America	14
2014 Porsche Parade	16
Woohoo Monterey!!!	18
Monterey Porsche Parade – 2014	20
Rookies at Parade	22

THIS MONTH'S CONTRIBUTORS

Angie Cuevas	Amy and Axel Olsen
Lee Cuevas	Larry Rogovein
Greg Curtiss	Ron Sable
Mickey Dowling	Dave and Pat Shryock
Kathleen Kendler	

6



7



26





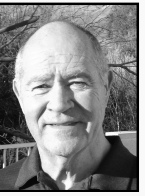


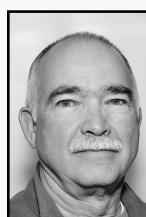
COVER:

May PCA E-BRAKE photo of the month, Larry Rogovein's Panamera.
Photo by Jim Kendler

Southern Arizona Region Elected Officers and Board Members

	<p>President Lee Cuevas president@pcasar.com 520-991-6476</p>		<p>Vice President Randy Hannon vicepresident@pcasar.com</p>
	<p>Secretary Kevin Purdy secretary@pcasar.com</p>		<p>Treasurer Larry Rogovein treasurer@pcasar.com</p>
	<p>Board Member at Large 1 Bob Strickler boardmember1@pcasar.com</p>		<p>Board Member at Large 2 Dave Shryock boardmember2@pcasar.com</p>
	<p>Board Member at Large 3 Mickey Dowling boardmember3@pcasar.com</p>		<p>Past President Jim Kendler pastpresident@pcasar.com</p>

Standing Committee Chairs

	<p>Safety Greg Robertson safety@pcasar.com</p>		<p>Membership Tom Sherman membership@pcasar.com</p>
	<p>SAR Newsletter Axel Olsen, Editor newsletter@pcasar.com 520-751-2341</p>		<p>Social Position open social@pcasar.com</p>
	<p>SAR Website Steve Darcangelo webmaster@pcasar.com</p>		<p>DE/Autocross Chair Mickey Dowling autocross@pcasar.com</p>

President's Corner

By Lee Cuevas – SAR President

As August is fast approaching, I have to take some time from watching the World Cup Soccer matches in order to keep my club mates informed on what's happening this month. Sorry to see the U.S. lose to the Netherlands. Go Germany! Anyway, in this issue, those of you who are enjoying the cooler climates will read about our fun Fourth of July party. We are endeavoring to find new venues for our General Meetings. Kirk Cross and his team have us going to O'Malley's on Fourth Ave, the Old Vail Hotrod Shop, and the Five Palms Restaurant up on Sunrise. Watch for more EVITE messages for

our new venues. We have a tour out to Kitt Peak on the 2nd that we'll have to read about next month.

As the monsoons continue in Southern Arizona, it's time to think coolly about the coming fall season. We have an opening on the Board that will need to be filled next year. Specifically, I'm asking for a Secretary. We also need volunteers for the positions of Social, Charity and Driving Events/Autocross Event Chairs. If you have any questions, just give me a call or an email. I'm in the book!

PCA-SAR scores again!

By Larry Rogovein – SAR Treasurer

At last year's SAR Oktoberfest party at Peter Stach's guest house, Jim Kendler took a wonderful picture of my 2011 Porsche Panamera nestled amongst the cactus. This photo won May's Porsche "Photo of the Month" in the Porsche Club of America's *E-BRAKE News*. Not only did the photo win, but it won with 66% of the total votes, beating the nearest competitor by more than 300 votes. As you may remember, last year Ron Sable was a previous winner. Now it is time for a "Threepeat." So find an interesting photo of your favorite Porsche and submit it to potw@pca.org. Be sure to include your contact information, your region name and a few sentences about your picture. If your picture is selected, you can count on the SAR members to vote early and often.



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

Editor's Message

By Axel Olsen

Hello fellow SAR members. My message this month is both retrospective and prospective. In retrospect, we have articles from the Porsche Parade in Monterey from the experienced Parade participants and a couple of rookies – Amy and yours truly. Ron and Patsy had a wonderful trip to Scotland that they shared at the membership meeting in July.

Lee also has a nice article thanking our sponsors for their generous support of Cinco. He is absolutely correct that their backing makes our activities that much more enjoyable. I extend our thanks as well to their continued support.

On the prospective, we have Dennis Crowley's amazing cross-country solo flight to Oshkosh, Wisconsin for the Experimental Aircraft Association's AirVenture Show. He will be joined by Barb – who flew commercial to join him. I anticipate that we will have some terrific pictures and stories upon their return. Many of you know that Amy and I went back to Pennsylvania in July

to set up our condo there for a rental property. As a result, I am towing a 4x4x8 U-Haul trailer behind the Cayenne from New Hope, PA to Tucson, via stops to visit with our grandkids and my sister. I have figured there are 8 stages to the trip. I am currently in Raleigh, NC which is stage 2. The full write-up of my excellent adventure with pictures will appear in next month's *Zuffenhausen News*.

I talked with Kirk Cross who told me there are over 40 cars registered for the Kitt Peak driving tour as of July 18. That will also be a fun event that will be reported on in the September issue.

I am sure there are many other "What did you do this summer?" stories from our members that we would love to share. Send us your pictures and stories for future issues of the *ZN*.

Barb, Tom and I – your editorial team of the *ZN* – hope you all are having a safe, relaxing, rejuvenating summer.

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Tucson Insurance Associates – Pg. 15
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Arizona Auto Refrigeration – Pg. 25
Radmacher Porsche Service – OBC

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	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

Willkommen

By Tom Sherman – SAR Membership Chair

We're back in a positive mode with a new SAR member household this month, and several more due to check in by next month! However, our 289 PCA membership status a month ago has dropped to 282 ... seems that executing a timely PCA membership renewal remains a difficult concept for some to comprehend. Our SAR club membership now is at 235.

Please welcome our new club members: **Jim & Mary Ellen White**.

Jim and Mary Ellen have become the 19th SAR household in SaddleBrooke, raising the community Porsche population to 22 vehicles. While Mary Ellen has previously owned a Porsche, the 2008 Black Cayman S purchased a year ago is Jim's first. This acquisition also prompted their membership with PCA last August. Happily retired, Jim is interested in our Autocross, Driver Education, Rallying/Touring, Social and Technical activities.

August 2014

					1	2 Driving Tour to Kitt Peak
3	4	5 Membership Meeting at Hotrods Old Vail	6	7	8	9
10 Deadline for Submissions to the ZN	11	12	13	14	15 Porsche Werks Reunion, Carmel Valley, CA	16
17	18	19 Board Meeting at the home of Dave Shryock	20	21	22	23
24	25	26	27	28	29	30
31						

In September ...

- September 02 – General Meeting – Five Palms Restaurant, 3500 E Sunrise Dr
- September 10 – Deadline for Submissions to the *Zuffenhausen News*
- September 16 – SAR Board Meeting – TBD
- September 20 – Charity Autocross at CAC

In October ...

- October 04 – Concours Judges School – Tucson Medical Society meeting room
- October 04 – Oktoberfest – TBD
- October 07 – General Meeting – TBD
- October 10 – Deadline for Submissions to the *Zuffenhausen News*
- October 18 – Car Control Clinic – Musselman Honda Circuit
- October 21 – SAR Board Meeting – TBD
- October 25,26 – Tour to Bisbee and Tombstone; Zone 8 Concours Phoenix Flight, AZ Region

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.

***** The Adventure Continues *****

AUGUST 5th MEMBERSHIP MEETING

In an ongoing effort to increase the FQ (Fun Quotient) of our monthly club get-togethers, our journey takes us to ...

HOTRODS OLD VAIL



located at 10500 E. Old Vail Rd.

Tucson, AZ 85747

For those of you who have not had the opportunity to visit this one-of-a-kind establishment, it is a working custom hotrod shop and restaurant!! Feel free to cruise around the venue and be sure to check out the garage. Visit their website: hotrodsoldvail.com

The management is graciously providing us with a *private dining room* and *reserved parking!* Plan to arrive around 6 p.m., visit with friends and order food. The meeting will start at 7 p.m.

Our part of the bargain (other than paying the bill) is to try to give them a “Ballpark” count of those attending. This will help them better prepare for our attendance.

To that end, keep an eye on your emails for a message from “[Evite](#)” and please reply.

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

Saturday, September 20
SAR Charity Autocross
at Central Arizona College

After standing down for the summer, PCA-SAR heads back to the always exciting police training track at Central Arizona College for a “DE-Style” autocross. DE-style means that we provide for passing so you never have to be delayed by a slower car.

All profits from this autocross will go to the Arizona Division of Developmental Disabilities Child Family Services. The funds will be used to provide Holiday Food Baskets for selected needy families. Join us in this twenty-plus year charity tradition.

Remember that admission is limited, so go to pcasar.motorsportreg.com and register now.



ALSO SAVE THESE DATES

October 18 – Car Control Clinic at Musselman Honda Circuit. This will be our first CCC in a number of years, and will be held on the new skid pad adjacent to and including the east portion of the main track.

November 15 & 16 – DE at INDE Motorsport Ranch, Willcox, AZ
This will be the last DE of 2014. Come on out and enjoy this exciting and challenging full-blown race track ... almost in our own back yard!

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Cruzin' The Highlands of Scotland

Photos and Story by Ron Sable

It started out in the spring of 2013. I was looking for a special trip to celebrate a special anniversary. The idea was to keep it a secret until Patsy and I boarded the airplane in NYC for parts unknown (I succeeded). I talked to Porsche Travel Club in Germany, but the trip I was interested in – seven days of driving the highlands of Scotland in a new 911 – was sold out.

Fortunately, they worked with me and I signed up for the 2014 version – five star hotels and dining, champagne (good champagne) receptions every night, the best of touring and driving, and all in a new 911 4S Cabriolet with PDK. We joined four other 911s and a lead Macan Turbo, driven by a Porsche AG R&D department engineer. Oh, did I say he is also a Porsche racing instructor, and he just came back from helping the team at Le Mans?

The Porsche team of Eike Hermanns, ably assisted by Liz Hauptert, led a truly memorable trip in every way. No detail was left to chance. From his initial guidance of "Don't baby it and stay with me..." (if you can), and "These cars were made to be driven," we had only a few options – flat out through a single lane, no shoulder road like "the roller coaster," which lived up to its name when we crested a banked ridge at 82 mph and went airborne for a moment or two;

Like when we met six BMW motorcycles headed our

way that did not want to give way (as they should have.) The lead bike ended up upside down and way down the hillside;

Like accepting the PDKs many decisions to downshift – just before we knew we needed to downshift;

Like wondering if we would ever slow below 30mph so we could try operating the top while underway. (We did, during the one 20 minute period when we had light rain);

Like an afternoon at the Dalmore single malt scotch distillery and the cruise along Loch Ness.

We could go on for hours. It was that kind of trip. Let me just say, that if you have a bucket list and have not done one of the many trips Porsche has available – Germany, Italy, France, China, ... you name it ... put *this* on the top of your list.

If you don't have a bucket list, make it a one entry list: Porsche Travel Club International. It's an all exclusive adventure with nothing but the best, from the Inverary Castle (circa 1500) hotel to Loch Lomond, to the bagpipes welcoming us to high tea at the Balmoral Hotel in Edinberg. Oh, I almost forgot the new Jaguar limo ride to and from the airport.

Enjoy!!



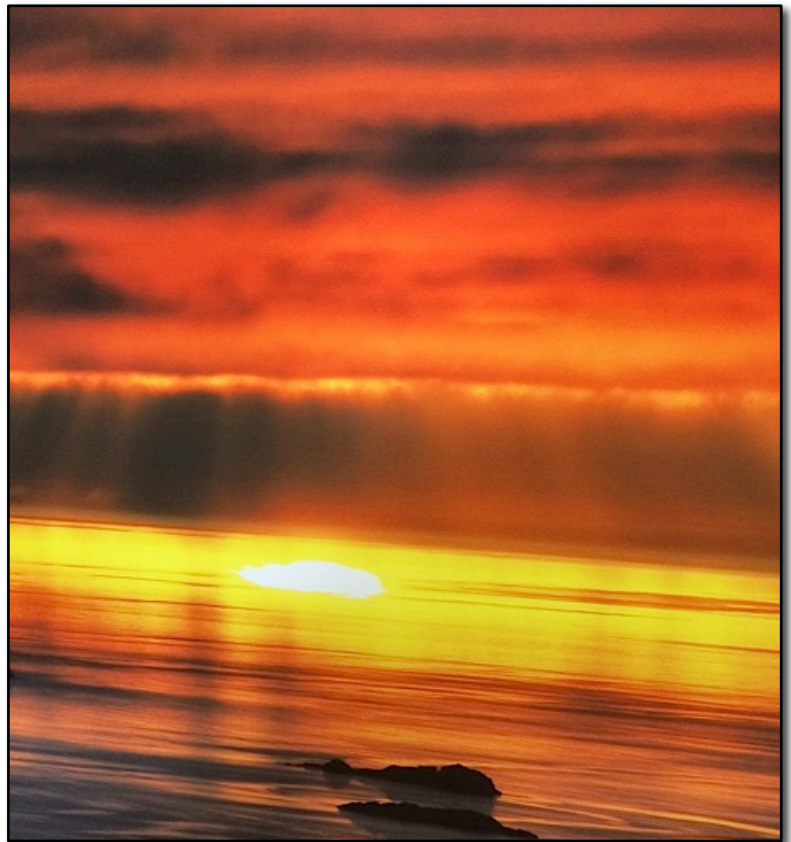
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Patsy at the wheel



Sunset over Loch Lomond



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AND NOW – a Word from Our Sponsors

Article and Photos by Lee Cuevas – SAR President

With the price of things going up each year, it is always a good idea to have a company sponsoring an event. They help keep the cost to our club members reasonable. Thus, maximizing the amount of FUN we enjoy. I would like to thank our four main sponsors for this year's Cinco.

Of course we couldn't have a Porsche Club without Porsches – and so our number one supporter actually needs no introduction. Porsche of Tucson, part of the Chapman Automotive Group, has been a major supporter for many years. Markus Beaumonte, Marketing Director, is our contact person. They have donated funds for our Warm-up Party for decades and have always listened to our clubs need for more things Porsche. For a long time, they have also been our largest ZN supporter, first as our calendar page, then our full color center centerfold.



Dearing Automotive, owned by club members Robert and Vanessa Dearing, have been gracing our back page of the ZN for many years and have just recently moved to the front page. Robert and Vanessa have also been active in our autocross program. For the past three years, they have funded the trophies for our Cinco winners.



Graphic Impact, owned by past president Ryan Volin and family, has been the sole source of our T-shirts, polo shirts, trophies and printed materials for quite a few years. Without its help, our events and parties would have quite a different "look."

The Dakota Café, our newest sponsor, is owned by Steve Darcangelo. Steve is one of our newest club members. He and his team have been instrumental in making our Cinco Celebration and our Fourth of July Party, a success.



Dakota General Manager Sonja holds the Boot

We'd also like to show our appreciation to Dave Radmacher, of Radmacher Service, and Michael Braegelmann of State Farm Insurance, for advertising in our newsletter since the '70s!

We owe a special thanks to the companies and individuals for their support of our club, our newsletter, and its members.

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HAPPY BIRTHDAY AMERICA!

By Angie Cuevas – SAR First Lady

In traditional Porsche Club fashion, we came together to celebrate the Fourth at Dakota Café. Thank you, Steve Darcangelo, and staff for hosting us all. He and Lee Cuevas spent time putting together all the traditional fare for the great barbecue. The weather cooperated nicely with cloud cover, a cooling breeze and no major monsoon rain.

Lee Cuevas manned the grill at Dakota (and stated he liked it better than his at home.) About fifty members enjoyed time together while tasting the delights of burgers and 'dogs, potato salad, macaroni salad, beans, watermelon, fruit salad – to mention just a few. And to top it off, there were numerous cakes, brownies and a cupcake sheet cake proclaiming Happy Birthday America.

Since we no longer have a drive-in here in Tucson, we created our own with an outdoor showing of *Top Gun*. Not to be outdone by Tom Cruise, there was Lee Cuevas, Jim Kendler, Dennis Crowley, Mike Block and Ken Hollett with their own rendition of "You've Lost That Loving Feeling." I think we may have a talent show in the making here. What's your vote?

The evening's festivities ended so that all could head out and enjoy the fireworks around Tucson. A great "Fourth" celebration, PCA-SAR!



Birthday cake
Photo by Angie Cuevas



Outside at the Dakota
Photo by Angie Cuevas



Great day for a party
Photo by Angie Cuevas



Great Tucson weather also
Photo by Angie Cuevas



The story teller
Photo by Larry Dennis



Pilots critique the pilot movie
Photo by Larry Dennis



Happy conversation on the left
Photo by Larry Dennis



Singers on the right
Photo by Larry Dennis

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2014 Porsche Parade

By Greg Curtiss



Photo by a fellow traveller on the PCH

Along with six other intrepid SAR members, we caravanned to Monterey, California for the largest event put on by the Porsche Club of America – the annual Parade. We joined PCA in 1988 and attended our first Parade in 1990 – which also happened to be in Monterey. That Parade was a lot of fun for us relatively new members, and hooked us on the concept. The 2014 Parade is the 19th Parade we have attended.

As might be expected, the weather was pretty cool when we arrived on Saturday night. We met some of our friends from our Summer PCA region, the Rocky Mountain Region, for a seafood dinner. During the course of Parade week, we ended up having a lot of excellent seafood, some of which was freshly caught in Monterey Bay. The basic Parade format has not changed since our first one in 1990. There are four

competitive events: a Concours, a Rally, an autocross and a Tech Quiz. Sprinkled around these are numerous tours, banquets, technical learning sessions, various exhibits and a multitude of other events in which to participate.

The Monterey Concours on Monday was very large with, I would guess, around 200 extremely well prepared everyday Porsches as well as many exotic and rare entries. Although I did enter the Concours in 1990, I did not this year I'm sure to the relief of all attendees. The Parade Concours is the highest level national showing of Porsches in the entire U.S., and just about every model Porsche ever made was represented.



Photo by Axel Olsen



Norma is all smiles. Photo by Jim Kendler

Next up for us was the rally on Tuesday. It is a Time, Speed and Distance event, also known as a TSD rally. In a TSD rally, you don't know where you are going, but the goal is to get there at exactly the right time. This rally had 7 "legs" which are segments of travel.

To the extent you are early or late arriving at the end of the leg, you are penalized with points at the rate of one point per second. We received 133 route instructions such as "turn right at the next opportunity after the second 'STOP' and go 30mph." These instructions are carefully designed so that even a novice rallyist will likely end up at the right place (they will just be significantly early or late time-wise). With Norma navigating (i.e., reading the instructions and telling me where to go) and me driving, we traversed the mostly agricultural countryside east of Monterey, and eventually reached the final destination only about 6 minutes off from the perfect time. Not quite good enough for a trophy, but fun nonetheless.



TSD Checkpoint photo by Greg Phillips

The autocross course was a 6 tenths of a mile long layout marked with orange traffic cones on a huge concrete parking lot. I think practicing at SAR's autocrosses must have helped here.

The final competitive event for me was the Tech Quiz on Friday. It consists of 50 general historical and technical Porsche-related questions, and 25 questions specifically related to the type of Porsche you choose when you register, such as "914," "early 911," etc. I entered the 996, 997 and 991 class and did very well. I'd say about one third of the Porsches attending the Parade fell into this class, but very few people chose it for the Tech Quiz – go figure.

One thing we learned early in Parade-going history was that it simply isn't possible to do everything of interest. Instead of the formal tours, we elected to play golf once and see some of Monterey's sights on our own. Time flies so fast when you are having fun! It was nice to meet new friends and see old friends from around the country that we generally only see at Parade.



Autocross photo by Greg Curtiss

I also entered the Parade Autocross in 1990 in my 944 Turbo, and was pleased to win first in my class. On Wednesday of Parade week, I entered my 2004 Boxster S in the Street 986 Boxster S class, which is for unmodified vehicles. I was able to win first again even though it seemed to me like I left a lot of time out on the "track."



Tech quiz photo by Greg Phillips

Woohoo Monterey!!!!!!!!!!!!!!

By Kathleen Kendler

Another Parade has come and gone and it's time to reflect on what we did. Monterey Parade was the 59th Porsche Parade. Previous Parades at this location were the 18th in 1973 and the 35th in 1990.

Jim and I saw many beautiful Porsche cars at the Concours on Monday, the first full day of Parade. Jim helped to stage and park over 200 Porsches at the Concours site that day. While he was parking cars, I helped with Parade late registration. We both had a blast meeting new Porsche enthusiasts! Can you believe that Jim was out parking cars on the golf course site at 4:30 a.m.? Throughout the week, as we met with other people, I often heard ... "Didn't you park me Monday morning?" addressed to Jim. It is hard to believe they remembered him because it was still dark when he started parking vehicles.

We enjoyed the Art Show, the Gimmick Rally and some tours (Big Sur, Hearst Castle, & a winery tour of four vineyards). The excursions were interesting and fun. We headed to Carmel Valley on a bus for our wine tour. The first stop was Chateau Julien. There, we, (the Kendlers and Shryocks) saw some grapes and their vines, the barrel room, and a majority of the equipment used to produce wine. Patty, the proprietor and our guide, provided an in-depth (but not "roll your eyes into the back of your head ") talk about the winery, how wines are made, and the trend to move away from corks. We sampled several wines both red and whites which we found enchanting. We then visited a tasting room that was decorated in restored motorcycles and unrestored pedal cars. The third stop was lunch. We were all treated to lunch on a very nice patio while we tasted our wines. Last but not least, was the organic winery. One of my new Porsche

friends calculated that if you tasted all of the wines and finished the samples, then you'd have had a full bottle of wine on this tour. Lucky for us our transportation was a bus!

We enjoyed the company of our fellow PCA-SAR members and met some new and old friends. The best part was sharing meals and discussing what we did that day. Second best (unless you ask Jim, Gregg Curtiss, and the Robertsons) was the track – Laguna Seca. Jim tried to make me sick on the parade laps when the track disappeared as our Boxster plunged down the legendary "cork screw" at Laguna Seca.

If you haven't been to a Parade and would like to know about the past one, just ask us or one of our fellow attendees: Gregg Curtiss and Norma Nada, David and Pat Shryock, Hank and Caroline Malter, Axel and Amy Olsen, Greg and Elizabeth Robertson.

With each Parade or event we attend, our Pramily (Porsche Friends and Family) just keeps growing. Hope to see you at a Parade in the future. The next one is in French Lick, IN, and the 2016 Parade will be held at the Jay Peak Resort in Vermont.



Remarkable automotive parts chess set
Photo by Kathleen Kendler



Jim with the 919
Photo by Kathleen Kendler



The view of Laguna Seca
Photo by Kathleen Kendler



917 K at the Concours
Photo by Jim Kendler

Like a good neighbor, State Farm is there.

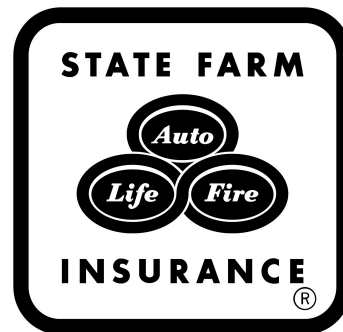
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Monterey Porsche Parade – 2014

By Dave and Pat Shryock

Friday morning, June 13 dawned bright and clear as the Kendlers, Olsens, Shryocks, and Greg Curtiss and Norma Nada left Tucson to make typical “Porsche-time” to San Bernardino, CA. The next morning, we left early and experienced everyone’s once-in-a-lifetime dream of driving Highway 1. This two-lane highway snakes along the coastline in “S” curves, towering over sheer looming cliffs. In addition to a wealth of spectacular scenery and panoramic views, we stopped to photograph the beaching elephant seals and the kite surfers. We arrived in Monterey late Saturday afternoon.

On Sunday and Monday, June 15-16, we volunteered at the Porsche Parade Art Show. With all mediums of Porsche-only artwork, the featured items were very well presented. Peter Porsche, who was there in person, had a private art viewing during our volunteer shift. He chose a cross stitch of his mother, Dorothea Porsche, for the Porsche Family Art Award. As volunteers, it was a special moment to greet him and to shake his hand.

Monday found us admiring the 250 gorgeous cars at the concours which was staged on the Hyatt Regency Golf Course, the official center for the Monterey Parade. While I took car photos, Pat discovered that this is the first year in which Porsche Design introduced their new ladies’ purses. (Just an FYI...as they are not yet available in the U.S.)

Tuesday morning was our visit to the Canepa Design Motorsports and Museum. This 70,000 sq. ft. facility in Scotts Valley has a showroom and restoration shop highlighting amazing sports cars and motorcycles for sale, along with a Museum of Bruce Canepa’s race cars. In the restoration facility, we viewed three Mercedes Gullwings ... along with Porsches, Ferraris, and Lamborghinis.

On Wednesday, the foggy “June gloom” gave way and lifted to reveal a fabulously sunny day to drive with the Olsens on the Big Sur tour. We drove 70 miles south with all of those amazing perfect Pacific ocean views, and then enjoyed a nice outdoor lunch at the restaurant at the Ragged Point Inn and Resort. Returning to Monterey proved to be a spirited trip on Highway 1. Unfortunately, with no parking places at Julia Pfeiffer Burns State Park, we decided to stop and preview local art galleries on the Big Sur. I did my duty to profit the local “artsy” economy when I purchased some Big Sur blue jade. This is the only

jade of its type in the world. It is harvested by local deep sea divers off of the Pacific coast.

The Kendlers, Olsens, and Shryocks left at different times for the Gimmick Rally on Thursday. The rally was planned for two parts: one along the coast ... and then the inland of Monterey. We chose to drive the coastal route to discover unknown areas of Monterey, Carmel, and to drive on the 17-Mile Drive in Pebble Beach. (The symbol of the Lone Cypress tree is one of California’s most famous landmarks and is located on the 17-Mile Drive.) After finishing our coastal tour and determining that we only knew the answers to 4 out of the 20 questions, we decided to double-back to improve our dismal results.

While at a stoplight between Monterey and Carmel, a Comcast truck hit us from the back! MUCH time was spent on the roadside. Needless to say, after we were bumper-bumped, we gave up on being the big Gimmick Rally winners. We then headed straight to Fisherman’s Wharf. Our premium and superb outdoor table at The Fish Hopper Restaurant was just the ticket to relief. While regrouping, we watched the sea lions, private yachts, and all those relishing the idyllic California lifestyle. Our luncheon meal was fabulous, while extra time was spent sending fast and furious emails to our insurance agent in Sedona. (The next Tuesday our Porsche arrived at Porsche of Tucson. An insurance adjuster sent an estimate for repair, while the Porsche dealership buffed out the damaged bumper overriders).

Thursday was perfect! We joined the Kendlers and embarked on a motor coach wine tour of Carmel Valley to four wineries. Chateau Julien had very good wines. Talbott Vineyards’ tasting room displayed old and rare motorcycles, including BMW and Ducati models. Carmel Valley is Tucson’s version of Mount Lemmon, only in reverse. The locals leave cool Monterey to warm up in Carmel Valley. Don’t tell anyone that you heard of “some small inland town by Monterey ... as it’s still a secret!!

The finale to our 2014 Parade of Porsches was at Laguna Seca. After the staging for a photo-op, our two-lap drive on the Laguna Seca race track was extraordinary. Driving on this historic Monterey track and maneuvering the Corkscrew, most certainly was our highlight of the Monterey Parade 2014!

Be safe while driving your Porsche.

Images from Monterey Porsche Parade – 2014



Four Porsches on the way to Monterey
Photo by Dave Shryock



A stop at elephant seal beach
Photo by Amy Olsen



Pat on the Big Sur tour
Photo by Greg Phillips



1952 Glocker Porsche
Photo by Amy Olsen



At the Rally awards banquet
Photo by a fellow attendee

Rookies at Parade

By Amy and Axel Olsen

It all started when we first learned that the Parade would be in Monterey. We had not been to Monterey and had never been to a Porsche Parade – so we registered on the 3rd day ... therefore we were car #1011. We looked at the events and signed up for the TSD Rally, the Tour to Big Sur, the Rally dinner, the Gimmick Rally and the Parade at Laguna Seca. We decided that I would drive the TSD and Amy would drive the Gimmick Rally as well as the Parade laps at Laguna Seca. We also signed up to volunteer on Monday, Axel as a timer for the Concours and Amy in the Goodie Store.

The registration process was not too difficult to figure out. I had our list of events in hand and the event queues were well marked and organized. Good thing they were organized because we realized we had double-booked on Tuesday and had to move our Big Sur Tour to a different day. I also checked our class for the TSD Rally as fully equipped – still not sure if that was correct, but we used every piece of technology we could lay our hands on. You will hear about the results later in this article.

First rookie mistake – I went to the wrong planning meeting for the Concours. I was supposed to be in the meeting to get paired up with a judging team. Luckily that meeting was later on so I did get matched up with a team. Amy made no mistakes at the Goodie Store.

You have already read some of the details of the Concours from Kathleen Kendler's article. I happened to be taking pictures of the two beautiful red 356 Speedsters when I overheard an interview being conducted about these cars. It turns out that they are twins that came off the production line in sequence numbers #80013 and #80014. You can watch the interview here –

<https://www.pca.org/news/2014-07-02/twin-speedsters-reunite-parade-2014>

After I watched the film of the interview- I realized I had a second rookie mistake – I could have photobombed the video of the interview.

Tuesday dawned cool and slightly cloudy in Monterey and we were off to the TSD Rally. We got our instructions and spent about 45 minutes going over all seven pages of turn-by-turn, speed and distance instructions. We knew we were not going to be

competitive (most people advised us that the TSD rally could kill a marriage) and would just have fun. One of the most enjoyable experiences was being out on the open roads of central California with so many other Porsches. They were in front, behind, coming toward us, pulled over on the side of the road, all sorts of configurations. We did manage to complete all the stages and actually check in at all the checkpoints. After we finished we found someone to help us with our score sheet – we maxed out on several stages and wound up with a massive score of 1258 (the best score is 0). We all had a good laugh at dinner when we were comparing scores and I exclaimed we had done way better than Greg and Norma, because our score was way higher than theirs! At the end of the day, we were still not sure what class we should have been – another rookie mistake. We both agree that we would definitely do a TSD Rally again and strive for better scores, but with no expectation of anything but *fun!*

Wednesday we did the Big Sur driving tour. Again there had to have been over a hundred cars on the tour. It was another beautiful day for a drive down the spectacular coast highway. We teamed up with the Shryocks at lunch and drove together back to Monterey with stops at several galleries along the way.

Wednesday night was the Rally banquet that was outside at the Monterey County Fairgrounds Park. We were afraid that it was going to get cold but it was a beautiful evening, the weather was great. Amy won a door prize, a bucket of cleaning supplies on wheels. She had several people ask her if she had a Boxster because it wouldn't have fit! Other door prizes were much larger and the winners did have to make arrangements to have those items shipped home.

The Gimmick Rally was fun but we thought it was more challenging than the TSD rally. Trying to memorize 20 scavenger finds and reading the navigation instructions was a lot for one person. Next time we'll bring someone else along to stuff into the back of the Targa.

Skipping ahead to Saturday, the final day of the Parade: This day included driving two laps on the Laguna Seca track plus the staging of the big photo. We decided to go out to the track early and watch the racers. We found ourselves in a long line of Porsches getting arranged and parked adjacent to the track. There had to be over a hundred in the grid. We asked if we needed to stay with the car and were told no. So off we went to find Greg and Elizabeth Robertson, who were instructors for the day. We found them and took this picture.



Elizabeth and Greg instructors extraordinaire
Photo by Amy Olsen

We started seeing all the Porsches from our grid line up to get on the track. We thought we had made a huge mistake by leaving the car. We quickly got into the line and were about five cars from the end when the track officials closed it down. We thought we missed a great opportunity; however it was probably for the best. We think (we are still not sure) that this was a lineup for warm-up laps for those who had signed up for track time. About 3 hours later, we were in the right place for our final event and drove our two memorable laps on the Laguna Seca track.

We have a great photo of Amy driving through the corkscrew turns.

We don't know what the etiquette is for keeping our registration numbers on the car, but we don't care ... you'll know it's us if you see a #1011 Targa driving around Tucson! We would definitely attend another Parade. It was a great experience ... so much Porsche immersion.

It is definitely about the cars *and* the people!



Amy driving the corkscrew at Laguna Seca and Axel waving at the photographer
Photo by gotbluemilk.com



On the Big Sur tour
Photo by Greg Phillips

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.



Werks Reunion - A Porsche Gathering coming to Carmel Valley, California in August 2014

Date: August 15, 2014

Time: 7:00am - 4:00pm

**Where: Rancho Canada Golf Club
4860 Carmel Valley Road
Monterey, CA 93923**

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CAR CONTROL CLINIC

October 18, 2014

Presented by the Porsche Club of America - Southern Arizona Region

Location: Musselman Honda Circuit, 11800 S. Harrison Rd., Tucson, AZ 85747
(Southwest of the Pima County Fairgrounds)

Event Type: This event is for new drivers and seasoned drivers, as well as those who want to improve their driving skills. The one day event is spent learning, practicing and experiencing car dynamics through a series of 3 key skills:

- 1) **Smooth Steering on a Slalom Course** - Understand how to navigate your car smoothly through a set of cones. Recognize where you want your car to go. You will learn how to drive where the cones aren't.
- 2) **Threshold and Trail Braking** - Learn how to control your car in an emergency situation. You will understand more about your car's capabilities and how to manage them. Learn how to successfully maneuver around obstacles (just as if you have a deer in the headlights) while slowing your car.
- 3) **Skid-Pad Activities** - Drive on a skid-pad where you will have the opportunity to experience your car breaking traction and then learn how to regain traction in a safe environment. Feel the balance and learn how to steer your car with the throttle.
- 4) **Autocross** - After the car control clinic we are offering the rest of the afternoon as an autocross for those interested in using their new skills.



SAR's Long Range Driving Event Calendar

September 20
Charity Autocross,
Central Arizona
College

October 18
Car Control Clinic
Musselman Honda
Circuit

**November
15-16** Driver
Education, Inde
Motorsports Ranch

The Disclaimer

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