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September 2014 NEWS



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CONTENTS

DEPARTMENTS

President's Corner	3
Editor's Message	3
Willkommen	4
SAR Calendar	5
Marketplatz	18
SAR 2014 DE Calendar	20

NEW HAPPENINGS

General Membership Meeting at Five Palms	4
Judges School	6
Drive Your 356 Day	7
Horses and Horsepower/Phoenix Flight	7
Charity Autocross at CAC	14
Oktoberfest	15
Tombstone/Bisbee Tour	18
Car Control Clinic	21

FEATURES

Amazing AirVentures Await	8
Kitt Peak Tour	12
A Toucan Comes to Tucson	16
SAR Wants You	20

THIS MONTH'S CONTRIBUTORS

Dennis and Barb Crowley	Axel Olsen
Kirk Cross	Lon Reeder
Mickey Dowling	Bob Strickler
Randy Hannon	



8



12

COVER: Carreras and Caymans

by Jim Kendler

The Carrera, a 1988 sunroof coupe. The "Caymans" – hand-made caiman hide boots. You herpetologists out there may notice that a bit of "artistic license" was exercised in the spelling of this photo's title. We beg your indulgence. The photo, like our upcoming tour to Tombstone & Bisbee, reflect and celebrate the unique character of our beloved "Old West." See ya there, Pardner! See page 18 for tour details.

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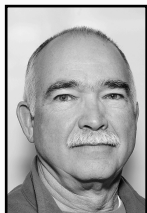
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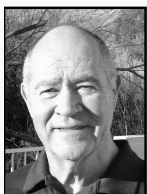
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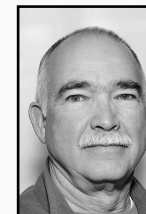
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President's Corner

By Lee Cuevas – SAR President

Welcome from sunny Ft. Collins, Colorado. I am on vacation, so this column might be a little brief. I had a thoroughly great time at Kitt Peak last month. Nathan (my grandson), had so many questions about the telescopes. We'll probably have to do a night tour sometime in the future. Thanks to Kirk Cross' great planning, the event was flawless ... except for the two Porsches that broke down.

We have the start of our autocross and party season in September, so keep a close watch on the calendar, SAR website, and SAR Facebook for any updates or changes/signups that might occur. I am so looking forward to having everyone back in Tucson. Dennis Crowley's flight to AirVenture in Oshkosh held everyone in suspense for two weeks on Facebook. Learn more about that aviation adventure in this issue

of your ZN and at a future membership meeting. With the impending snowbird influx, we should see larger attendance figures this year. Your team is working hard to make this year as successful as or better than last year.

It's time to start thinking about our own club elections. Our outgoing Vice President, Randy Hannon, will be canvassing the membership for some new faces to fill our soon- to-be empty slots. Please consider a job as an SAR Board member. It can be quite a rewarding experience. You will get to see, from the inside, how this fantastic club works.

Well, I've got to get some rest for the drive to Sterling, Illinois. It's only ten hours and 45 minutes of seat time! Drive safe and I'll see you in September.

Editor's Message

By Axel Olsen

It's happened again, summer is drawing to an end. Schools and colleges are starting up, the monsoon rains are upon us and the temps are back to double digits. This also means we are back to the printed versions of the newsletter.

A look at the calendar shows our driving activities are picking up – so it's time to look ahead to another jam-packed fall schedule. It's also a time to read about some of our member's activities from the summer ... starting – as Lee mentioned above – with the article from Dennis and Barb Crowley. We look forward to the next installment when we will read about the events at the show and Dennis' trip back to Tucson.

I also share my much less adventurous trip cross-country from Pennsylvania to Tucson via the southern route (I-95, to the 40, 30, 20 and finally the 10) with

stops along the way to visit friends and family. I traveled over 2700 miles in the comfort of our 2008 Cayenne over the span of ten days.

Lon Reeder has put together a nice article on the Kitt Peak trip. It was a great day with cooler temps and great docent-led tours of several telescopes as well as commentaries about the history of the observatory.

You will note several upcoming events are advertised – membership meetings, driver education and driving tours. Please also note there will be several "Evites" in your email boxes along with emails about driving events that will be managed through motorsportsreg.com.

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

**September 2, 2014
Membership Meeting
Five Palms Restaurant**

3500 E Sunrise Dr., Tucson, AZ

Plan to arrive around 6 p.m., visit with friends and order food. The meeting will start at 7 p.m.

The restaurant will provide us with a private room, reserved parking and a special menu. We will need to give them a “ballpark” count of those attending. This will help them better prepare for our attendance.

Keep an eye on your emails for a message and more details from “Evite.” Please RSVP.

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



Willkommen

By Tom Sherman – SAR Membership Chair

Our 2014/2015 membership renewal process is well under way ... be sure to include the updated renewal form with your payment. We'd appreciate your attention to the renewal procedure — distribution of a revised Club Membership Directory awaits completion of renewals.

No new SAR members this past month. As of August 10, SAR membership is 235, while our Region PCA membership is 276.



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September 2014

						
	1	2 Membership Meeting at Five Palms, 3500 E. Sunrise Dr.	3	4	5	6
7	8	9	10 Deadline for submissions to the October ZN	11	12 Deadline for charity AX registration	13
14	15	16 Board Meeting at the home of Axel Olsen	17	18	19	20 Charity Autocross at CAC
21	22	23	24	25	26	27
28	29	30				

In October

October 04 – Concours Judges School – Tucson Medical Society meeting room
 October 04 – Oktoberfest
 October 07– Membership 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 Tombstone and Bisbee;
 Zone 8 Concours – Phoenix Flight, AZ Region

In November

November 04 – Membership Meeting – TBD
 November 15-16 – Driver Education at Inde Motorsports Ranch
 November 10 – Deadline for submissions to the *Zuffenhausen News*
 November 18 – 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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Zone 8 Concours Judges School Saturday, October 4, 2014 Sponsored by PCA-SAR

All Zone 8 certified concours judges should attend a concours judging course every two years in order to maintain their Zone judges standing and to familiarize themselves with recent PCA and Zone 8 concours rules and procedure changes. If any SAR member is interested in becoming a judge, or just wants to attend the school to better understand what judges are looking for while judging their car, we encourage you to attend.

Location: Medical Society Building
5199 E. Farness Drive (One block south of Grant – off Rosemont) Tucson, AZ

Price: Free

Event Chair Name: Peter Beahan
peterbeahan@yahoo.com

Drive Your 356 Day

By Bob Strickler

September 21st is "Drive Your 356 Day." Dust off your 356 and join us for a brunch, a short tour, and a photo session. We will meet at 10 a.m. for a brunch on the patio of Teresa's Mosaic Café Mexican restaurant, known for their ranchos huevos.



(See www.mosaiccafes.com.) It is just off of Silverbell and Grant. (Note: northwest of the intersection and behind the McDonald's. Use the access road west of McDonald's). From there we will drive north and around into Saguaro National Park West. We will stop at the Park Headquarters for a break and take photos along the route. We will send off photos to the 356 Registry for publication in their magazine. Please contact me at bob.strickler@gmail.com for more information and to reserve seating for brunch.

Thank you.

We hope for a good turnout of wonderful old cars.

Horses and Horsepower Arizona Region's Phoenix Flight 37 October 24-25, 2014

Mark your calendar for the Arizona Region's premiere event of the year. Phoenix Flight has been held annually since 1977 (one of the longest running PCA events in the country) and has grown into the biggest Porsche event in Arizona. Phoenix Flight is Arizona region's 3-day multi-event charity weekend and includes a Concours d'Elegance held at WestWorld in Scottsdale in conjunction with the Fourth Annual Bentley Scottsdale Polo Championships: Horses & Horsepower. A Friday evening reception kicks off the weekend's activities, capped by an awards banquet and charity auction on Saturday evening.



If you can't make it to SAR's Bisbee/Tombstone Tour, consider attending this great event put on by our friends up north. The Zone 8 Concours at the Polo Grounds is an experience not to be missed. Registration and other details to come.



Photo by Fred Hudson

Part 1: By Dennis and Barb Crowley

"When you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return." Leonardo da Vinci

Background (by Barb): Dennis caught the flying bug decades ago, but for several reasons was not able to pursue it until the FAA came up with a new pilot's license – the Sport Pilot. Dennis completed his training (identical to a private pilot's license with the exception that he can't fly at night) in December, 2006. He was 60 years old. He was also limited to flying LSAs ... Light Sport Aircraft. Now all he needed was a plane to fly. He rented several different LSAs, but alas, none were available locally. What to do? Build his own!!! He hadn't yet decided on which kit to build ... but he knew what "N" number it would have: **N356AZ**. (for our '53 Porsche 356) He reserved that identification/license number long before he had an inkling of what he'd be flying. After much research, he settled on a Just Aircraft Escapade. www.justaircraft.com We purchased a "Quick Build" (ha ha) kit in 2008, started the build in our garage in 2010, and she had her first flight in September, 2013.

As with any "Crowley project," there was a lot of personalization and innovation. From the custom colors that match the 356's cream paint to the camel color that matches its corduroy interior, this plane would be different. Then there's the cabin interior all in cream leather upholstery, with camel colored carpeting, and cinnamon accents ... all integrated with Den's woodwork. The woodwork makes the sporty plane's cockpit look "corporate" and has a richness and warmth we both strived for. From the curly maple instrument panel, the 356 quarter panel shaped wood side windows, '48 VW split window rear windows, to the wainscoting, armrests, sunshades, inlaid wood belt buckles, wood grips, and SW Indian gourd throttle ...

this cockpit catches people by surprise.

One of the last things we did was to put "nose art" on the engine cowling. This graphic shows a picture of Ese, our deceased cocker spaniel, with the words "El Ese" under it. We now fondly refer to the plane as "El Ese." (Which, you might notice, is pronounced "L-S-A" for Light Sport Aircraft).

In October, 2013 we decided to attend Casa Grande's Copperstate Fly-In. Dennis flew "El Ese" to the show ... and on a lark, entered it to be judged. It would never be that new and pristine again ... so why not? To our utter amazement, our plane won a "Best of Tube and Fabric" award AND ... Grand Champion! The judges were very complimentary and encouraged us to go to the Experimental Aircraft Association's (EAA) AirVenture Fly-In in Oshkosh, Wisconsin. They said their winners tended to fare very well at Oshkosh. Wow... that's a *long* ways away... and there's still things we hadn't finished on the plane. Should we do it? Why not? We can fold the wings and trailer it ... but no, Dennis decided it would be at Oshkosh ... and he would *fly* it there and back. And so starts the saga of Oshkosh that many of you have been following on our SAR Facebook page (you can still check it out along with the details about the plane in an earlier post titled "She Flew!")

Dennis will now continue our adventure with a narrative of his cross-country flight to Oshkosh, Wisconsin. For fun, take a look at a map to see how far away it is ... and imagine our guy in the big blue sky, traveling at 100 mph in a little plane, to follow his dream.

The Journey: (by Dennis) There was a song, back in the late 50's, that had a line being sung by a Civil War soldier, "What am I doin' here?" Despite all the pats on the back for how brave I was for flying El Ese to Oshkosh, I kept asking myself that very question ... for 22 days. If the trip had gone as I had planned in my head, it would have been fun and pleasant. As it was, I am wondering how I can write this knowing children may read some of it.

Planning the trip on my iPad, I could see it was supposed to be about 1600 miles each way. Four to five hours a day, no more, would get me the desired 400 miles each for 4 days. I could start in the morning and "be down" before noon.

That is before the heat and nasty turbulence of afternoon winds and thermals. Not too demanding. So much for planning.



My Selfie – in flight

Leaving Marana on Sunday, July 20th at 10:00 a.m., I was at least two hours later than planned. Why? All my “stuff” (luggage, tools, spare parts, cleaning supplies, tie downs, a cover, scrapbook, etc.) weighed too much, so we had to remove and ship some items ... \$60 worth! Anyway, I finally took off and soon was cutting across the front of the Catalinas at five to six thousand feet. The late departure was going smoothly. In 45 minutes, I was over Inde Motorsports Ranch taking pictures. I would learn that there weren’t to be many more opportunities to take pictures in flight. Six more hands would be needed for that due to the rough ride. I’d had enough bucking for one day, and not having packed Dramamine, I thought Lordsburg, NM would be a good spot to land to regroup. But being just barely over the New Mexico line, I was too embarrassed to turn back with just two hours into “The Journey.” Another half hour down the line (brain is still shaking, so not exactly sure) Deming, NM seemed like a nice place to put down for the night. Not exactly the first night’s goal of Albuquerque, but I could call home and give Barb some piece of mind until the next morning’s leg. I was spent. What a nice way to begin ... not AirVenture 2014, but The Twilight Zone 2014. Cue the theme song music.

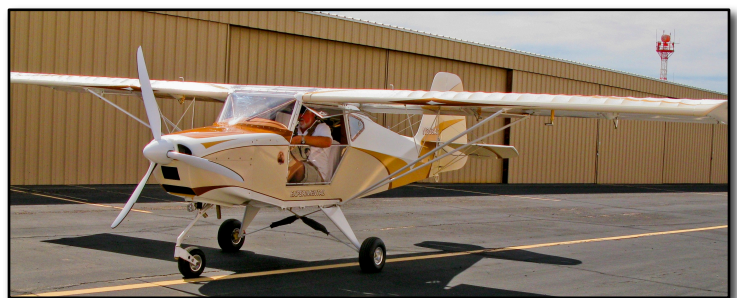
I can’t go into each and every days/night’s interesting tidbits, but my second night “on the road” found me *still* in New Mexico ... Tucumcari to be exact. But I was safe and in a motel that included a fly swatter as a courtesy. I’ll give a clue – they were closing up the airport when I got a ride to the motel. Nice, loooooong day.

Kansas would be nicer to a budding pilot, except it also was rough and over 100 degrees. It was Arizona/ New Mexico with less desert. And, no storms/clouds/ rain/lightning/winds until the next morning. That very same morning, Barb was watching the

approaching storm on radar. It was gunning for the airport where I had spent the night. Now, being this rookie pilot, I thought better of trying to outrun it to the east. Remember, I am trying to go northeast. I waited until 11:45 a.m. to make an end run to the *SOUTHWEST* in order to get around behind it and work my way to Iowa before calling my beloved. BIG mistake. Shoulda called sooner. Barb thought for sure I’d gone down somewhere in a corn field in Kansas! She had to answer the question at our doctor’s office that afternoon, long before my call, as to being single, married, or *widowed* with “I DON’T KNOW!!!!” Bad timing for *that* question! Cue the panic music.

Iowa was very nice to me and afforded a very smooth, but long trip all the way into Oshkosh. Thursday evening I landed straight in on runway 36 (due north) with NO fanfare. That was exactly the way I wanted it. Sneak into town and a week later, sneak out.

The Twilight Zone wasn’t too unpleasant ... yet. It would have to wait for August 4, “The Return.” But for that Thursday night, I got all my “stuff” out of the plane, and airport crew helped me secure it (in the wrong place), called me a cab to get me to our week’s place of residence (cabbie got lost and had to shut off the meter) where a key was placed under a trash can in the backyard. Our hosts had to leave to attend a funeral. Finally, absolutely starving, I called a local pizza shop to have the world’s largest pizza delivered. Three hours later (the pizza kid wanted to talk for the first two about the plane and his aspirations of flying), five huge pieces of pizza and a 2-liter bottle of Diet Pepsi in me, our hosts arrived home to meet the first of the Crowleys, only to find me comatose and slumped over the dining room table. But I’d made it safely to Oshkosh where more adventures awaited. I’ll tell you all more about *that* in the next newsletter! Stay tuned.



El Ese on Day 1
Photo by Barb Crowley

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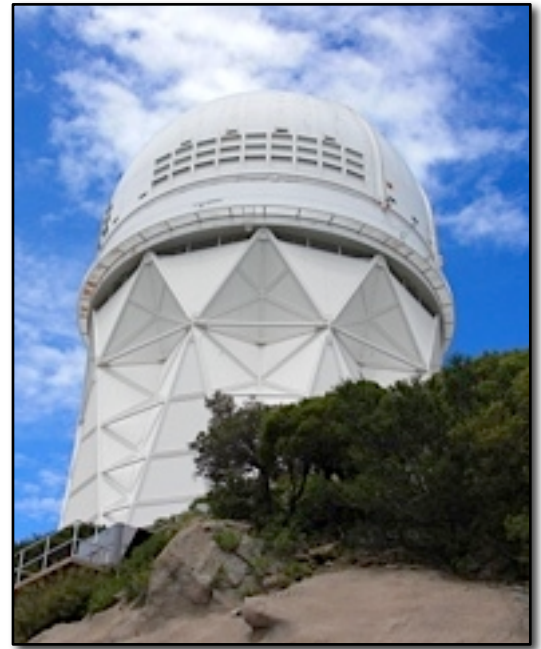
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PCA-SAR Kitt Peak Tour Photos



Telescopes on Kitt Peak
Photo by Lon Reeder



Mayall 4-meter telescope
Photo by Lon Reeder



Kirk had to make an iced tea run at lunch time
Photo by Lon Reeder



Nathan on the rock
Photo by Lon Reeder



The afternoon docent briefing
Photo by Axel Olsen



The afternoon line up
Photo by Axel Olsen

PCA-SAR KITT PEAK TOUR

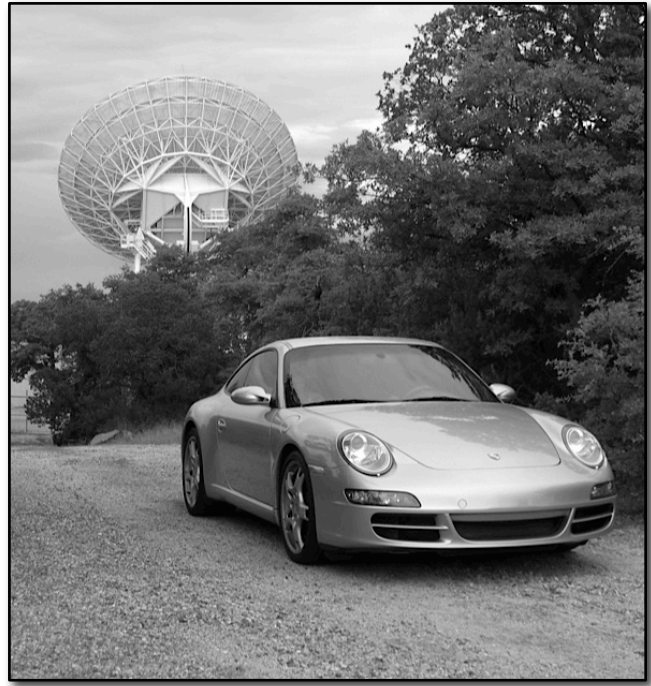
By Lon Reeder

The PCA-SAR tour on August 2, 2014 was a great chance to spend time with friends, meet new ones, drive our beautiful cars, and learn about a place in our own back yard – Kitt Peak National Observatory, and its important historical and continuing role in astronomical research. Another bonus ... at 6785 feet elevation, we would find refreshing relief from the August desert heat!

Early on the slightly overcast Saturday, we entered the parking lot at Todd's Restaurant in front of Ryan Airfield on Ajo Highway west of the Tucson Mountains. We knew we were at the right place because of the colorful array of Porsches filling the lot. We were directed to a private meeting room where the restaurant had laid out bagels, muffins, fruit, and coffee for us to sample before the official pre-tour meeting. It was a good turnout and the room was full of excited day-trippers, even some members of the Phoenix club came down to join the group. Everyone was looking forward to the ride ahead. Adding to the fun of the day, after signing in, everyone got to pick a playing card for a raffle later in the tour. Kirk Cross did another great job as event organizer. He scouted the route a week earlier so was able to give up-to-date information on the road conditions in the safety meeting. He also outlined the schedule for the docent-guided tours and catered lunch planned for us once we got to the observatory complex.

At 8:45 a.m., we climbed into our cars and headed west on Ajo (West Highway 86) toward Kitt Peak. After a quick stop to regroup at the base of the mountain, we filed onto State Route 386 and wound our way up to the summit where the white domes waited in the clouds. It was a picturesque drive that opened up after the eight-mile point offering a great view of Baboquivari Peak to the south. Rain threatened throughout the day but the road remained dry and only minor sprinkles wetted the windshields.

After parking at the top, enjoying the view and taking some pictures, Kirk coordinated the guided tours with the docents who divided the large group into two smaller ones. We split up to get close-up views of the 2.1-meter scope, a real workhorse in the beginning years of the complex, and the McMath-Pierce Solar Telescope, whose angular profile is in stark contrast to the white bubble-tops of the other scopes on the mountain. Docents Eugene and Bill shared a wealth of information about the telescopes and had a few amusing stories of some of the personalities involved



Reeder's Porsche and a Radio Telescope

Photo by Lon Reeder

at the site over the years. For more information about the observatory take the virtual tour located at <http://www.noao.edu/outreach/kptour/>.

After the tours, it was lunchtime. Everyone jumped in their cars and headed back down 386 about a mile to the picnic area, where Robert Bruce and the Cheesy Rider food truck and restaurant crew served up all the ingredients for a tasty fajita: simmering chicken and beef, peppers and onions, beans, tortillas, chips and salsa, and a crispy sugar and cinnamon-dusted pastry for desert. Unfortunately the drinks were forgotten, so Kirk scrambled back to the gift shop and cleaned them out of everything they had. That saved the day for us. Hopefully there weren't too many thirsty visitors that showed up at the gift shop.

So, what about those playing cards handed out at breakfast? While lunch was settling, Kirk and assistant Andi used them to raffle off items from the gift shop to some lucky members as fitting mementos of the tour.

After lunch, it was back in the cars! Some had to leave early and departed down the road back to town while others returned to the top for more pictures and a tour of the Mayall Telescope. The 4-meter Mayall scope, completed in 1970, is the largest on the site and sits atop a white, 187 foot structure that is visible from Tucson. It is now dedicated to the study of dark matter and dark energy, a testament to the continued importance that the Kitt Peak facility plays in cutting edge astronomical research.

PCA-SAR KITT PEAK TOUR cont'd.

The day didn't go exactly as planned for a couple of couples in the group. On the way up, Ed and Joyce Santiago had a leaky radiator hose ... and on the way down, Jack and Jane Alexander had a flat. The Santiago's car eventually got onto the flatbed of a tow truck headed to Tucson and with the help of several other members, the Alexander's were towed back to town by Lee Cuevas.

Note: Included in a recent PCA E-Brake newsletter was a reminder to all owners of cars without spare tires to check the expiration date of the tire sealant in their repair kit.



Photo by Lon Reeder

In spite of the minor mechanical mishaps, it was a great tour for the PCA-SAR club and the others that joined in the day's activities. As I drive around Tucson and catch sight of Kitt Peak with its white scopes in the distance, I have a better understanding and respect for the role it plays in the study of the larger world above us. Many thanks to Kirk and the club for an expertly executed event. We look forward to the next one!

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

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 to register.
Registration ends on September 12, 2014 at 6:00 p.m. MST



Oktoberfest

Brats and beer. Porsches and party-goers. What better way to enjoy this centuries-old celebration? The Southern Arizona Region (otherwise known as the Porsche "klub") is having an Oktoberfest party on Saturday, October 04. Our Festmeisters are Herr Peter and Frau Fran Stach. They are opening the Stach haus for you to join your fellow SAR freunden for a merry time of eating, socializing, drinking, socializing, eating and drinking, and more socializing. It's what SAR does best!



What goes with Oktoberfest? BEER! Herr Ken Hollett is putting together a beer tasting for the festivities. Bet there will be some memorable brews! You'll be exclaiming "Wunderbar!" to some ... and maybe not so "wunderbar" to others. What beer will be the favorite?

So don your lederhosen, brush up on your Porsche Polka, and join us for Oktoberfest. Just remember to sign up when you get your Evite. And check our website which has detailed directions to the Stach haus. Our hosts ask that you bring an appetizer, salad/side dish, or dessert to accompany the brats, sauerkraut, they will provide. The club will provide beer, wine, and soft drinks..

Das details for an uber gutt zeit are:

What: Oktoberfest party and Beer tasting

When: Saturday, October 04

What time: Festivities begin at 4:00 p.m.
(until 8:00-ish p.m.?)

Where: Stach haus: 3261 N. Camino de Oeste
(see website for detailed directions and a map)

RSVP: On Evite when emailed to you

Who: SAR members wanting to celebrate the German heritage of our Porsches

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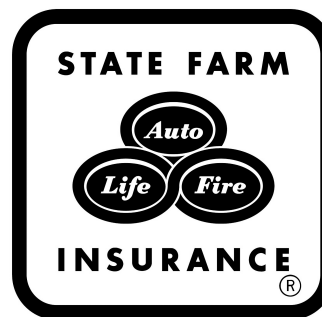
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A Toucan Comes to Tucson

Story and Photos by Axel Olsen

The adventure started with our flight back to Pennsylvania where we would be preparing our condo for rent. We decided to rent it as a fully furnished property, so we needed to depersonalize it and bring some of our stuff back to Tucson. Our thought was that Amy would fly back and I would drive the Cayenne fully loaded and tow a 4x4x8 U-Haul trailer, also fully loaded. In addition to the work on the condo, we wanted to meet up with as many of our friends and family as possible before heading back to Tucson, so we were anticipating a busy three weeks.

So how much could a 4x8 trailer hold? To figure this out, we used tape to draw a 4x8 box on the garage floor in order to plan the load in the trailer. That worked really well and when it came time to load, we had room for everything we wanted to transport (even the big metal Toucan. Once we picked up and installed the trailer hitch electrical kit from our local Porsche dealer (Thompson Porsche), I picked up the trailer and we loaded it in the driveway with the wheels chocked to prevent a runaway trailer! On Friday morning, I took Amy to the airport for her morning flight to Tucson and I headed back to hitch up the trailer and hit the road.

I was really looking forward to the trip back to Tucson for two big reasons: first, it marks our transition to full-time Tucson residency (yay) and second, I would have a great road trip in the Cayenne (yay, again). We have a 2008 V6 Cayenne with 95,671 miles on the odometer at the start of the trip. Those 95,000 miles have been trouble free; it is a great road trip vehicle, very comfortable with strong performance.

Another bonus of this trip is in planning the itinerary – taking the southern route – I am taking advantage of staying with family and also staying in the Air Force Inns at a couple of the bases along the way. One stop at Arnold AFB in Tennessee, and the other at Dyess AFB in Abilene, Texas. That proved to be a good decision – the Inns were very comfortable with good rates, easy access and good parking for the Cayenne and trailer.

The Cayenne really handled the added weight of the trailer with ease – it is rated at a 7000 pound towing limit. The pulling power was great and I hardly noticed the added weight on accelerating and driving. It was most noticeable when breaking but not in a problematic way. I just had to adjust my stopping

distance.

I had broken up the trip visiting family and friends, so it didn't feel like I started the long journey until I left my sister's place in Little Rock. I took two days for that final part of the trip and had a big surprise on the last day. I was about 200 miles east of El Paso when I experienced an engine loss of power that lasted for only a few seconds ... but long enough for me to put on my flashers and start to pull off the highway. It spontaneously recovered but the check engine light illuminated. So I decided to keep the RPM below 3000 and stopped to refuel. Smooth driving again until I was about 30 miles west of El Paso. Same thing happened again with the fuel at about half a tank. So I refueled and headed off again ... no more problems and the check engine light was no longer illuminated – even weirder! Made it back to Tucson with no further incidents and on my predicted schedule – almost exactly 12 hours elapsed from Abilene, but only 10 on the clock!

I had Porsche of Tucson check out the Cayenne and they found nothing in the fault codes and no problems with the engine. So I am going to chalk the event up to bad Texas gas – ha ha!

We are happy to have both Porsches in the garage and a Cayenne for our bike rack.



The Toucan photobombed my selfie in the loaded Cayenne



The Toucan at Dyess AFB



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*Figure based upon 2012 consumer data collected by Hagerty on single car quotes, with premiums \$5000 and under, from several Standard auto insurance carriers.

SAVE THE DATES: October 25 & 26

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The Plan on Saturday: Meet at the Triple T Truck Stop off I-10, Exit 268.
Take the “back way” to Tombstone,
hookin’ up with our friends from Sierra Vista along the way.

Enjoy a day of sightseeing and lunch in the “Town Too Tough to Die.”

We will check in at the Tombstone Grand Hotel
then dine at the historic Crystal Palace Restaurant.
After dinner, there will be a guided “Ghost Tour” in and around town.

The Plan on Sunday: Enjoy breakfast at the hotel followed by a short road trip to Old Bisbee.

Bisbee activities: Choose a nifty tour of the Copper Queen Mine or
explore Bisbee’s many antique stores or shopping on your own.
Lunch at your own discretion and then head for home.

Registration for the tour will be handled through motorsportsreg.com.

Please call the hotel directly (520-457-9507) to make your room reservation

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 tamcneaney@gmail.com

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

Call Lee Cuevas at
520-991-6476.



Our Member’s Classified Guidelines

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



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SAR's Long Range Driving Event Calendar

				
				
		<p>September 20 Charity Autocross, Central Arizona College</p>		
				
<p>October 18 Car Control Clinic Musselman Honda Circuit</p>			<p>November 15-16 Driver Education, Inde Motorsports Ranch</p>	

**VOLUNTEERS!
NEEDED!**

SAR Needs YOU!

By Randy Hannon, Vice President/Chairman, SAR 2015 Election Committee

It's almost that time again! Time to elect your SAR Officers for 2015. It's your opportunity to contribute and help shape the direction of your club. I can say from experience that it's both rewarding and gratifying to be a part of a great volunteer organization. So come on, step up and be counted. Voting will take place in October.

Let either Jim Kendler or me know if you are interested in being put on the ballot for any of the officer positions. We especially need names for Vice President and Secretary. Let's hear from you!!

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 required for these submissions to reach the editor.

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)

Registration fee is \$60.00. Registration is limited to 50 drivers and starts September 1. Sign up early at motorsportreg.com through our SAR website. *There is no on-sight registration.*

Note: This is an excellent track for spectators, so bring your friends and family.

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 three 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.

Post-clinic 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.





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