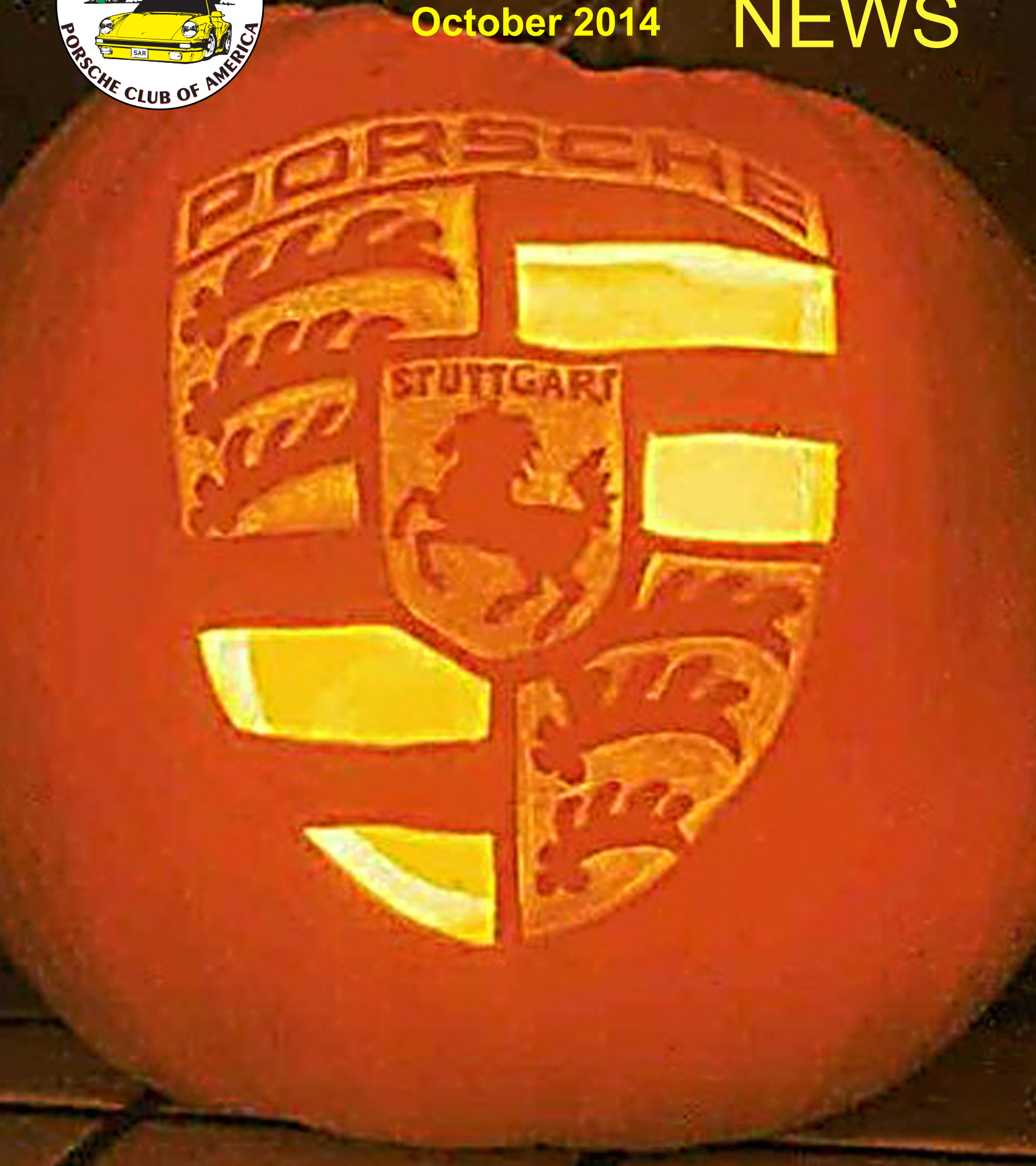




ZUFFENHAUSEN

October 2014

NEWS



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ZUFFENHAUSEN NEWS

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Hal Tretbar

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COVER: Porsche Pumpkin

Photo by Ivy Cowles
North Country Region



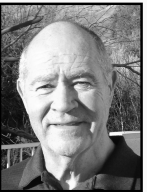


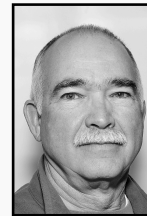
My son, Robbie, decided he wanted to carve a pumpkin, and this spectacular design is what I came home to.

*Originally published in PCA
e-Brake October 29, 2013*

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

The start of our fall season has begun ... and if you didn't see and hear Dennis Crowley's show about his Oshkosh trip, you really missed a fun time at the Five Palms on September 2. Seventy five people were in attendance!

We have the Judges School and Oktoberfest coming on October 4, then on October 7th at the Membership Meeting at the Dakota Grill, we'll be entertained by Rick Barrett's presentation on his week in Monterey, be sure to attend the Car Control Clinic at Musselman's on the 18th, followed by the overnight tour to Tombstone and Bisbee on the 25th-26th. Whew, all in one month! And, don't forget our northern neighbors with their Phoenix Flight Concours Weekend on the 24-25 of October. There is so much to accomplish, with so little time. .

I recently had a very nice luncheon with the people from the Tucson Arthritis Support League (TASL). We talked about our past and future charitable endeavors. Also present were Melanie Rogovein, Rita Dennis, and SAR Past President, Hal Tretbar with his wife Dorothy. I don't get invited to talk at luncheons often and it was a nice change of pace. Darlene Lancaster (President of TASL) thanked us for our continued support. It was nice to see that the club gets recognized for its charitable efforts.



Darlene Lancaster and Lee Cuevas
Photo by Larry Dennis

The elections of 2014 (in November) are an important factor in keeping our traditions going. Dedicated, fun-loving people make our club what it is and can be. I can't emphasize the importance of our volunteers in making this club run so well. So, I'll get off my soapbox.

It's unfortunate, but one of our members got T-boned at an intersection by someone failing to stop at a STOP sign. Just a reminder that the snowbird season is coming, and with people who are unfamiliar with driving in Tucson, the accident rate will go up. So ... be aware of other drivers. We don't want to scratch any of our precious autos ... nor injure any of their occupants! See you next month.

The Disclaimer

Zuffenhausen News (ZN) is the official publication of the Porsche Club of America (PCA) Southern Arizona Region (SAR). Any statement appearing in *ZN* is that of the author and does not constitute an opinion of the Porsche Club of America, the SAR, its Board of Directors, the *ZN* Editor or other contributors. Photos are author's submissions unless otherwise noted. The Editor reserves the right to edit all material submitted for publication. Permission is given to the chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and *ZN*. Mail to the *ZN* Editor or other members of the Board should be sent to *Zuffenhausen News*, PCA-SAR, POB 68413, Tucson AZ, 85737. Please indicate the name of the recipient, i.e., Lee Cuevas, President.



Special Committee Chairs, Executive Appointments & Zone 8 Rep

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

Willkommen

By Tom Sherman – SAR Membership Chair

A good membership month with two new SAR members. As of September 23, SAR membership is 236 while our Region PCA membership is 278. Please welcome the following new Club members:

Lori Adamson — Lori is a new PCA member and owner of a 1964 Slate Grey 356 C Cabriolet — the 31st 356 owned by SAR members! Lori is a realtor, and identifies Concours/Car Shows, Driver Education, Rallying/Touring, Social and Technical as club interests.

Joseph Galdi — Welcome back to Joseph, a former SAR member; he currently owns a 2014 Yellow GT3 Coupe. Joseph is retired and his club interests are Autocross, Concours/Car Shows, Driver Education, Rallying/Touring and Technical.

Editor's Message

By Axel Olsen

Hello all. Welcome to the October issue of the *Zuffenhausen News*. We have a jam-packed issue this month. I want to give special thanks to Hal Tretbar for his article on the 1982 Italian Grand Prix at Monza, Dennis Crowley for the article on his way-too-thrilling cross country flight and Rink Reinking for the introduction to the Car Control Clinic.

In addition, I want to point out the excellent photographs that Garry Morris provided from our evening at the Five Palms. Garry has also provided his expertise with other photos including the cover shot. He is an experienced photo editor and a welcome addition to the ZN editorial team.

Speaking of the membership meeting at Five Palms, we had a fabulous turnout with about 75 people attending. We really appreciate all the enthusiastic participation in our adventures with the new venues. It has taken some patience and while there have been some disappointments with each of the venues, its been a learning experience. Using the Evite system has been working well. We have given each of the restaurants accurate estimates of the attendance in advance of the membership meeting. Despite our best efforts, there have been SNAFUs with the service. That said – we will take the mantra of Kirk Cross to continue to “upgrade the fun quotient” of the club and seek out new and fun venues.

If you have any suggestions, please pass them along to us.

Thanks to our Advertisers!

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Patsy Sable / Long Realty – Pg. 6

Moonshine Car Care Products – Pg. 6

State Farm Insurance – Pg. 8

Porsche of Tucson – Pgs. 12/13

Dakota Bar and Grill – Pg. 21

Tucson Insurance Associates – Pg. 21

Underhill Financial – Pg. 23



Arizona Auto Refrigeration – Pg. 23

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 |

October 2014

| | | | | | | |
|---|----|---|----|----|--|---|
|  | | | 1 | 2 | 3 | 4 Zone 8 Concours Judges School and Oktoberfest |
| 5 | 6 | 7 Membership Meeting at Dakota Cafe 6541 E. Tanque Verde Rd. | 8 | 9 | 10 Deadline for Submissions to the ZN | 11 Adopt-a- Roadway |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 Car Control Clinic at Honda Motorsports Park |
| 19 | 20 | 21 Board Meeting at home of Randy Hannon | 22 | 23 | 24 | 25 Tour to Tombstone/ Bisbee and AZR Phoenix Flight |
| 26 Tour to Tombstone/ Bisbee and AZR Phoenix Flight | 27 | 28 | 29 | 30 | 31 | |
| | | | | | |  |

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

In December

December 10 – Deadline for submissions to the
Zuffenhausen News

December 14 – Holiday party at
Hacienda del Sol

December 16 – Board Meeting TBD

Our calendar is subject to change and last minute events for this month may not be represented in this version. Please check our website <http://pcasar.com> and our PCA-SAR Facebook page for the latest updates and information.

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PORSCHE CLUB OF AMERICA – ZONE 8 CONOURS JUDGES SCHOOL
Presented by the PCA-SAR



Saturday, October 4, 2014
Time: **8:00 a.m.** to about **Noon**



Location: Medical Society Building
5199 E. Farness Drive, Tucson, AZ

(One block south of Grant off Rosemont)
See www.pca-sar.com for directions to the school.

Register by emailing Peter Beahan at peterbeahan@yahoo.com Provide the information requested below *or* copy this form and mail it by September 30 to the address shown below:

Mail to: Peter Beahan, 6881 N. Ozona Drive, Tucson, AZ 85718.

Any questions, please email Peter at peterbeahan@yahoo.com or call (520) 275-9431.

Name (please print) _____

Phone _____ Email _____

PCA Region _____

Questions for the school _____

Adopt-a-Roadway (AAR) Event
By Mark Fuller – Community Service Chair

Saturday, October 11 is the date of club's semiannual Adopt-a-Roadway community service event.

Please RSVP to the Evite for this worthwhile and fun event.

We'll meet at 8 a.m. at Beyond Bread on the Southeast corner of Ina and Oracle Road for coffee and pastries provided by the Club before the cleanup.

The Arizona Department of Transportation requires that we wear hard-soled shoes (no sandals). Comfortable clothing, gloves and hats are recommended. Cold water and safety vests as well as bags for the cleanup will be provided. If you've never attended this event ... now's the time.

October mornings are great for being outdoors.

We'd love to see some new faces along with our devoted "regulars."



Oktoberfest

Brats und beer. Porsches und 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 und drinking, und 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 ... und maybe not so "wunderbar" to others. What beer will be the favorite?

So don your lederhosen, brush up on your Porsche Polka, und join us for Oktoberfest. Just remember to sign up when you get your Evite. Und 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, und soft drinks.

Das details for an uber gute zeit are:

What: Oktoberfest party und 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

Like a good neighbor, State Farm is there.

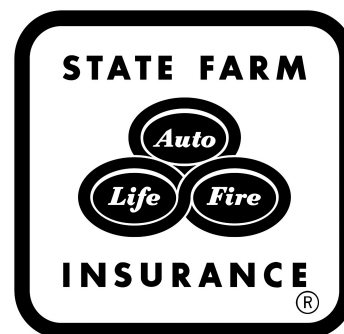
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Memories of Monza – 1982

By Hal Tretbar

I couldn't believe my good luck. I felt like a Prince of Serendip. (See footnote.)

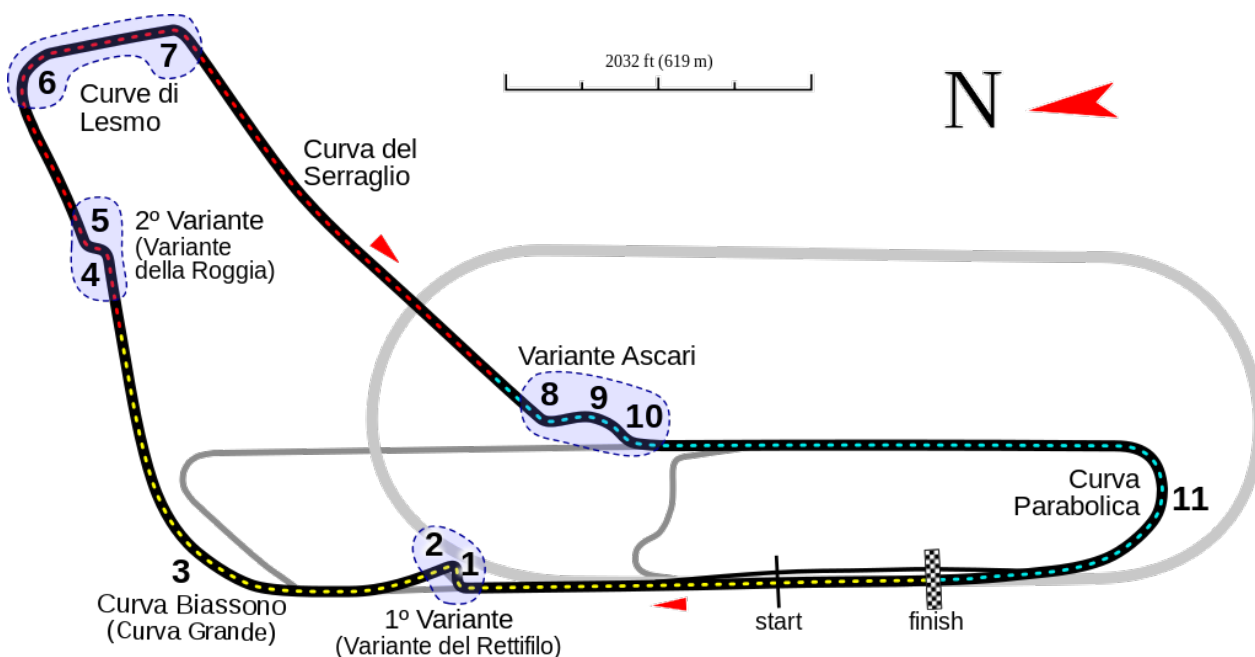
It was serendipitous that I checked into the right small hotel located near the central train station in Milan, Italy on September 11, 1982. I was on my way to a medical meeting in Verona. But first, I had decided to backpack up to Switzerland to do some hiking around Zermatt near the Matterhorn. I had the poster that I would present to the meeting stowed in the backpack along with a lightweight Canon AE 1 camera loaded with negative film.

I had taken a bus from Milan's Malpensa Airport to the Centrale Train Station to head to Zermatt. At that time, every station in Europe was surrounded by tiny, usually family-run, cheap hotels. I picked one that appeared to be clean and where some English was spoken. After I checked in, I asked the clerk what was happening. He said not much, except for the Italian Grand Prix the next day. When he saw my eyes light up, he asked if I might want a ticket. Would I?! The clerk leaned out of the door to the alley. "Hey, Luigi." Luigi had his head buried under the hood of a battered Fiat. "Do you still want to sell that ticket to Monza?" I don't remember what the ticket cost but it was worth it. The rest of the visit to Monza tends to be a blur of sights, sounds, smells and tastes. And above all, are the crazy, wild, flag-waving Ferarri fans dressed in red.

Let me take a moment to review the history of this famous race track with most of the information taken from Wikipedia.

As the Formula 1 website states, "Regarded by many as the embodiment of F1 racing, Monza not only combines speed and skill, it also has a heart and soul of its own. The names of great drivers and the sounds of engines from years gone by linger in the grand old trees surrounding the track in the Royal Park. Originally built in 1922, the track was the world's third permanent race circuit and the Italians still call it "La Pista Magica," the magic track – a description few would disagree with." The first modern Grand Prix race at the Autodroma Monza was in 1950. The city of Monza is nine miles northeast of Milan. Next to it is Monza Park. The gently rolling, wooded hills were set aside centuries ago to create one of the largest enclosed parks in Europe. It is more than double the size of New York City's Central Park. It is also known as the Royal Park.

In 1780, when the area was part of Austria, the Royal Villa was built for Arch Duke Ferdinand. It stands with a dominating view of the Park to the south. Italian King Umberto I and Queen Margharita of Savoy kept royal apartments there until he was assassinated in 1900. His son, King Emmanuel III (July 1900 to May 1946) declined to stay at the Villa and it now houses governmental offices. The Autodromo Nazionale Monza was constructed in Monza Park in 1922.



Monza ... Continued from Page 9

Today's basic shape was originally connected to the high speed oval with banked curves. This high speed, dangerous configuration led to many accidents and deaths. The track has been modified almost continuously for safety with more recent chicanes and runoffs added. The 3.6 mile track remains as the fastest in Formula 1 with speeds up to 215 MPH. Since it was built, the Monza circuit has claimed the lives of 52 drivers and 35 spectators. The most recent F 1 drivers have been Count Wolfgang Von Trips in 1961, Jochen Rindt in 1970, and in 1978, Ronnie Peterson.

Early on Sunday September 12, I climbed aboard the special train going to Monza. I squeezed into a crowded car hugging a fanny pack holding my precious ticket, passport and camera. I had been warned about pickpockets being everywhere. The train stopped outside of the gates to the park and I was swept along by the jostling crowd for a mile-long walk to the track.

I knew my ticket was for a grandstand seat but I didn't know where. It turned out to be one of the best. I was in the center of the south grandstand at the Parabolica Curve! Again I felt like a Prince. Serendipitously, I was sitting next to two knowledgeable and funny Brits. The weather was great. The 150,000 Italian Ferrari

fanatics were great. The view of the cars roaring down the track wide open and around the Curve was great. The cars looked like classic F 1 racers. These turbocharged beauties had only a rear wing. None of the present day weird looking noses and none of those little extraneous fins. I tried to get down to trackside for some photos, but they were all disappointing ... and I don't know where they are.

All in all, it was a great day. First place was Rene Arnoux in a Renault. Patrick Tambay was second in a Ferrari. Good ol' Mario Andretti came in third in the other Ferrari. The fans were satisfied because Arnoux had agreed to drive for Ferrari the next year. Now how would I get back to the train in the middle of this post race mob scene? Well, good luck was still looking over my shoulder when the Brits asked, "We have a car. Would you like a ride back to your hotel?"

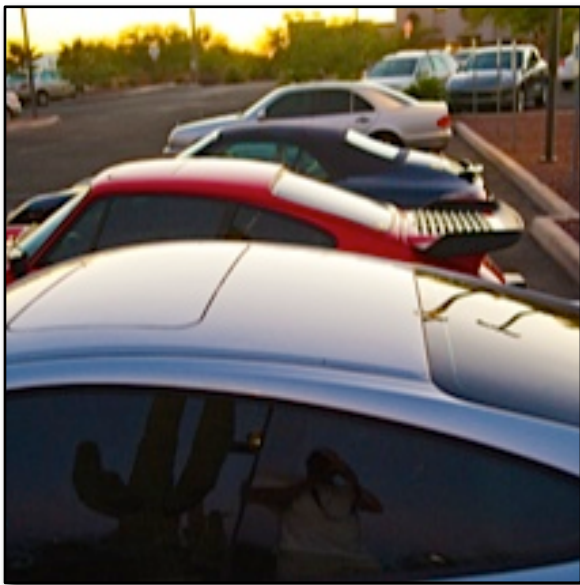
Footnote:

A Persian fairy tale recounts how the three Princes of Serendip (now known as Ceylon or Sri Lanka) were always finding wonderful things that they weren't anticipating. It is said that the famous English writer Horace Walpole first used the word "serendipity" in a letter he wrote to a friend in 1754.



Rene Arnoux at Monza 1982
Photo downloaded by the Editor

**Photos from the Membership Meeting
at Five Palms
By Garry Morris**



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Photos of Dennis' Amazing AirVenture



The craftsmanship of the wood on the panel and in the cockpit were admired by the judges

Photo by Barb Crowley



The Crowleys customized the plane – note the VW split windows, southwestern color scheme and sun shades

Photo by Barb Crowley



Dennis accepts the Reserve Grand Champion Trophy

Photo by Barb Crowley



The Thunderbirds performed for the first time at Oshkosh

Photo by Barb Crowley



Dennis and Barb with El Ese and the trophy of Charles Lindbergh

Photo by a event attendee



Mild to moderate Turbulence –
What have I gotten myself into?

Photo by Dennis Crowley

Amazing AirVenture Adventure – Part II

By Dennis Crowley

My “Part I” article in last month’s ZN concluded with landing at my destination – Wittman Regional Airport in Oshkosh, Wisconsin. The next day started early. I could barely move after my long flight the previous day and my pizza/Pepsi binge the night before. We had rented a room from a great local couple who rent rooms in their house during AirVenture. After the first couple of days hanging around them, I started to sound like Lawrence Welk.

Prior to Barb’s arrival, I did my best to “concoct” our bug-covered N356AZ. As with showing our Porsche 356, it was difficult to stay on task with all the interested attendees admiring and inquiring about the plane. Barb arrived Sunday evening by another “thing with wings,” a commercial airliner. It was bigger/smoothier/safer/cheaper ... and most of all ... faster. Thus, our real Oshkosh adventure began on Monday, July 28. El Ese had a great parking spot on the display grass ... guess there are benefits to being the first to arrive. I had experienced the crowds around the plane earlier, but the enthusiasm about our plane took Barb by surprise. And it continued that way throughout the week! As soon as we’d take the cover off, the plane would be mobbed ... literally mobbed.



Photo by Barb Crowley

And so it was ... every day that week ... we’d arrive to a waiting group of admirers. They beat a path to the plane ... no, literally, the grass was beaten down around the plane from all the foot traffic! Everyone loved the paint scheme/graphics that Barb had designed. They loved the southwestern colors ... but mostly they appreciated all the personalized touches we had done to the plane. It was really nice to see the smiles on people’s faces when they took it all in ... all the custom woodwork that I’d done, my innovative sun shades, the gourd used for a throttle, the glass

panel set in curly maple ... it was really rewarding to see their reactions and hear their comments. The most common compliment was how they liked the “attention to detail.” Barb wrote down others such as, “She’s just the best of the Justs, (our plane is by Just Aircraft)” and “You made the plane look ‘corporate,’” “It’s a work of art,” “Wow!” and “Beautiful!” All of the comments were welcomed and appreciated. We were very proud.

People attend AirVenture from all over the world. We’d attended several times before ... but never dreamed we’d be there with our own plane ... let alone one we’d built in our garage ... let alone one that I’d fly all the way from Tucson! ... let alone one we’d enter to be judged. And judged, it was – by a team of three EAA judges. They were very official but very friendly, much like Zone 8 concours judges. Oh oh ... that judge is on his back looking up at the underside of the plane. That other judge is looking at our scrapbook about the project! They ask some questions ... after all, the judging isn’t solely about cleanliness, it’s also about safety and innovation. Soon the judging is over and we can breathe again. We wonder how she did.

AirVenture at Oshkosh is aviation’s Super Bowl. For the week, there are between a half and three-quarters of a million (yes, million!) attendees, 38,000 campers, give or take, and 10 to 12 thousand planes! With a little imagination, you can see, this really is an overload situation. It is an EAA (Experimental Aircraft Association) airplane show and “convention” that includes every imaginable plane. It includes Vintage planes, WWII planes, jets, rotor aircraft, hot air balloons, homebuilts, etc. You name it, it’s there to see ... or watch perform.

Also, there were daily aerobatic shows and military precision formation performances to entertain the masses – including appearances by the V-22 Osprey and USAF Thunderbirds. The Thunderbirds gave demos for four days. Surprisingly, no military aerobatic teams had ever performed at Oshkosh before this year. Then on Wednesday and Saturday nights, there were aerial performances by several pilots who had spewing flames and fireworks from their planes ... like nothing likely seen by very many people. Truly stunning, and capped by a wonderful traditional fireworks show. (Note: Check out a fantastic video about this entire AirVenture event on YouTube – “AirVenture 2014 Oshkosh Calling (SLICK)” ... be sure to turn up the sound!)

AirVenture Adventure ... Continued from Page 15

It was a busy week ... showing our plane, socializing with other aviation fanatics, watching the afternoon flying demonstrations, checking out the vendors, and going to the EAA's Aviation Museum. While visiting the museum, we got a phone call. It was from the head judge. "Congratulations, your plane has won 'something,'" he said. On Friday, at the awards dinner, Dennis was awarded this year's top award in the Light Sport/Ultralight Division ... a coveted "Lindy – Reserve Grand Champion." The trophy is a beautiful statue of Charles Lindbergh. We were thrilled!



Kermit celebrated the win too!
Photo by Barb Crowley

Mother Nature: In years past, weather in Oshkosh, Wisconsin has been ... shall we say ... challenging. There have been rains causing mud bogs, winds and cold or torridly hot temperatures. This year, the Gods were kind ... until they weren't.

Seems like in the Midwest, thunderstorms can pop up unexpectedly and much more quickly than our Arizona monsoons. But we'd purchased a nifty cover to protect the cockpit and avionics so we thought we'd be OK. Until we weren't. We left the airport during one of these rain storms, and visibility became so poor we had to pull off the road. What's that on the car's windshield??? Nooooo! It's hail!!! Would we return to the airport the next day to find the plane's fabric fuselage looking like Swiss cheese? Luckily not. Thank goodness the hail was small and didn't last long. But alas, that was not the only torrential rain ... but we had our cover, so we weren't very concerned. Until we were. On the day before I was to start my return flight to Tucson, we didn't get the cover on in time and the plane got as wet inside as it was outside. Little did I know the effect this would have on my electronics/ avionics. El Ese, though I tried, is NOT a well-sealed Porsche, or even a semi-sealed Yugo for that matter.

Whittman Airport runways were very busy earlier that Sunday, the last day of the event. Planes had been departing in droves because a big storm front was

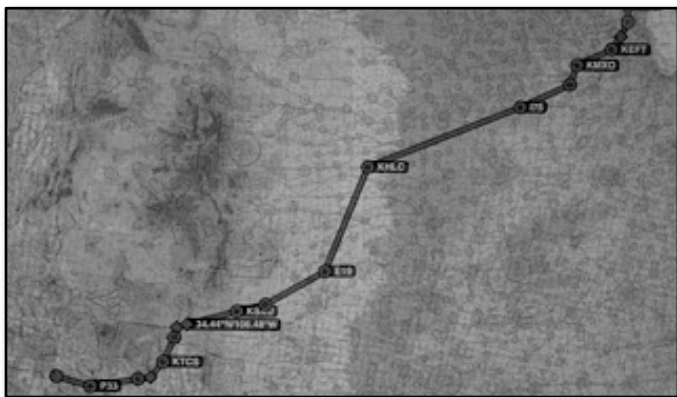
approaching from the north. They were the smart ones. My plan, as you might recall, was to get to Oshkosh before everyone else, and leave after everyone else. As a relatively rookie pilot, I didn't need the extra anxiety of crowded runways and airspace. So when we arrived at the airport Monday, August 3, all seemed good for my departure to the southwest and home, while Barb would see me off and then take the rental car back and catch her flight later. That was the plan, anyway.

There's that reference to "the Plan" again. Barb, always sensing gnomes wanting to mess with me, asked, "Have you checked the radio?" "*&(*% \$#F*@HL(&?+*" Not yet!" I said. I know you are ahead of me here, but of course, the radio had no intention of working. Couldn't hear what I should've heard and no one could hear me. Actually, they could hear me, just not over the radio. The irony was, that with all my tears from crying, the plane had more water in it than after the last rain. WHAT WAS I GOING TO DO!!!!???? I couldn't take off without communications. Trailer it? Sure, get a rental car and a trailer and then haul her to ARIZONA!?? But, of course, the little tubie thingies I needed to secure the folded wings were back in Marana, in our hangar. Besides, there wasn't anyone left at the airport who could help me load the plane on a trailer ... since everyone else who'd attended the event would already be home relaxing and having wine, while describing their next picture to friends.

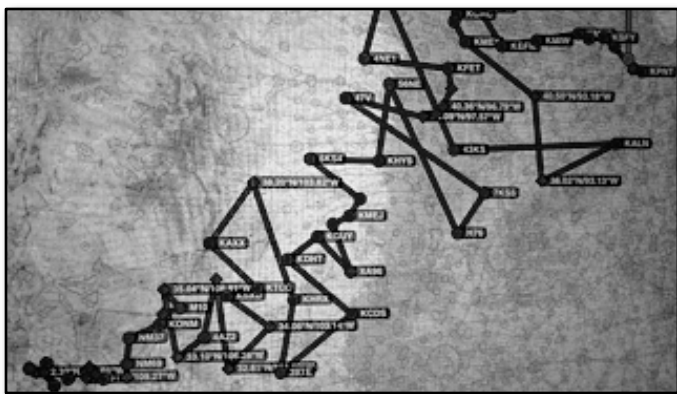
As a change of pace, I had no plan. Couldn't be any worse than the plans I had thought of. So, with time marching on, I got Barb to the airport (just in time), kept the rental car, and returned to the rented room. That Monday, the radio still didn't work. I tested, and thought of buying new radios, headsets, handheld radios.....HANDHELD RADIO!!!! That was my trip home! I had bought/brought one for this very reason! Yeeeessssss! Nooooooooooooo! I couldn't get it to work either! Damn gnomes! Luckily that night, (yeah, right), I was able to download and study the manual for the handheld radio. Maybe I'd be lucky? (You thought Barb was kidding when she said I had the plane up for sale, didn't you?)

AirVenture Adventure ... Continued from Page 16

Tuesday morning, after returning the rental car, I was back at the airport with El Ese. I had no idea what was going to happen; I was just hoping something would be better today. It was, if only for a short time. I did get the handheld radio to work long enough for me to taxi onto a closed runway next to the active one, only to have Ground Control say, "356 Alpha Zulu, I can't hear anything from you!" I am now right in the middle of things and figure there will be someone coming out with the old hook and drag me off the field. Flustered, embarrassed and mad ... and thinking of what price I was going to ask for the plane, I yanked the jacks out of the handheld radio and jammed them into the wiring for the panel radio. Then, with the voice of a very angry God, I called, "Oshkosh Ground, 356 Alpha Zulu, do you read me??!!!" I heard, "Yes, you sound loud and clear now."



The planned route home



The actual route home – Not really!
Photos by Dennis Crowley

Not sure how, not sure why, maybe the gnome was asleep, I got out of there! Now, August 5, was the day the Midwest decided to become rainy, windy, dark, and overcast from the Dakotas to Indiana to Texas to Colorado. Two nights were spent outside of Chicago due to poor weather (I know, that's not in the general direction of Tucson). Thursday, Aug. 7, I had to head in the general direction of CANADA!, only stopping short of Minnesota and South Dakota, in northwest Iowa. I know, not in the general direction

Nebraska had its turn with me. On Saturday, outside of Omaha, after waiting all day due to wave after wave of storms, I made a run for it to the SOUTHEAST! On my iPad in the plane, I watched that last wave actually stop, change direction and chase me to Kansas! The plane turns out to be faster than I thought. Not really. It actually took almost five days to get to Oshkosh, and seven stressful, bumpy days to return.

On Monday, August 11, I stopped in Willcox. Monsoonal weather was predicted that afternoon for Tucson. To go ... or not to go? Go!!!! And after yet another turbulent hour in the air, I radioed to Marana that I was approaching. Rink had contacted Marana Regional Airport to arrange for some fire trucks to arch spouts of water over me in a salute to my return. Flashing red lights from the Marana Airport Authority would suffice. Home at last!

It was a trip of a lifetime ... a dream come true ... an accomplishment I'll never forget ... and never duplicate. I flew that little plane 3,618 miles and it took me 47 hours in the air. I know I'm a better, more experienced pilot for doing it. For that, I'm thankful. I'm also delighted that we brought home a beautiful coveted Lindy trophy to show for all our efforts. It truly was an amazing adventure.

To SAR members, many thanks for following along on Facebook and for all your well-wishing, prayers and words of encouragement. It did give me strength and determination to finish the job knowing so many were behind me. A BIG "thank you" too, to all the people who showed up for the September Membership Meeting. It was a very heartwarming feeling knowing so many people were so caring and concerned for my safe return. All, very emotional. Dennis

There Are a Couple of Levels to "Learn How to Drive a Car"

By Rink Reinking – Lifetime Member

Warning: there are 12 occurrences of the word 'fun' in this article.

The first way to learn how to drive a car is with a seasoned driver in a new and/or different car. Say for example, a driver that has only driven an "automatic" wants to learn to drive a standard-shift car (stick or manual shift). That is a different experience but is quickly mastered. That could take a few or quite a few practice sessions. This does not require going to a racetrack. All speeds would be under or at the posted speed limit. Just about any seasoned driver could help a person who wishes to drive a car safely.

The second is learning to drive a high performance car and using that extra performance for some extra fun. This *does* require going to a racetrack in order to minimize risks ... and because speeds will be higher than posted limits for similar roads. Depending upon the level the learner wants to achieve, that could take months or up to a couple of years. But usually the enthusiasm wins and the driver wants to achieve that goal as quickly as possible. And then wants to continue even after achieving the initial goals because it is so much fun.

The first of those is practical and the second is purely for some extraordinary fun. You might find that a high performance car, like a Porsche, is fairly easy to learn to drive in ordinary street driving. It goes and stops well and is fun to drive. But you are likely at 50-70% of the car's potential. To get to the level of the car's capability, you need professional help (\$,\$\$\$) or support from your club (\$\$\$). Hmm, that looks expensive ... but what do you get for your money? Well, if you spend a week at a professional driving school, you will learn a lot in a very short time. If you instead participate in club-sponsored schools, you will spend less until you find out how much fun this sport is! You see – it's addictive. Either way, you will become a safer driver and the camaraderie, the fun of meeting, talking and being with like-minded drivers is very intoxicating. It's FUN!

So in case you are interested in that kind of fun, for Porsche and even selected other marque drivers, here's how you get started: Contact the Southern Arizona Region of PCA and get involved. Talk to the people who have similar goals (new to Porsche, new to the track, etc.) Talk with the Region's Chief Driving Instructor and find out which event best fits your

needs. Choose from one of several kinds of events. For example, a Car Control Clinic, a DE-style autocross and DE (Driver Education) events are different variations of the same theme ... Fun! And, learning about you and your car.

For those who are a little farther along, perhaps with a possible interest in participating often, I personally think the DEs may be the best because there is no real competition going on. The sole purpose of the event is to drive your car at speeds that are likely above legal street/highway speeds and to do that safely. The atmosphere is all about learning, not competition.

Your instructor will spend the whole day with you, guiding you, coaching you and helping you to understand how to make your car perform as Porsche designed it to do. You won't have all of the answers or techniques learned the first time out, but you will have a lot of fun. For the Southern Arizona Region, this extends to all of the driving events we do!



From our last Car Control Clinic

For another example, we have a Car Control Clinic coming up on October 18. You should attend whether you enter or not. At this Clinic, drivers will learn to control their car under extreme braking and cornering situations at very safe speeds under carefully controlled conditions. Drivers will learn how to anticipate a slide and correct it. They will learn to stop their car as rapidly as possible under various conditions.

Continued on the next page.

Mind you, you will not necessarily be driving as smoothly as possible at first, but you will be learning the limits in a very safe environment, which does allow you to drive smoothly. And, after the exercises, entrants will be involved in a competition, an Autocross event where the fastest time wins. That's great for some and okay for others – but you should try it. You will have an instructor for SAR Car Control Clinics as well as for our DE-style Autocross events (discussed next).

The instruction and the competition, an autocross, is where you can test your just learned skills by competing against the clock. A DE-style Autocross event gets you both an instructor and a competition at the end of the day. We have lots of drivers who enjoy both. Most car clubs have only the competition in mind, but we like to precede each competition with the driver education component.

We suggest that you try all three events and make up your own mind about your favorite. We welcome you – one and all – for any and all of our Driver Education and DE-style driving events. Join us for some real fun.



2014 Phoenix Flight – October 24-25



The Arizona Region of the Porsche Club of America invites you to participate in our annual Concours and Car Show, now in its 37th year. As we did in 2013, our 37th Annual Zone 8 Concours d'Elegance will be held in conjunction with the 4th Annual Bentley Scottsdale Polo Championships: "Horses and Horsepower." to www.thepoloparty.com. Each registrant will receive a pass to one of the higher level hospitality tents during the event on Saturday. This is a great opportunity to show your car, raise money for charity www.playworks.org and enjoy some great polo.

Register online at: <http://www.motorsportreg.com/events/flight-37-westworld-of-scottsdale-polo-field-pca-arizona-869524>.

Friday, October 24th, 6:00 p.m. — A Welcome Reception will be held poolside at the Scottsdale Marriott at McDowell Mountains Resort. Participant packages, including event passes, will be given out at this time.

Saturday, October 25th — The Flight 37 Concours and Car Show will take place at WestWorld. Arrive between 8:30 – 9:30 a.m. **Judging begins at 11 a.m.**

Concours Awards Banquet 6:00 p.m. – 10:00 p.m. Valencia Ballroom at the Marriott at McDowell Mountains Resort. Reception with a cash bar at 6:00 p.m. Dinner at 7:00 p.m. followed by the awards and the Silent Auction.

Accommodations — The Marriott at McDowell Mountains Resort. Call Marriott reservations at 1 (800) 228-9290 or (480) 502-3836. Let them know you are attending the *Porsche Club Awards Dinner*. This **special rate** is available through **Wednesday, September 24, 2014**.

Porsche Club of America – Southern Arizona Region

2015 Election Ballot

Instructions:

To vote, please place a checkmark next to the name of the candidate. Sign the ballot as shown below.

Candidates:

Primary Member

Affiliate Member

Lee Cuevas for President

Axel Olsen for Vice-President

Amy Olsen for Secretary

Larry Rogovein for Treasurer

Dave Shryock for Board Member at Large 1

Bob Strickler for Board Member at Large 2

Mickey Dowling for Board Member at Large 3

Write-in nominee(s) (print) _____

For what office? _____

Primary PCA Member Name & PCA Membership # _____

(Please Print name of Primary PCA member)

Primary Member Signature: _____ Date _____

PCA Affiliate Member Name & PCA Membership # _____

(Please Print name of affiliate PCA member)

Affiliate Member Signature: _____ Date _____

Please vote electronically by printing your ballot, filling it out, scan it and attach to an email and send it to pastpresident@pcasar.com. Another option is to bring this ballot to the November PCA-SAR General Meeting or mail it by November 1 to:

PCA-SAR Elections
P.O. Box 68413
Tucson, AZ 85737



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SAVE THE DATES: October 25 & 26

YOUR NEXT PCA-SAR TOUR IS AN OVERNIGHTER !!! EXPLORE OUR WILD-WEST ROOTS WITH A TOUR OF **TOMBSTONE & BISBEE**

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: 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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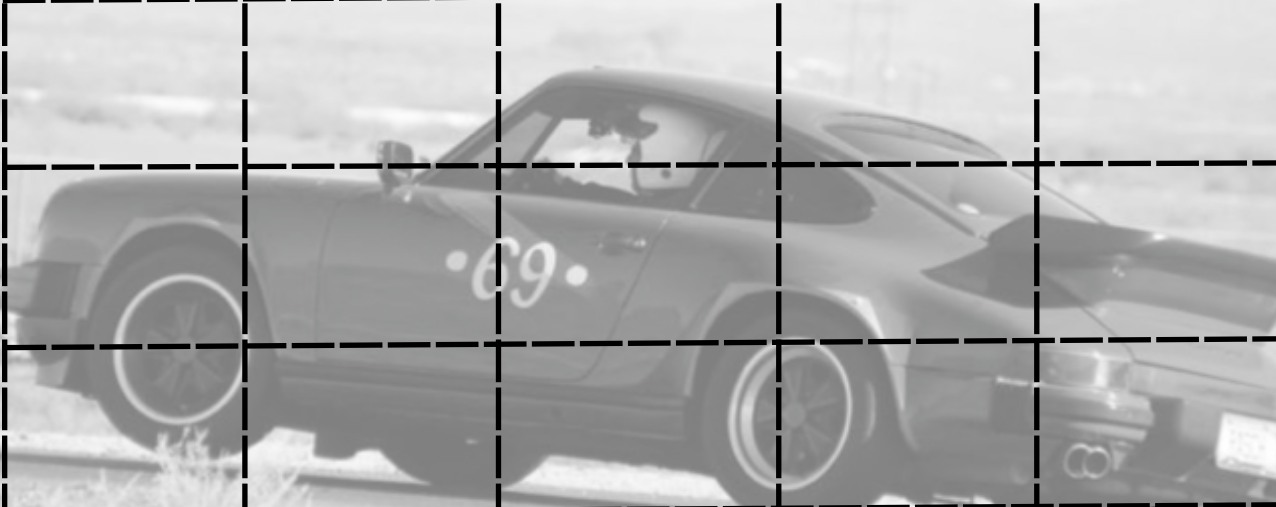

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SAR's Long Range Driving Event Calendar

| | | | | |
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| <p>October 18 Car Control Clinic Musselman Honda Circuit</p> | | | <p>November 15-16 Driver Education, Inde Motorsports Ranch</p> |  |

OktoberFiesta 2014

Join the Carrera Region, PCA at the Arroyo Seco Motorplex and nearby Las Cruces, New Mexico, for its annual OktoberFiesta 2014.

Oct. 25 and 26: Track days at the Arroyo Seco Motorplex are Saturday and Sunday. Registration for the Driver Education *and* High Speed Autocross is just \$275. DE *only* is \$165 and AX *only* is \$137 (if registered by October 17)

Lodging: Hotel Encanto, 705 S. Telshor Blvd., Las Cruces, NM, 88011.
Alternative: Holiday Inn Express, 801 E. Cedar Street, Deming, NM (575) 545-6500

Full Details and Sign-up:

<http://www.motorsportreg.com/events/oktoberfiesta-2014-hotel-encanto-pca-carrera-984560#.VB9YVUtM8tu>

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

7 a.m., Saturday, October 18, 2014

Presented by the Porsche Club of America - Southern Arizona Region (PCA-SAR)

So you've finally gotten your beloved Porsche. Want to learn more about driving this powerful machine at very safe speeds under carefully controlled conditions? Learn to be a better driver and have fun learning. This event is for new drivers or seasoned drivers.

Why pay \$1000+ when you can spend just \$60 for a similar hands-on experience?

The one day event is spent learning, practicing and experiencing car dynamics through a series of 3 key skills, all of which require you to learn to look ahead while driving:

- 1) 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. Learn how to stop your car as rapidly as possible under various conditions. These skills will really improve your street-driving and accident avoidance skills to keep you and your Porsche safe!
- 2) Skid-Pad Activities** - Drive on a skid-pad where you will learn how to anticipate a slide and correct it. Learn how to regain traction in a safe environment. Feel the balance and learn how to steer your car with the throttle.
- 3) 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 proper line techniques and how to drive where the cones aren't.

Post-Clinic Autocross – Note: After the car control clinic, we are offering the rest of the afternoon as a complete autocross so that you can practice and test your newly learned skills.

For more information on the PCA-SAR Car Control Clinic,
go to <http://www.pcasar.com/> or <http://pcasar.com/car-control-clinic.html>

Registration fee is \$60. Limited to 50 drivers so sign up early.
Registration ends on October 10, 2014 6:00 p.m. MST (No on-sight registration)

Note: Everyone welcome! This is an excellent track for spectators so bring your friends and family!

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





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