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May 2018



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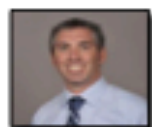
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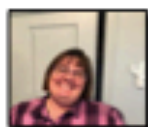
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2017 Cinco de Mayo Concours
Photo by A. Vogt

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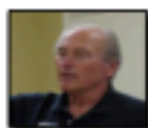
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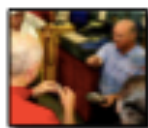


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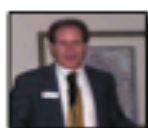
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Presidents's Message

By Jim Kendler



As you read this *Zuffenhausen News*, SAR's Cinco de Mayo Celebration events are underway. Our Cinco Zone 8 autocross was a huge success! We had participants from the local area, California, and Phoenix. Musselman Honda Circuit's new timing system was just like watching Formula 1 Qualifying. If you did not attend, they set up a flat screen monitor in the shade so you could see the times of the cars on the track live. Very exciting! What a fantastic upgrade to their facility! Our next Autocross is scheduled for October 7. Make plans to join us!

The 2018 Cinco Committee is very thankful to all volunteers and participants! If you missed out on the Cinco events, there will be plenty of future events to get involved with as a participant and/or volunteer. Check out the calendar on the website <http://pcasar.com/calendar> for the latest information. You can also talk with any board member to get involved! Remember, Porsche Club of America is fueled by volunteers.

I want to close my article by sharing with you that I will always miss Mr. Bob Bellman at future SAR track events. He was a supporter of this region, a skillful driver, an automotive enthusiast, and a very kind gentleman. Please see the article on page 19 about Bob.

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Wait. What? Where's the *Driver's Seat*?
By Debi Norris – ZN Editor

Well, I decided to make some changes. I was having difficulty juggling the two different publications and decided to just focus on the *Zuffenhausen News*. I am hoping that by doing a monthly newsletter rather than quarterly, the articles will be more timely and members will stay better informed. Some issues will only be published electronically, like this one. A few important issues will be printed and mailed out. Feel free to comment on the new format. You can always contact me at newsletter@pcasar.com.

I'm sure you will enjoy Hal Tretbar's two articles in this issue. His continued historical perspective is always informative and entertaining and he is planning to write a monthly column. Also in this issue is Randy Hannon's recollection of his trip to the Porsche Experience Center. What an encounter!

Our Cinco de Mayo activities are in full swing. The autocross was a fun event and this upcoming week will be full with a Cinco Golf Tournament, Welcome Party, Concours, Dinner and Rally. I hope everyone has a great time.

After Cinco is over, things start to slow down for the summer months. However, there are still a few activities to enjoy. The night out at the Gaslight Theater to see the melodrama "Rock-a-Billy Raceway" along with a car show sounds like a fun event. Our June membership meeting will take us down to Green Valley to try out a new restaurant, The 19th Hole, and plans are being made for our traditional 4th of July party.

Even as the weather heats up, we can still enjoy our cars!

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Disneyland for Porsche Enthusiasts: The Porsche Experience Center

By Randy Hannon

What is the Porsche Experience? To many, it could be the first time they drive a Porsche, to others, maybe Porsche ownership, and yet others a Porsche racing video. Well, maybe not.

Let me tell you about my experience at *the* Porsche Experience Center in California. Porsche Cars North America has two Experience locations, one in Atlanta and one near Los Angeles in Carson, California. Because of its reasonable proximity to Tucson, I chose Carson. What's there? So much stuff it's almost unbelievable. Porsche purchased the 53-acre Dominguez Hills Golf Course and transformed it into a veritable Disneyland for Porsche enthusiasts.

Within its confines you'll find round wet skid pads and long rectangular wet skid pads that challenge the driver's ability to correct a spin. Then there's the slalom course and the 3/4 mile and one mile straight-away that culminates in a long banked left hand sweeper, replicating the exact dimensions of the North corner at Nurburgring. But lest I forget, there is the Road "Mountain" Course and the Off-Road Course for Macans and Cayennes to show how the technical systems work in off-road conditions. (It has a 78 degree vertical descent, a ravine bed and fallen timber obstacles!)



So how do you access this playground? It's best to go online and Google "Porsche Experience" which will give detailed explanations on all the goodies. Then the fun part - you'll be able to pick the car you wish to drive from a 2018 Boxster, Boxster S, 911 - well you get the idea. Since I just purchased my second Boxster S, that's the car I chose to drive at the Experience.

Here's the deal. I know you didn't think this was a free test drive. You'll pay a fee for an hour and a half in the car with an instructor ("Drive Coach.") I chose to have an hour on the road course after sampling all the other goodies. I can tell you that using launch control and

reaching speeds a tad over a hundred and braking prior to the big left hand sweeper was so much fun I had to do it twice!!

The whole place is first class. Upon check-in you receive a custom lanyard printed with your name and the car you've chosen ... then it's off to the cafe while you wait for your instructor to find you. He or she will introduce you to your car and help you understand all the electronics. After that, you're off for an experience that won't disappoint!!



"In the age of the digital revolution, real-life driving experiences are becoming increasingly important for our brand. Our cars represent performance and driving pleasure - and this is exactly what our customers can enjoy in the experience centres." said Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG.



Want to see some videos of the Porsche Experience in Carson, CA? Visit <http://flatsixes.com/porsche-culture/> and <http://www.ellentv.com/videos/0-y5osp0e7/>





Upcoming Zone 8 and PCA National Events



May

05 Zone 8 Concours - Cinco de Mayo (SAR)
18 DE Buttonwillow (CCR)
19/20 Buttonwillow Club Race (GGR)
20 Zone 8 Concours (GPX)
26 Zone 8 Autocross (SDR)

June

03 El Toro Autocross (OCR)
16 Zone 8 Concours (OCR)
16 Santa Maria Autocross (CCCR)

July

08/14 Parade - Lake of the Ozarks (PCA National)
27/29 Laguna Seca Club Race (GGR)

August

24 Werks Reunion - Monterey, CA

September

08 - Concours (SDR)
8/9 Thunderhill Club Race (Golden Gate Region)
12/16 Treffen - Banff, Canada
14/16 High Plains Club Race (Rocky Mountain Region)
22 Camarillo Airport Autocross (SBR)
22/23 Willow Springs Club Race and Time Trial (SDR)
23 Concours (LAR)
28/30 Rennsport Reunion VI - Monterey (PCA National)

Guide to Region abbreviations:

AZR - Arizona

GPX - Grand Prix

SBR - Santa Barbara

CCR - California Central Coast

LAR - Los Angeles

SAR - Southern Arizona

CAI - California Inland

OCR - Orange Coast

GER - Golden Empire

SDR - San Diego

GGR - Golden Gate

SGR - San Gabriel Valley

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.

Southern Arizona Region Events

May

01 No Monthly Member Meeting

03 Cinco Golf Tournament - Omni Tucson National

04 Cinco de Mayo Welcome Reception - North Italia at La Encantada Mall

05 Cinco de Mayo Concours - St. Philip's Plaza - Zone 8 Event

06 Cinco de Mayo Landmark Rally

15 Board Meeting - Location TBA

June

02 Gaslight Theaer - *Rock-a-Billy Raceway* and Car Show

05 Monthly Member Meeting - Location- The 19th Hole Bar and Grille 111 S. La Canada Drive
GREEN VALLEY

09 70th Anniversary of Porsche - NoRTH - Event sponsored by Porsche of Tucson

19 Board Meeting - Location TBA

July

03 Monthly Member Meeting - Location TBA - Check website for details

04 July 4th Party - More details to come

17 - Board Meeting - Location TBA - Check website for details

The DM50 Experience By Randy Hannon



On Saturday, April 14th, the base at Davis-Monthan was alive with families, animals, beer and cars. Let me explain what that one Saturday a year is for and give a brief explanation of what and who the DM50 is. Every year a group of concerned and patriotic individuals, the DM50, provide the airmen and their families on base a day of fun... with no charge to the attendees. Refreshments included hamburgers, hot dogs, beer and soft drinks... free to all. Also provided to all are pony rides, face painting, displays by base emergency groups, as well as many games for the kids. So what about the cars?

Embedded in the DM50 picnic is a car show where base personnel are invited to pick their favorite car from within several categories. At the completion of the picnic, category winners are presented with a specially designed trophy of a 30mm cartridge (demilitarized!) that the winners really appreciate.

I've been involved with this event for 10 years now and it is one of the best "feel good" things you'll ever do. We had 16 Porsches in this year's event. Not bad ... but we have had over 20 in other years. There were approximately 125 cars in total. Thanks to all of you who entered this year's show. Everyone seemed to like the new location of the car show ... no dirt or dust to deal with ... and even some patches of shade! I would definitely ask more folks to attend next year. The entire \$40 dollar entry fee goes to support airmen and women on the base. If you can't bring your car, make a donation. You'll be glad you did!!



More Pictures from DM50



The 718 Porsches

By Hal Tretbar



Jean Behra in a 718 RSK Spyder wins 3rd overall and first in class at the 1958 Le Mans. Photo from Porsche.com

The latest sports car editions of the Porsche lineage have been given the historic 718 designation. Recent projects have been named in the 990s such as the 997. Was it because 1000 or more was awkward, or was it to honor Porsche's early racing success?

The Porsche Guide by Sloniger was published in 1958. It states, "Ferdinand Porsche opened his Porsche Bureau (for design work) in Stuttgart in 1930. The serial numbers started with the first drawing put on a board. That first plan was Number 7, as a matter of fact, since they thought it looked better than a number 1. There was a number for each design started regardless of the outcome of the final application."

"The Volkswagen, for instance, was Number 60. The tractors in the pre-war years carried Numbers 110, 111, and 112. In May 1944, Porsche moved to the tiny town of Gmund, Austria to escape the last days of the war. When the first sports car came along it was 356. The first Spyder motor was assigned the number 547. Later it was put in the Spyder chassis and the whole unit was designated the 550. Later designations were the 550A and then the RSK."

The November 2017 issue of Excellence magazine provides further information on the numbering of Porsche products.

"Over the years Porsche skipped many numbers in the sequence. Sometimes the omissions were accidental, for Karl Rabe, keeper of the numbers, was anything but methodical in their allocation."

"Sometimes the omissions were deliberate. During the hectic war years many numbers in the 200 series were skipped. In the 400 series, only six numbers were used, the last being 425. A fresh start was made at 500 when the Porsche design office moved back to Stuttgart from Gmund after the war."

"From 500 onward the type-number was relatively tightly packed through the 700s and into the 800s....When it became time to pick a Type number for the first new rear-engine sports car since the 356 ... they jumped over the 800s and picked 901."

"In the 1960 s Porsche was closely integrated with Volkswagen. A review was made of the number classes ... in the Wolfsburg parts-control computers. It turned out that the only category still free was the 900 series. That was why the new product was Project 901." Later it was renamed Type 911 following a

legal complaint from Peugeot who owned car numbers with a central '0'.

The Porsche magazine *Christophorus* (No. 375) describes the 718 lineage. "The history of the 718 and 550 Spyder is a story of step by step development. The first thoroughbred racecar from Zuffenhausen was the type 550. Beginning in 1953 (89 cars made), it launched the evolutionary series of cars with mid-mounted engines. In 1956, the 550A Spyder (40 cars made) featured a tubular space frame and high-output power train. Italian driver, Umberto Maglioli drove a 550A to a sensational win in the 1956 Targa Florio, the most challenging road race of the time."

"As a successor and after further development of the 550A, the 718 RSK debuted in 1957 (34 cars made). It had a 1500 cc 142 horsepower mid-engine layout."

Wikipedia summarizes the evolution of the 718. "The 718 was a development of the successful Porsche 550A ... The car is a RennSport (racing sport) built with a wheelbase shorter (German 'Kurz') than typical of the era. This led to the car being referred to as the RSK. (Other sources about the RSK say the K came from the appearance of the front suspension.) ... The car made its racing debut at the 1957 24 Hours of Le Mans driven by Umberto Maglioli and Edgar Barth but failed to finish due to an accident."

In 1958 Jean Behra and Hans Herrmann were first in class and third overall at Le Mans. Then Behra was second at Targa Florio. In 1959, Edgar Barth and Wolfgang Seidel won Targa Florio.

In 1960 improvements were a 1600 cc, 160 horsepower engine with better suspension. The 718 RS 60 took first and third places at the Targa Florio beating the favored Ferraris. The RS 60 won its third European Hill Climb Championship.



The 1961 RS 61 was little changed. *Photo from Gettyimages.com*

The 1961 W-RS had several different engines including a flat-8 from the Porsche 804 Formula One car.

In 1957 Porsche entered Formula Two racing with a 1.5 liter engine and single seat. They won at Reims and at the Avus Ring in 1958. They won the world championship in 1960.

For Formula One in 1961, there were three 718s for Dan Gurney, Hans Herrmann and Jo Bonnier. Gurney scored three second places at France, Italy, and USA. In 1962 Porsche entered the new 804 in Formula One.

And what about the unique Behra-718 Porsche? Well, that will be the next fascinating story of the Porsche 718.

December 2-3 Tech Tactics and Zone 8 Presidents' Meeting By Lee Cuevas – SAR 2018 Vice President

SAR's Past President and incoming Vice President Lee Cuevas, was joined by Tom Szudajski, Riley Jackson and Kay Sullivan at this year's Tech Tactics, held at Porsche's new training facility in Eastvale, CA. Topics covered were the Gunther Werks 400R, a carbon-fiber bodied 993, brakes, the GT2 RS, reconstructing of aluminum body parts, Michelin tires, and Porsche resale values.

The Presidents' Meeting was held at the Holiday Inn Express in Corona, CA. PCA President, Caren Cooper as well as PCA's Secretary, Cindy Jacisin were present. Zone 8 Regional accomplishments were discussed and next year's events were hashed out. New Zone 8 concours and autocross rules were voted on.



June Membership Meeting – New Location!

In order to include our members from Green Valley and the surrounding communities, we are having our June Membership Meeting in a new location. We will be going to The 19th Hole Bar and Grille at 111 S. La Canada Dr., Green Valley. This is a very nice restaurant located in the Best Western Hotel. Tucson residents can enjoy a nice drive south on I-19 and join us on Tuesday, June 5. Dinner at 6pm, meeting at 7pm. See you there!



Gaslight Theatre Presents:
"Rock-A-Billy Raceway"

June 2nd, 2018 at 7010 E. Broadway Blvd

This live melodrama runs from 6 to 8 PM and the cost is \$24.00. Doors open at 5:15. (Discount of \$2.00 for Seniors and Military) Popcorn is free. Appetizers, pizza and drinks are available for purchase. Visit their website at <https://thegaslighttheatre.com>

Little Anthony's Car Show

At this same location will be a car show with trophies. This show is free, but donations are suggested from the car entrant. If you wish to have your car in Little Anthony's car show, registration is from 5 to 6 PM, with the car show/display from 6 to 9 PM. Richard Kepner at 520-907-6784 will coordinate payment and tickets. Make checks payable to PCA-SAR and mail to 739 E. 9th Street, Tucson, AZ 85719 or pay Richard at the Cinco Warm-up, Concours or Awards Banquet. Final day for payment is Wednesday May 16th. After Cinco, contact Richard at 907-6784 to arrange payment. We have only 32 seats reserved so early purchase is recommended.



Speed Bump - Slow Down for Some Automotive Tales

A Monthly Column by Hal Tretbar

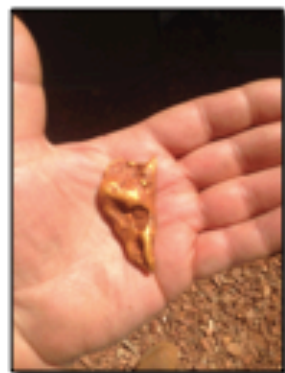
David and the Delta Porsches

My son David has been around Porsches for most of his life. As an infant he was toted around in the small backseat of our 356 A. There is a family story about an exploit when he was 18 years old.

Our daughter Nancy is probably the one who spilled the beans. While Dorothy and I were on vacation, David decided to take the 1970 911T out for a spin. The details are vague but he broke down somewhere and how he got back has never been clear. No damage, fortunately, and the event was hushed up. Recently I asked him if he remembered anything about it.

"I don't remember the details about it but there's a better story you don't know about. The year before, you and I had driven to Oklahoma to meet Larry and Eric (my brother and nephew). Eric and I went for a night drive in the Porsche. We got up to 140 mph on the long, straight farm roads." So maybe it's better if you don't ask too many questions.

Now David is a consulting geologist who flies around the world evaluating mining properties. He may be anywhere from Madagascar to Siberia to Bolivia.



David has just returned from the remote outback of western Australia. He was looking for gold deposits by helicopter. "The helicopter was the same color as your Guards Red Carrera," he told me.

When he flew into Salt Lake City, he was escorted off of the plane and driven to the Delta lounge. The Panamera 4S had just been delivered. There were only 30 miles on the odometer. A neat benefit he gets for all of the long hours in the air.

Because he flies at least 125,000 miles a year on Delta, David qualifies for the Diamond Level of frequent flyers. The big perk here is that he may be able to transfer between gates in certain airports by Porsche.

According to a story in *USA Today*, the program started in the Atlanta hub and is now available in other big airports. A Delta Elite Services representative may greet Diamond Level frequent flyers as they exit the plane. Passengers with tight connections are whisked to their connecting gate by a Porsche Panamera or Cayenne S. The representative may then escort them onto the plane. Nice service!



Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

I would like to welcome the following new members who have joined our club since the publication of the *Driver's Seat* in March:

Dennis and Terri Ondrejka - Vail

Larry and Beth Nork - Oro Valley

Nicole Synder - Tucson

Thomas and Amy Williams - Oro Valley

They have all indicated they are interested in most aspects of our club. If you see them at a function, introduce yourself. Let's make them feel at home in our club. We may possibly see them at some Cinco functions.

Adopt-a-Roadway

By Mark Fuller – Community Service Chairperson

On a beautiful, sunny and warm morning on the twenty-eighth day of April, the semi-annual Adopt-a-Roadway event occurred. Due to the above average April temperatures, the volunteers assembled at the Beyond Bread at Ina and Oracle and enjoyed coffee and pastries at 7:30 a.m. before the cleanup. With a safety briefing completed, and reflective vests, ice cold water and our refuse bags in hand ... we headed out. The nationwide effort of sponsorship for the Adopt-a-Roadway program helps keep our highways looking presentable and our club has made a long term commitment to fulfill this community service project. This was a social event as well as a community service event.

We had a great time chatting as we picked up litter (including some car parts) on Orange Grove Road between Oracle Rd. and First Avenue. This non-arduous task took us just over an hour to complete and provided some healthy exercise in the process. As always, I am grateful to the core group of volunteers that continue to support this event as well as some members that were new volunteers. I extend to them, yet again, my sincere thanks and appreciation. As with all successful club events, volunteers make things happen. The next opportunity to join us in this worthwhile endeavor will be next fall. Hoping to see you then!



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Business Card	\$190	\$20 per issue

Bowen Trail Drive and Hike

By Barb Crowley

The second PCA-SAR Drive and Hike outing of 2018 was held on April 7. Kurt Fuerstenau was kind enough to head up this spring event. This time the destination was the Bowen Trail (which is also known as the Bowen Stone House Trail.) Members met at the Starr Pass Marriott in the Tucson Mountains. The 'Drive' portion of the event took the Porsche caravan about 48 miles west of Tucson. The 'Hike' portion consisted of a relatively flat one mile trek through the desert to the Bowen Stone House ... and of course another mile back.

After the hike, the caravan drove back to the Starr Pass hotel for a nice lunch. About 20 club members turned out for this event. This was a good turn out and we hope more will join in next spring. Thank you, Kurt, for continuing to plan these enjoyable events for our SAR members.



In Memoriam

By Kathleen Kendler

It is with a sad heart that I must inform you of the death of one of our advertisers and great supporter of the club, Bob Belman. Bob was found murdered in his home on April 19th. Many of you may not know Bob, but those of us who participate in autocross and driver's education will miss him. Bob was a gentle soul that loved to run his Lotus with our club. Bob was a business owner of Arizona Auto Refrigeration.

I have known Bob for over twelve years. I remember the first time I met him. It was at an early autocross at Pinal Air Park. At that time Bob was running a silver Lotus Elise. I recently saw Bob and Wanda Gilbert at Arroyo Seco. Bob had the biggest grin on his face after passing everyone in his Lotus Eleven. I choose to remember that smile when I think of him.

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