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August 2018



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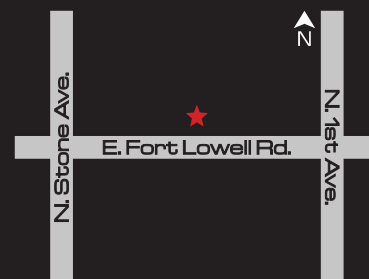
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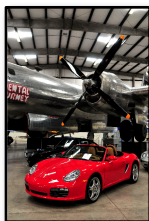
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boardmember1@pcasar.com



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boardmember2@pcasar.com



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ON THE COVER:

Previous SAR trip to Pima Air and
Space Museum
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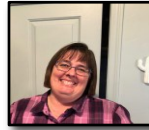
THIS MONTH'S CONTRIBUTORS

Hal Tretbar, Kathleen Kandler, Barb Crowley, Pat Norris,
Kurt Fuerstenau

SAR Committee Chairs, Appointments and Zone 8 Representative



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 advertising@pcasar.com



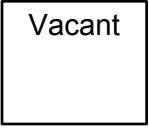
Newsletter
Debi Norris
 newsletter@pcasar.com



Autocross / DE / Safety
Greg Robertson
 safety@pcasar.com



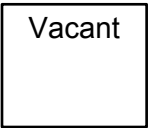
Social
 social@pcasar.com



Charity
 charity@pcasar.com



Southeast Liaison
Gary Ottaviano



Cinco Chair
 pastpresident@pcasar.com



Technical Advisor
Robert Dearing
 technical@pcasar.com



Community Service
Mark Fuller
 community@pcasar.com



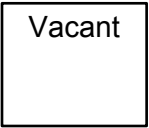
356 Technical Advisor
Jeff Gamble



Dealership Liaison
Lee Cuevas
 pastpresident@pcasar.com



Tours
Larry Rogovein
 tours@pcasar.com



Historian
 historian@pcasar.com



Webmasters
Steve Darcangelo and Amy Olsen
 webmaster@pcasar.com



Insurance
Pat Norris
 insurance@pcasar.com



Zone 8 Concours Judge Liaison
Peter Beahan



Membership
Kathleen Kendler
 membership@pcasar.com



Zone 8 Rep
Dave Witteried
 zonerep@zone8.org

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Presidents's Message

By Jim Kendler



I hope this edition of the ZN finds you cool and dry. Is it hot and humid enough for you? I hope you are looking forward to our August monthly meeting, and to our tour to the Pima Air and Space Museum scheduled for August 19. More details and a sign-up will come out in an Evite. If you are looking for some time on the track, mark your calendar for October 7th for an autocross at Tucson's Musslemen Track. Our autocrosses are unique in that we offer continuous lapping, not a single lap at a time like most autocrosses. Our last Track Event of the year is our annual Inde Motorsport Ranch Driver Education scheduled for November 10th and 11th. This will be the only PCA event held at this world-famous, privately owned track. Don't miss out! You can sign up for both the Autocross and Driver's Education at <https://pcasar.motorsportreg.com/>.

I would like for you to consider becoming part of our SAR Board of Directors for 2019. The nomination committee has started to build our 2019 ballot. Please consider running for one of the elected positions (Board Member or Vice President) and/or volunteering to lead or be on one of the standing committees. We especially need people to lead our Charity and Social committees. Our annual election is scheduled for October and new officers will take over in January. If you have any questions, please talk to the existing SAR board members. PCA is fueled by volunteers!

See you at the next event.

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Editor's Column

By Debi Norris

At first, I was worried about this issue. Would I have enough material to fill it up? Let's be honest, things slow down a lot here in Tucson during the heat of the summer! But, several members came through for me and there are some very interesting pieces this month. Read about Kurt and Andrea Fuerstenau's fascinating trip to Sicily and some history of the Targa Florio. (I never knew the 911 Targa was named after Porsche's success in that race!) Hal Tretbar's column this month also talks about a race he experienced in Europe back in 1981. Barb Crowley wrote a short piece about a *Panorama* article featuring Randy and Julie Knuth and their Outlaw 356, Blau Grau. My own husband, Pat, came through with an article about his experience at a recent PCA National Driver Education Instructor School. All in all, I hope you enjoy this issue!

Which brings me to a request. I know many people are hesitant to write articles for the ZN. They worry they are not good writers or no one would be interested in what they have to say. Don't let those fears stop you. Have you taken an interesting Road Trip with your Porsche? I know other members would like to hear about it. Have you discovered a neat tech tip? Share it with us! Are you a long-time member who remembers a fun event the club did way back when? Tell us newer members about it! We'd love to read it. If you aren't ready to write the actual article, talk to me at an event. If you share the details, I can write the actual article. I want to encourage anyone who has an idea to contribute to run with it. This is OUR newsletter for OUR club. The more members who contribute the better our newsletter will be.

I do ask a few things just to make it easier for me. Please be sure to email the text in either Word or Pages to newsletter@pcasar.com. Be sure to include photos, if available, with credit as to who the photographer was. Also, if people are in the picture, be sure to identify who they are. I am still new enough to this region that I do not always put a name with a face! Finally, the deadline is the 20th of each month to get in the next issue.

Have a great month and see you at the next event!

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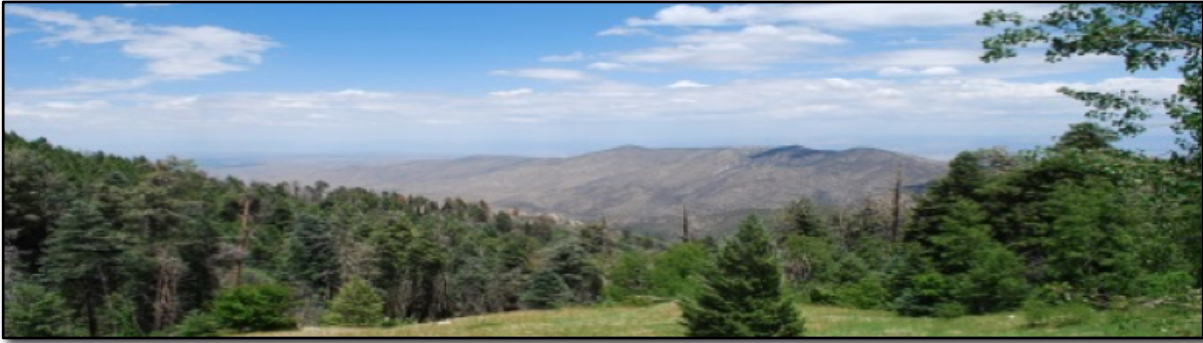
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Mt. Lemmon Tour



SAVE THE DATE!
Sunday, September 9, 2018

Get away from the *heat* of the Tucson Valley!

Preliminary information

10:30 a.m. Meet at the McDonald's at Tanque Verde and Catalina Highway

11:00 a.m. Leave McDonald's and caravan up the mountain (non-Porsches at the rear please)

Noon: Arrive at the Sawmill Run Restaurant for lunch

Pima Air and Space Museum Tour

Sunday, August 19

Location: 6000 East Valencia Road, Tucson, AZ 85756

Time: 9:00 a.m.

There will be special parking for Porsches around the circular drive in front of the museum.

Please join us for a wonderful tour of the Pima Air and Space Museum. You have been sent an Evite because we need a head count.

Please RSVP to the Evite by August 12th.

Special pricing for PCA-SAR Members: (note: PASM members get free entry *and* tram tour.)

\$13.25 entry fee will include a one hour tram tour at 9:30 a.m.

(usually \$17 entry plus \$6 for tram or \$23 for both)

Children (5 – 12) \$10. (Under 5 free.)

Following the tram tour at 10:30a.m., there will be a docent-led tour of Hangars 3, 4, and 5 (WW2 aircraft collection). Lunch will be available at the "Flight Grill" (not included, but prices are in the \$5 to \$10 range for pizza slices, hamburgers, salads, and sandwiches). After lunch you will be free to visit any hangars you choose including the B17 hangar and the NASA Space exhibits. For more information about the museum and to see great photos, please go to PASM's website: <http://www.pimaair.org/>





Upcoming Zone 8 and PCA National Events



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)

October

07 - Autocross - Minter Field - (GER)

13-14 - Driver's Education and Time Trial - Chuckwalla - (SDR)

14 - Concours - (SBR)

14-15 - Drivers Education and Instructor Training - (GPR)

21 - Concours - (SGR)

27-28 - Sonoma Raceway Club Race - (GGR)

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

More information on events can be found at the [Zone 8 Website](#) and [Facebook page](#).

Southern Arizona Region Events



August

- 07 - Monthly Membership Meeting - Trident Grill III - 250 S. Craycroft Road
- 13-16 - Tour to Southern California (Organized by Arizona Region)
- 19 - Pima Air and Space Museum Tour
- 21 - Board Meeting - Location TBA - Check website for details

September

- 04 - Monthly Membership Meeting - Location TBA - Check website for details
- 09 - Mt. Lemmon Tour
- 18 - Board Meeting - Location TBA - Check website for details
- 19 - Ferry Porsche's Birthday - Drive Your 356 Day
- 29 - Oktoberfest -

October

- 02 - Monthly Membership Meeting - Location TBA - Check website for details
- 07 - Charity Autocross - Musselman Cart Track
- 16 - Board Meeting - Location TBA - Check website for details

November

- 06 - Monthly Membership Meeting - Location TBA - Check website for details
- 10-11 - Inde Motorsports Ranch Weekend
- 20 - Board Meeting - Location TBA - Check website for details

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.

A Trip to Targa Florio

By Kurt Fuerstenau

The oldest endurance sportscar event is the Targa Florio. Created in 1906 by Count Vincenzo Florio and held in the mountains of Sicily near the capitol city of Palermo, it was one of the most difficult races in Europe. The first event covered 277 miles over treacherous mountain roads with dirt or gravel surfaces. By the mid 1920s, it was the most important race in Europe. The Targa was held annually, and in 1953 became part of the FIA World Sportscar Championship. There were course variants with three codified by 1932. The Piccolo (short) was 45 miles; the Medio 67; and the Grande 92 miles. Then, as now, the start and finish was in Cerda.

Andrea and I drove the Piccolo in late May in about 2 hours at an average of 25 mph. This course has 900 corners per lap. For comparison, the 13-mile Nurburgring has 180 corners on a very improved surface. The fastest lap was in 1970 with Leo Kinnunen in his Porsche 908/3 at 79.89 mph, or 33 minutes, 36 seconds. The Targa

lost international

sanctions in 1973 when one driver and one spectator were killed. The race continued as a national event until 1977, when a crash killed one and injured five.

This was still relatively safe, as only nine were killed in 71 years. For comparison, 56 people over 30 years died at the Mille Miglia; and in 5 years, 25 were killed at the Carrera Panamericana. Most all were due to an almost complete lack of safety features, such as tire barriers or fences.

From 1906 until 1956 an Italian marque almost always won the race. Porsche won its first in 1956 in a 550 driven by von Hanstein. Over the next 17 years, Porsche dominated the podium, placing 32 times, with 11 first place finishes. (The 911 type Targa was so named to celebrate this achievement.) Alfa Romeo had 30 podium wins with 10 firsts, while Ferrari had 19 with 7.



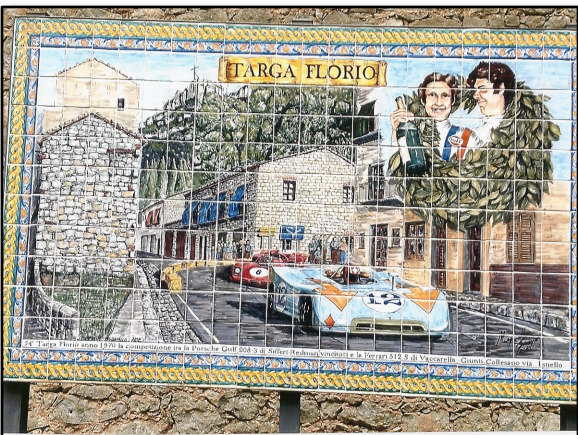
The day of our drive was a sunny 75 degrees F with almost no traffic. We stopped for lunch, watching and waving at a few classic cars driving by. For the actual race, the drivers started every 15 seconds. The practice was held a week prior to the event, in traffic, with the cars outfitted with special license plates for the roadway.

Due to safety concerns, Porsche did not race the 917, but rather the agile 908/3 Spyderys. Other manufacturers continued to compete with the big cars, notably Ferrari with the 600 hp 512S, and Alpha Romeo in the 540 hp 33/3.

At the Targa Florio Museum, we had the good fortune to meet Nino Vaccarella, the winner in 1971 (Alfa Romeo 33/3), and in 1975 (33TT12). He was very gracious, sitting for a photo, and signing a lithograph.



Sicily is a beautiful island with friendly people, and a unique history and culture. One of the highlights was driving this historic route, feeling just a bit connected to this very special race and Porsche racing history.



Photos by Kurt Fuerstenau



Fall has come and Oktoberfest is here.

It's time to celebrate with brats and beer!

Das details for an uber good time are:

What: Oktoberfest party (Libations, merriment, and pot luck)

When: Saturday, September 29, 2018

What time: Festivities begin at 4:00 p.m. ('til approximately 9:00p.m.)

Where: Stach haus: 3261 N. Camino de Oeste (look for the wheels at the entry wall)

Don't miss out on this popular fall event. We thank our Festmasters Herr Peter and Frau Frances Stach for hosting it again this year. Once again, they are opening their lovely westside home (haus) for the festivities. Join your fellow freunds for a merry time of eating, socializing, drinking, socializing, eating and drinking, and strudel and more socializing. Our hosts ask that you bring an appetizer, salad/side dish, or dessert. The klub will provide brats, buns, sauerkraut, wine, soft drinks and beer (German beer, of course!)

You will be emailed an Evite invitation. (Deadline to sign up is September 24) **Be sure that you write what dish you plan to bring in the "Comments" section of the Evite.** Please look at what others are bringing so we don't have too many of the same dishes. Also be sure that if two of you are attending, enter "2 guests" on the RSVP.

Parking: We ask that you park single file to avoid blocking the driveway. Larger vehicles and SUVs should park at the rear of the house. Another parking area is along W. Kay T Dr., which is a dirt road north of and adjacent to the Stach's driveway. If you need to leave the party early, please consider parking closer to Camino de Oeste.

Das Helpers: We need volunteers to help set up the party, help direct parking, be our "grill meisters," and clean-up crew. You will be sent a Sign-up Genius email prior to the event. Auf Wiedersehen 'til then!



Road Trip to SoCal!

Remember reading the article in the May issue of the ZN where Randy Hannon had such a good time at the Porsche Experience Center? Well, here's your chance to join in the fun! Arizona Region has invited SAR to attend their Southern California Porsche Tour. This 4-day tour to the L.A. area includes a day at the Porsche Experience Center and a visit to the Petersen Automotive Museum, considered by some to be the world's greatest museum dedicated to the automobile. Space is limited to 40 attendees. See details at:

[Motorsportreg](#)



An Unusual Track Day at Willow Springs

DE Certified Instructor School Training

By Pat Norris

It is said the best way to see how well you know something is to try teaching it to someone else. As driving instructors, we do that all the time. The PCA National DE Instructor School, takes that to a whole new level. Not only are you given new tools to help with your instruction, but you are paired up with other instructors who play the role of various different types of students. You are also evaluated on how you do. I was recently invited to take part in one such school, the PCA National DE Instructor School hosted by the Orange Coast Region at the big track at Willow Springs on June 1, 2018.

The class was part classroom instruction and part putting your instructor skills to work on the track. Scott Mann was the chief instructor for the school and he presented a wealth of information. The classroom sessions were well thought out and thoroughly engaging (this was not a talk that even the mentor instructors took casually). Role-playing examples were included to help guide the on track exercises and we were given detailed instructions on what the approach was to be for the on-track sessions.

Mentor instructors, those who have already received their certification and were now generously giving even more time to help train new instructor candidates, added even more to the experience. Mentor instructors were paired up with candidates to work together during the on-track exercises.

The “on-track” sessions took place both inside, and outside of the vehicles. Everything from first introductions through session exercises were covered, and guided by, the school’s chief instructor and mentor instructors. Immediately following the on-track sessions, we all returned to the classroom and engaged in a discussion of the exercise. This routine was repeated a number of times throughout the day, each time going over the exercise in the classroom, putting it to practice on the track, then back inside for a review and discussion.

After all the classroom time, exercises, and practice, the candidates were all evaluated. Mentor instructors and any other instructors who worked with each of the candidates reviewed the candidates’ skills and filled out evaluations. Later, a council selected by Scott Mann discussed each of

the candidates. A decision was made as to if they met all the criteria for being certified as a PCA National DE Instructor.

Sometimes, there are things that instructor candidates could improve to more closely align with the National DE Instructor standards. In these cases, the training instructor would work with the candidate’s regional chief driving instructor to address any issues. This way, candidates would not be required to repeat the training class.

At the end of the day, the candidates were encouraged to use the remaining track time to take advantage of the other instructors present. Many drivers enjoyed a little more track time and the opportunity to put into practice what they learned from the other instructors they worked with.

I had an incredible day of learning and teaching at the DE Instructors School. The Orange Coast region and Scott Mann put on a great event and I look forward to having the opportunity to give back to the school someday as a mentor. If you have the chance to attend the PCA National DE Instructors School, it is an opportunity not to be missed.



Blau Grau – an Elegant Outlaw

Story and photos by Barb Crowley – SAR Lifetime Member

Congratulations to SAR members Randy and Julie Knuth. The story of their Outlaw 1960 356 B Super 90 was featured in a seven page article in the July 2018 issue of *Panorama*, our national PCA magazine.

Randy enjoys taking cars apart and putting them back together because he's never satisfied with the status quo. One of the goals of his project cars is to "...remake them in (his) own vision" ... "to make it mine." The article starts with a short history of some of the cars Randy has worked on ... including the '60 356 Roadster he says, "saved his life" after a bad injury to his back. That car won many Zone 8 concours awards including Best in Class at the 2016 Arizona Region Concours.

That Ivory-on-red Roadster was truly a perfect car, but after doing the 'concours thing' for several years, they wanted a car that wouldn't be just a pristine 'garage queen,' but a unique, personalized 356 they wouldn't be afraid to actually *drive*. An Outlaw 356 is what Randy set out to create from a '60 356 B.

Many modifications were made including the addition of a sunroof, 911-style sports seats, and the blue-gray exterior paint. (a Chrysler color that Julie chose.) The *Panorama* article details the many creative and custom features of this 'Elegant Outlaw' the Knuth's named 'Blau Grau.' It's an interesting read. Be sure to check it out.



The Ivory-on-red Roadster "saved my life."

(photo at Phoenix Flight Concours)



Road Ready: The 'Elegant Outlaw' (upper right) participated in the annual Arizona Outlaw 356 Club's Bulldog Kliffs Rennen tour in March 2018. Also shown (l to r) are Jeff Gamble's '60 Roadster and Bob Strickler's '53 Cabriolet.



Randy and Julie are still married after 42 years (and almost 100 cars.) “She gets it,” says Randy.



A stop at San Xavier Mission during the Outlaw event. (How many customized details can you see on the Knuth and Crowley Outlaw 356s?)

Randy’s car won Best of Display at this year’s Cinco de Mayo Concours. It was shown at the Amelia Werks Reunion and will be at Rennsport in September.

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Speed Bump - Slow Down for Some Automotive Tales

A Monthly Column by Hal Tretbar - Photos by Hal Tretbar



Automotive genius Colin Chapman designed this Lotus 87. Overall, Lotus won 79 Formula One races. The John Player (cigarettes) Special was the most elegant Grand Prix car with the black body set off with a refined gold logo and gold pin-striping. Nigel Mansell and this Lotus – Ford dropped out on lap 21 with suspension problems.

Here is a capsule of the race from Wikipedia:

“When the race started, pole man Rene Arnoux (Renault), fell back to third while Alain Prost (Renault) and Carlos Reutemann (Williams-Ford) battled for the lead. Behind, Didier Pironi (Ferrari) was fourth after overtaking four cars on the run up to the first chicane. Pironi continued his charge with Reutemann and Arnoux soon behind him. Prost increased his lead and would keep it the rest of the race.

On lap 19 John Watson lost control of his car and smashed into the barriers at high speed igniting a small fire in the back of his car.

Sometimes I keep looking for old images until I find them. I was fortunate to attend the Italian Grand Prix race in Monza, Italy in 1981. I thought I had shot it on 35mm Kodachrome but I had used Kodacolor print film in my 120 Rolleiflex. So recently I found them in my file for 120 negatives.

I was going to a medical meeting in Verona, Italy when I decided to backpack up to Switzerland and hike on the Matterhorn. (Please note I didn't say climb.) I flew in to Milan, Italy and was going to take the train to Zermatt, Switzerland. Back in those days, all of the European train stations were surrounded by cheap hotels.

I picked a small hotel that looked reasonably clean. When I checked in, the clerk asked if I was going to the Grand Prix. When I said no, he looked out the side door to a guy working on his Fiat. “Hey Luigi,” he yelled, “do you still want to sell your ticket for Monza tomorrow?”

It turned out to be one of the best seats in the grandstand on the south curve called the Parabolica. I sat next to two Brits who were Grand Prix race car nuts. The weather was perfect and the Italian Ferrari fans were as wild as expected.



Crazy Ferrari fans packed their rickety makeshift stands



The Ferrari of Didier Peroni placed fifth.



Mario Andretti, driving the Alfa Romeo 23, dropped out with engine trouble on lap 40 of 52.

His McLaren's Ford engine tub broke off from the car and debris littered the track. Michele Alboreto (Tyrrell-Ford), who was behind Watson, smashed into the broken off engine, while Reutemann took to the grass and brushed a barrier whilst avoiding the accident, losing a place and sustaining minor damage. Watson escaped unhurt. Nelson Piquet's (Brabham-Ford) engine blew on the last lap promoting Reutemann into third place. Alan Jones (Williams-Ford) held second place. Prost was first. Pironi came in eighth."

What had been an empty day on my calendar turned out to be one of the best to watch Grand Prix racing.

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

I would like to welcome the following new members that have joined our club since our last ZN:

Arden & Debbie Berg - They are from Sahuarita and joined as I was writing this article.

Karen Cannon - We saw Karen at the July member meeting. She lives out towards Tubac. It was so nice of you to join us.

Timothy Hegarty & Vanessa Valencia - They join us from Oro Valley.

Douglas & Kathy Vandersloot - They have joined from Central Indiana Region.

Please join me in welcoming them and we hope to see them at future events.

Please update your information in motorsportreg.com by the 1st of each month or e-mail me. My e-mail: membership@pcasar.com If you would like to submit articles and announcements for the ZN, the editor's deadline is the 20th of each month.

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