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September 2018



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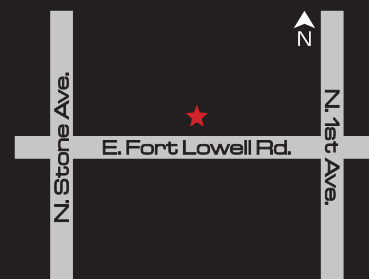
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ON THE COVER:

Previous SAR trip to Mt. Lemmon
Photo by Barb Crowley

ZUFFENHAUSEN NEWS CONTENTS

DEPARTMENTS

President's Message	3
Editor's Corner	4
Event Calendar	6
Willkommen	13
Marketplaatz	21

FEATURES

A Tale of Two Tours	8
Birthday Surprise	10
Speed Bump	14
Speed Bump Extra	16

NEW HAPPENINGS

First Breakfast Social	5
Mt. Lemmon Tour	5
Oktoberfest	10
Tucson Classic Car Show	11
Phoenix Flight	12

THIS MONTH'S CONTRIBUTORS

Hal Tretbar, Kathleen Kandler, Barb Crowley

SAR Committee Chairs, Appointments and Zone 8 Representative



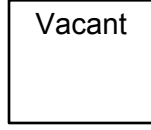
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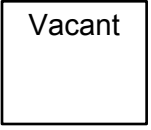
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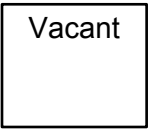
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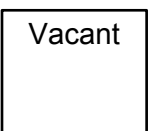
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Presidents's Message

By Jim Kendler



Wow! I want to say thank-you to Gerry Giordano and Rook Younger (Arizona Region) for leading some great events! We had two excellent tours, one to Southern California and one to our own Pima Air and Space Museum. If you check out our SAR Facebook page (<https://www.facebook.com/PCASAZ/>) you will see some great pictures from both events. *(Editor's Note – check out the pictures on pages 8-9. I am really disappointed I missed those events!)*

If you are new to PCA track events, now is your time to sign up for our unique continuous lapping autocross at Tucson's Musselman Track scheduled for October 7th. Our last Driver Education Event of the year is our annual INDE Motorsport Ranch DE scheduled for November 10th-11th. INDE is a world famous private track and this will be the only PCA event held there. Instructors are always in short supply at our driving events so don't wait too long to sign up if you require an instructor. Don't miss out! You can sign up for both the AX and DE at <https://pcasar.motorsportreg.com/>.

I would like you to consider becoming part of SAR Board of Directors. The nomination committee led by Lee Cuevas will start to build our 2019 ballot. I will not be running for the President's position again for 2019. Please consider running for one of the elected positions and/or volunteering to lead or be on one of the standing committees. Our annual election is scheduled for the October time frame. New officers take over in January. If you have questions please talk to the existing SAR board members. PCA is fueled by volunteers!

See you at the next event.

Congratulations!

SAR is proud to announce that our outstanding website was awarded **First Place in the 2017 PCA National Website Competition (Class 3)**! This was announced at the Parade in July. The well-deserved award is the result of the tireless efforts of **webmasters Amy Olsen and Steve Darcangelo**. *Congratulations on your achievement!!!* The SAR website has continuously evolved and improved during their stewardship. Know that club members appreciate all you do to keep us informed. You have made us all proud. It's great to know that PCA has also recognized what a wonderful job you do.

Thanks to our Advertisers!

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Editor's Column

By Debi Norris

There has been a lot of buzz about the Porsche Experience in Los Angeles in the club lately. Randy Hannon and Damond Osterhus presented a fascinating talk about their trips to the Porsche Experience (AKA Disneyland for car enthusiasts!) at the August membership meeting. Several members joined the Arizona Region for a tour to LA that included a day at the Porsche Experience. It sounds like such an amazing facility and I am pretty sure Pat and I will be heading back home to California to give it a try some day.

But all this talk about today's Porsche Experience brings back some great memories of a previous Porsche Experience I remember. What, you say? There was another Porsche Experience? Oh, yes! Back in the early nineties, Porsche Cars North America launched a program that was also called The Porsche Experience. In 1991, Pat and I joined a group of San Diego Region members to give it a try.

We drove up the backside of the Sierra Nevada Mountains on US395 to Reno, Nevada, where PCNA was then headquartered. The weekend included several events beginning with a tour of the PCNA facility near the Reno Airport. The facility included a restoration shop where several older Porsches were getting beautiful facelifts. In the afternoon, the real fun began. We had the opportunity to drive brand new Porsches on two different courses. There was an acceleration and braking course where we drove a 911 Turbo as fast as we could and then hit the brakes as hard as possible. Wow, that car stopped amazingly fast! Then we moved on to a Mini-Autocross course with several Porsches to choose to drive including a Carrera 4, a 928GTS and a 944S2. For us, it was our first ever experience driving with the then state-of-the-art equipment such as ABS braking systems and a Tiptronic transmission.

As with any PCA trip, the weekend was a whole lot of fun and included lots of time to socialize with fellow club members. Many years later, after we moved to Tucson, we found out our new friends Dennis and Barb Crowley had also attended this event, although we didn't know them at the time!

We've had so many special experiences and memories made during our nearly 30 years as PCA members. If you haven't taken advantage of some of the Club events offered, check out the calendars on pages 6 and 7. Who knows what special memory you'll be reminiscing about years from now!

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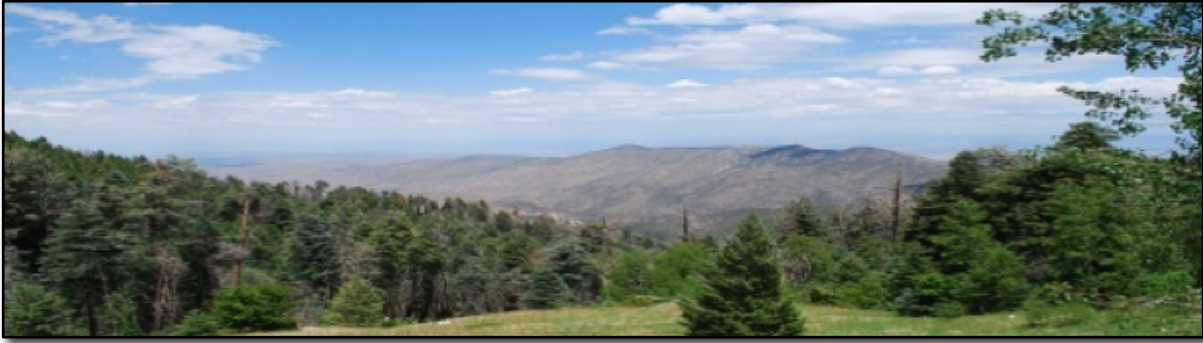
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Mt. Lemmon Tour



SAVE THE DATE!
Sunday, September 9, 2018

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

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

[Check our SAR website calendar for further details and signup information.](#)

PCA-SAR First Breakfast Social

A new tradition is born - Monthly Breakfast Socials!

Come join your PCA-SAR friends for an informal breakfast social. No agenda, no business, just fun!



Saturday, September 22nd at Jerry Bob's Restaurant

2680 E. Valencia Rd., Ste. 110

Please RSVP to Evite with the number of attendees by September 20th. Plenty of parking in front of and behind restaurant. Great breakfast/lunch/brunch menu with reasonable prices. Delicious Mexican dishes as well - the chilaquiles are outstanding! A wonderful opportunity to "break bread" and chat with your PCA friends. No "program," no club business meeting, just food and fun. Separate checks, as usual. Additional Saturday breakfast socials will be announced in future months.



Upcoming Zone 8 and PCA National Events



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)
- 20 Autocross - (SBR)
- 21 Concours - (SGR)
- 26 - OktoberFiesta - Carrera Region
- 27-28 Sonoma Raceway Club Race - (GGR)

November

- 03 Autocross - (CCR)
- 03 Phoenix Flight Concours (AZR)
- 10-11 Buttonwillow - Time Trial and Club Race (SDR)

Guide to Region abbreviations:

- | | | |
|--------------------------------|--------------------|--------------------------|
| AMR - Arizona Mountain | GGR - Golden Gate | RSR - Riverside |
| AZR - Arizona | GPX - Grand Prix | SDR - San Diego |
| CCR - California Central Coast | LAR - Los Angeles | SGR - San Gabriel Valley |
| CAI - California Inland | LVR - Las Vegas | SBR - Santa Barbara |
| GER - Golden Empire | OCR - Orange Coast | SAR - Southern Arizona |

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

Southern Arizona Region Events



September

04 Monthly Membership Meeting - 6:00 PM - Brother John's - 1801 N. Stone Ave. Note, you MUST have responded "yes" to Evite to purchase meal.

09 Mt. Lemmon Tour - 10:30AM - Meet at the McDonald's near the corner of Tanque Verde and Catalina Highway

18 Board Meeting - Contact Jim at president@pcasar.com for details

22 Breakfast Social - 9:00 AM - Jerry Bob's Restaurant, 2680 E Valencia Rd.

23 Drive Your 356 Day (to honor Ferry Porsche's birthday)

29 Oktoberfest - 4:00 PM - 3261 N Camino de Oeste

October

02 Monthly Membership Meeting - **CANCELLED** due to Oktoberfest

07 Charity Autocross - Musselman Cart Track

16 Board Meeting - Contact Jim at president@pcasar.com for details

November

06 Monthly Membership Meeting - Location TBA - Check website for details

10-11 Inde Motorsports Ranch Weekend

20 Board Meeting - Contact Jim at president@pcasar.com for details

December

09 Holiday Party - Hacienda del Sol

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 Tale of Two Tours

The club enjoyed two excellent tours in August. First, a group of PCA-SAR members joined the Arizona Region on a fun tour to Southern California. The trip included a visit to the Peterson Automotive Museum to see the Porsche Effect exhibit and a day at the Porsche Experience. All the attendees had a great time.



Photos by Jim Kendler

Another tour was enjoyed a little closer to home. A trip to the Pima Air and Space Museum included special Porsche parking in the front circle along with a private tram tour of the grounds. Huge thanks are given to Jerry Giordano for organizing this fun event.



Photos by Jim Kendler



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.

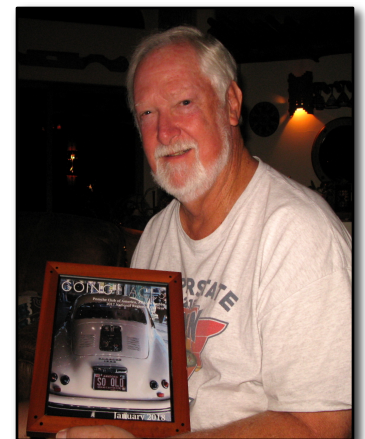
Das Helpers: We need volunteers to help set up the party, help direct parking, be our "grill meisters," and clean-up crew. You will be sent a Sign-up Genius email prior to the event. Auf Wiedersehen 'til then!



Birthday Surprise

By Barb Crowley

Dennis was excited when he saw that his '53 356 Pre-A coupe was on the cover of the Arizona Region's January 2018 newsletter. I contacted Angela Manente, Editor of *Going Places* and asked her to send a printed copy of that issue so I could get a framed copy of its cover to give to Dennis for his 71st birthday. There was a problem though ... that issue was only available electronically. The resolution online wasn't good enough for a high quality print. Luckily, Angela went out of her way to get the original high definition photo and sent it to me. It took some work to keep all this a secret from Dennis because he and I share the same email address ... but it all worked out. He got his special gift! Dennis was surprised and delighted because he thought it was "un-obtainium."



12th ANNUAL

Tucson Classics Car Show

Presented by Rotary Club of Tucson
Saturday, October 20, 2018

10am-4pm at
THE
Gregory School

3231 N. Craycroft Road Tucson, AZ 85712



Join Us for a Fun, Family Day to Enjoy over
400 Beautiful, Classic Cars on the Grass
Go to www.tucsonclassicscarshow.com
for information & a registration form



SAR member, Larry Adamson, hopes to see more of our club members at the event this year!

All net profits benefit local Tucson charities. Raffle tickets are now available.

For Questions, call the TCCS Hotline (520) 440-4503

Vehicle registration is now OPEN and closes September 28, 2018 (or sooner if full).
(There is no registration on the day of the show.)

The Arizona Region of the Porsche Club of America invites you to participate in our 41st annual Phoenix Flight Concours and Car Show, on Friday and Saturday, Nov. 2-3, 2018.

All activities at this year's Flight event will be held at [The McCormick Scottsdale](#) in the beautiful McCormick Ranch area. A Friday evening pool-side reception will kick off the weekend, with the featured Concours d'Elegance and awards presentation luncheon scheduled on Saturday.



The hotel is offering a limited number of rooms at discounted rates for Flight attendees for Friday, Nov. 2 and Saturday, Nov. 3. ***Deadline to take advantage of the discounted hotel rate is Sept. 1, 2018. Call the McCormick: (480) 367-2402, and ask for Julie. Mention the "Porsche Club, Arizona Region" to get the discounted rate.***

Registration for the Concours and associated events will open on Sept. 1 and will end on October 25.

Schedule

- Reception November 2, 2018 6:00 PM
- Concours d' Elegance show and judging competition November 3, cars placed on field beginning 6:00 AM, judging for all classes beginning 9:00 AM
- Wrap-up luncheon and awards 2:30 PM

There will be a designated area on the hotel property for washing and cleaning cars on Friday, with cleaning supplies provided.



[The McCormick Scottsdale](#)

**7401 N Scottsdale Rd.
Scottsdale, AZ 85253**

Further details and the link to register on MotorsportReg.com can be found on the AZPCA website:

<http://az.pca.org/event/phoenix-flight-41/>

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

I would like to welcome the following five new member families that have joined our club since our last ZN. That brings us to 200 in membership plus our associate members (spouses, significant others, or designated family members). Keep up the good work and keep inviting others to join. The more the merrier.

Tony and Tandra Curcio: They have recently transferred from Rockport, TX and are interested in the social aspect of the club.

Gary and Trudi Hart: They return from the Carolinas Region. Gary is a previous president of PCA-SAR and was a past editor of the ZN. Trudi & Gary now live in Vail.

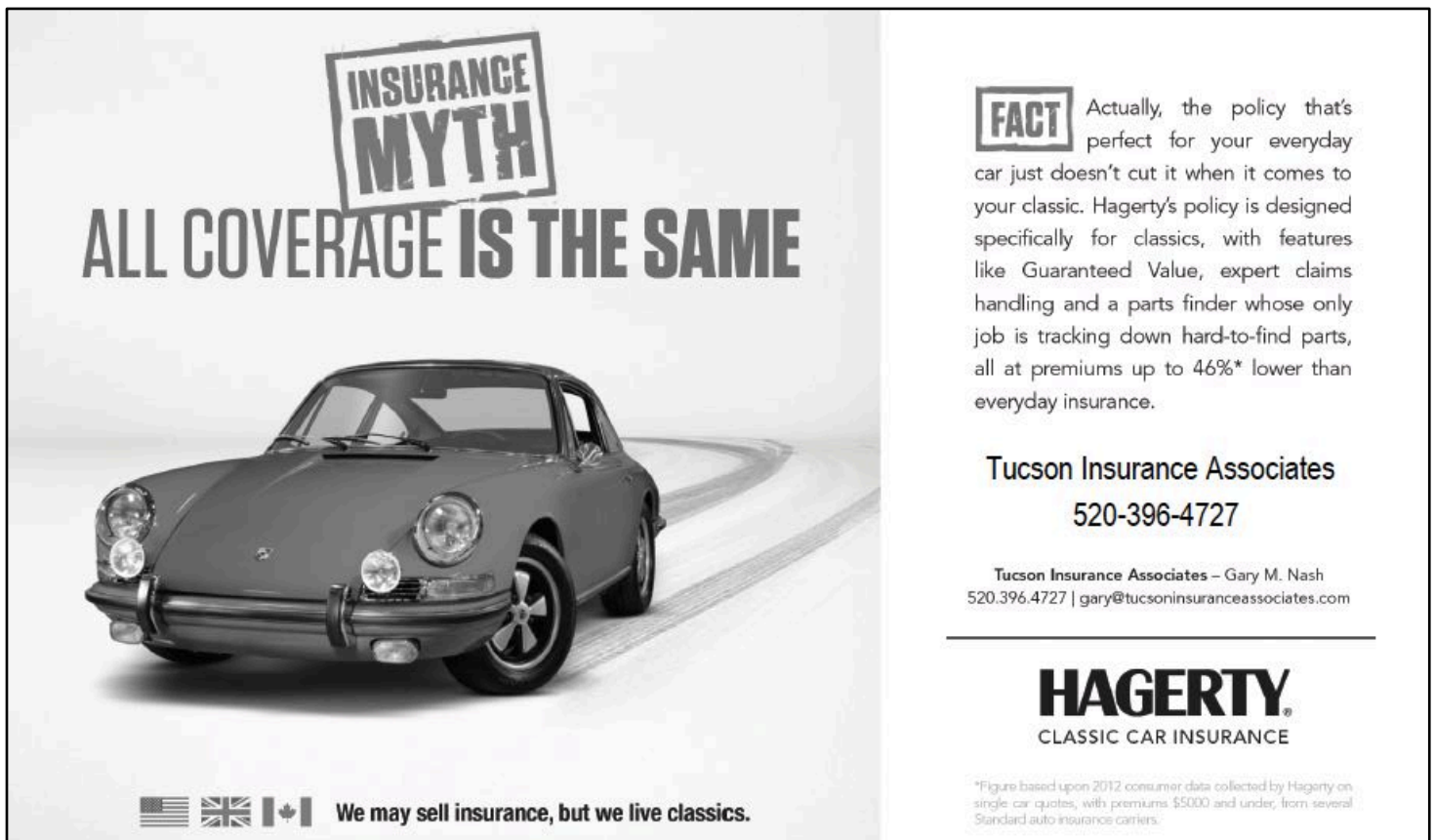
John and Marsha McGhee: They are returning members to our club and are interested in all aspects of the club.

Michael and Sandy Walker: They are also returning members to our club. We've missed them and are looking forward to hearing about some of their adventures.

Paul and Blanca Sonia Watson: They are interested in all aspects of the club.

Please join me in welcoming all of our new members. 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




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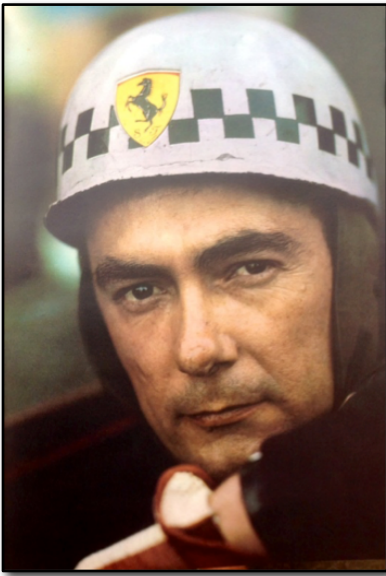
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*Figure based upon 2012 consumer data collected by Hagerty on single car quotes, with premiums \$5000 and under, from several Standard auto insurance carriers.

Speed Bump - Slow Down for Some Automotive Tales

A Monthly Column by Hal Tretbar



Jean Behra was an outstanding Formula One driver known for the checkered racing stripe on his helmet.

Automobile racing is an accident-prone sport. Formula One racing started with the 1950 event at Silverstone. There were few safety features because cars were designed just to be fast. Drivers usually wore a modest helmet and had two pairs of goggles – an extra one around the neck if needed. They could race in shorts and t-shirts if they wanted to. No one wanted a seat belt. How could

they get out of the car in a fiery crash? As late as 1967, a study found few drivers were wearing any restraints. The attitude was that they would rather be killed instantly or thrown clear rather than being trapped and burning to death.

Today's Grand Prix drivers and almost all other racecar drivers are in excellent physical health. Reflexes are sharp. Decisions are fast. Safety features in their vehicles surround them. But how tough are they? I think we should compare them with some 'old-timers.'

Jean Marie Behra was a Frenchman born in 1921. He enjoyed driving any type of vehicle. He raced Moto Guzzi motorcycles before and after WWII. Starting in 1949 he began driving both sports and Grand Prix cars. Over 10 years he drove in Formula One for Gordini, Maserati, BRM, and Ferrari. He preferred Porsches for Formula Two and sports car events.

Behra was a stocky, fearless driver. His career was plagued by many crashes. His ability to heal rapidly and his determination to keep racing led to many victories. He was one of the best that never won a Formula One race. He never took a checkered flag, yet was known for the checkered band around his racing helmet.

His list of injuries shows how tough race drivers were in the past. I have compiled data from various sources but most of the information comes from the British website *Motorpunk.co.uk*:

1. He lost a tiny tip of his nose racing motorcycles.
2. 1949. Albi, France. Broken arm and collar bone enroute to a motorcycle hill climb.
3. 1949. San Remo, Italy. In practice, clinging to the steering wheel of stricken car, he broke his wrist, thumb and several ribs.
4. 1952. Carrera Panamerica, Mexico. Behra was leading the race in a Gordini when a spectator hung his coat over a warning sign. He drove off into a deep ravine suffering seven broken ribs, a broken nose and head injuries.
5. 1952. Les Sables-d'Olonne, France. Racing a Gordini in the rain, he ran into a ditch ... hitting his head and breaking a shoulder blade. Despite his injuries, he managed to drive the wrecked car back to the pits.
6. 1953 Carrera Panamerica, Mexico. Again, Behra crashed in this treacherous road race breaking his right elbow and damaging lumbar vertebrae.
7. 1955. Tourist Trophy, Northern Ireland. It should have been stopped because of rain. Three drivers had died before halfway. Behra's Maserati skidded on the 63rd lap. He suffered a broken right forearm and hand with severed tendons. The lens in his spare goggles broke and cut off his right ear. It was replaced with a prosthetic ear. At parties, Behra would surprise people by pulling off his ear and dropping it on the bar.



At Goodwood in 1958, Behra hit the chicane when his brakes failed. He was lucky to have just 2 broken ribs.



Behra drove his Gordini off into this deep ravine in the 1952 Mexican Carrera Panamerica. He broke 7 ribs, his nose and had a head injury.



Behra suffered second-degree burns on his arms and face during a fueling fire at the 1957 Caracas Grand Prix.

8. 1956. Monza, Italy. He was injured in an unknown accident requiring surgery on his right thigh.

9. 1957. Caracas Grand Prix, Valenzuela. In second place, he stopped to refuel. When he restarted, the car exploded in flames. He leaped out suffering second-degree burns on his arms and face.

10. 1957. Mille Miglia, Italy. Behra wrecked his Maserati in pretesting ... breaking his wrist.

11. 1958. Goodwood, England. He broke two ribs when his BRM brakes failed and he hit a brick chicane.

12. August 1959. Avus Ring Berlin, Germany. On the day before the German Formula One, while driving a Porsche RSK, Behra lost control on the wet high banking of the North Curve. His Porsche flew over the rim ejecting Behra. He flew out and up, fatally hitting a flagpole.

Between 1950 and 1959, 25 drivers, who had driven in a least one Formula One race, died in a racing accident. (www.f1technical.net/articles/12773)

Jean Behra wasn't particularly accident prone, or a bad driver ... he just survived more big crashes than his contemporaries and was determined to race again as soon as possible.



The Porsche RSK of Behra's skids over the edge of the banked Avus Ring in Berlin in 1957. He is fatally injured when he hits the flagpole. The Pre-WW2 radio tower, the Funk Turm, is in the background.

Speed Bump Extra

By Hal Tretbar



Three time F1 World Champion Niki Lauda just had a lung transplant at age 69 on August 2, 2018 at the Vienna General Hospital. Talk about how tough old time Formula 1 drivers are! Here is the time-line on Lauda's survival skills:

1949 - He was born February 22 in Vienna to a wealthy manufacturing family who did not want him to race.

1972 - After a Formula 2 Championship he joined the March Team, driving both Formula 1 and 2. Because of a pinched facial appearance and buckteeth he was affectionately called The Rat or King Rat.

1973 - He had an unhappy season with BRM

1974 - He and hard charging Clay Regazzoni joined Ferrari in F1

1975 - Lauda was F1 World Champion

1976 - Lauda and James Hunt challenged for the F1 Championship. On August 1st, The German Grand Prix was at Nurburgring. A week before, Lauda had said the track was dangerous with a lack of fire marshals and equipment. On lap two Lauda scraped a barrier and burst into flame. His Ferrari was hit, spinning him across the track. His helmet slipped up and he was badly burned on his scalp, forehead, right

eyelid and his right ear was charred. Three drivers who had stopped finally pulled him out. He was conscious and able to stand in spite of the fire searing his lungs. He was stabilized at the Mannheim hospital. He awoke from a coma to tell the Priest to stop giving him the Last Rites. He required pulmonary lavage several times. Because of his burns he was not sedated. A tube was inserted into the trachea and any foreign material was washed out from the lungs. Each time he felt like he was drowning. Five days later he has skin from his legs grafted to his face, scalp, forehead and the right eyelid. He decided to retain the stub of his right ear. Forty days later he entered the Italian Grand Prix at Monza. When Lauda missed 2 races, Hunt gained points. Lauda put on a new helmet and it was still very painful to wear over his burns. He struggled to start the race but finished fourth. The mechanics were aghast when he removed the helmet and pulled off the bloody bandages. The last race of the season was the Japanese Grand Prix. Lauda was ahead in the championship by three points. It was raining heavily when Lauda stopped because his tear ducts didn't clear the water very well. Two laps from the finish Hunt's tires had to be changed. He drove superbly to finish third and won the Championship by one point.



3 drivers stop to save Niki Lauda at the German Gran Prix at Nurburgring.

1977 - Lauda had a difficult relationship with Ferrari and left the team after winning his second World Championship.

1978-79 -Lauda joined the Brabham team. He did not do well and retired to run his own Austrian airline.

1982 - He returned to F1 when he became interested in McLaren.

1983 - McLaren went with a new engine and Lauda did not win a race.

1984 - The McLarens performed well and Lauda won his third Championship by ½ point over Alain Prost.

1985 - He had a poor season and retired again.

After consulting for Ferrari in 1993 and managing Jaguar F1 in 1994 he returned to managing his successful airlines.



Drivers John Watson, Guy Edwards and Brett Langer drag a severely burned Lauda from his burning Ferrari.

1997 - Niki had a kidney transplant from his brother.

2005 - Lauda needed a second kidney transplant from his lady friend Brigit Wetzinger, whom he later married.

Since 2012 Lauda has been the Chairman of the Mercedes AMG Petronas Formula One team. He was instrumental in getting current World Champion Louis Hamilton to move from McLaren to Mercedes.



To this day, Lauda always wears a cap to cover his skin grafts. He has sold advertising on the cap.

2018 August 2nd. It is reported that Lauda developed a lung infection while on vacation. He was flown to Vienna where he was put on a heart-lung machine for five days before he was successfully transplanted. So far he is recovering very well.

Update: Sept. 1, 2018 Niki Lauda is feeling "much better". That's the report from Michael O'Leary, boss of the airline Ryanair, which works in collaboration with the F1 legend's own airline, Laudamotion.

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