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November 2018



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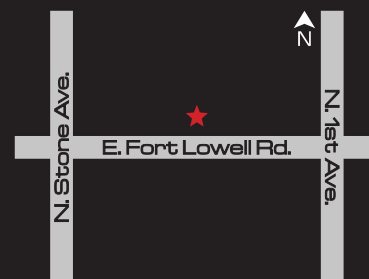
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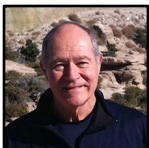
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ON THE COVER:
Porsche Caymen S at sunset.
Photo by Dennis Correia

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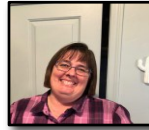
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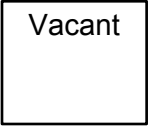
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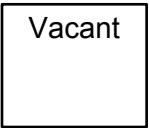
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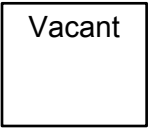
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The Disclaimer

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President's Message

By Jim Kendler



Wow! It is a busy time of the year if you are a Porsche enthusiast. First, I want to say thank you to all the volunteers, and especially to Fran and Peter Stach, for a great Oktoberfest Party. Second, I want to say thank you to Lee Olitzky for leading our Charity Autocross at Musselman Honda Circuit. A lot of fun on the track was matched by bringing in over \$300 for charity. Final charity funds collected in the fall will be announced at the SAR Holiday Party. Please say thank you to all our volunteers when you see them.

There are some future events you don't want to miss! Phoenix Flight, DE @ INDE, Kendra Scott Charity Party, and our annual SAR Holiday Party are all coming up soon. Please check <https://pcasar.motorsportreg.com/>, the SAR website or elsewhere in this newsletter for additional information.

As you read this paragraph I hope you have turned in your 2019 SAR ballot. We will announce the results of the election at our Holiday Party. To all of you running for the SAR Board of Directors, I want to say thank you for volunteering. If your name is not on the ballot, don't worry! We still have room for you and your ideas on one of the standing committees. We especially need people to take charge of the Cinco de Mayo Weekend, Charity, and Social committees. 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

Fall is finally here, and with it comes some much-appreciated cooler weather. Things always get busy here in Southern Arizona when the weather cools down and SAR is no exception. There are many events coming up on our calendar so dust off your Porsche, put on a sweater and come on out to join us!

Inde Motorsports Ranch Driver Education weekend is coming up quickly. By the time you read this, registration has already closed. I hope you got a chance to register because this is a very unique and fun event. Inde Motorsports Ranch is a private course just outside Willcox, AZ. Only select organizations are invited to drive this course and we are lucky to be one of them. We are looking forward to a fun weekend.

We have another unique event this month at Kendra Scott in La Encantada. They have invited us to a reception at their beautiful store, including wine, appetizers and sweets. Best of all, 20% of all jewelry purchases will go towards our PCA-SAR charities. We are proud to support several deserving organizations and this is an excellent way to contribute. After all, Christmas is just around the corner!

Speaking of Christmas, our Holiday Party and Annual Membership Meeting will be held at the beautiful Hacienda del Sol. This event allows us to recognize the hard work of many volunteers throughout the year as well as to announce the new Board of Directors. It is also a delicious chance to celebrate the holiday season with all your Porsche friends. Don't forget the Charity Silent Auction and Raffle items as well. This is one of our biggest social events of the year so I hope you all can attend.

We all have much to be Thankful for as we head into the holiday season. Enjoy!

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PCA-SAR Driver Education at Inde Motorsports Ranch

Saturday, Nov 10th — Sunday, Nov 11th, 2018

Inde Motorsports Ranch, Willcox, AZ

Come join us for the only PCA High Performance Driver Education Event to be held at the private Inde Motorsports Ranch!

Non- Porsches are welcome! So bring the Miata with roll-over protection or your Exotic.

Instructors will be available for first time drivers but please sign-up early. Instructors are limited. Please register early if you will need an instructor.

Link for registration and additional information: [PCA-SAR Inde Motorsports Ranch](#)





Upcoming Zone 8 and PCA National Events



November

- 03 Autocross - (CCR)
- 03 Phoenix Flight Concours (AZR)
- 10-11 Buttonwillow - Time Trial and Club Race (SDR)
- 18 Porsche Cars and Coffee - (LAR)

December

- 01/02 - Tech Tactics West
- 16 - AX - El Toro (OCR)

January

- 19 - Zone 8 Banquet - Westlake Village

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



November

01 - Mailed SAR election ballots are due

06 - Monthly Membership Meeting - 6:00-9:00 El Corral Steakhouse - 2201 E River Rd, Tucson, AZ 85718 - be sure to bring your election ballot if you have not mailed it in!

09 - Next Generation Cayenne Event - Porsche of Tucson at North Restaurant at La Encantada

10-11 - Inde Motorsports Ranch Weekend - Willcox, AZ

17 - Kendra Scott Charity Event - La Encantada

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

December

04 - Monthly Membership Meeting - Cancelled - be sure to join us at the holiday party!

04 - Last day to register for Holiday Party

09 - Holiday Party and Annual Meeting - Hacienda del Sol

15 - Adopt-a-Roadway Event - Meet at Beyond Bread on Ina

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

January

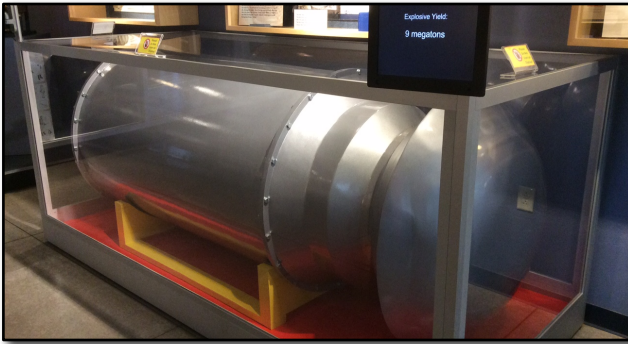
08 - Monthly Membership Meeting - Location TBA - Check website for details

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.

Titan Missile Museum Tour and Lunch

Story by Ron Faulkner

Five Porsches, all with different paint colors and carrying ten "tourists" from the Sierra Vista area, traveled to the Titan Missile II Museum on Sunday, Oct. 28. They made their way to the decommissioned USAF Titan II Missile site via a scenic route ... through Sonoita, Sahuarita and Green Valley. Two of the ten participants are potential new PCA members.



This well preserved and operated educational and historical property is still owned by the US Air Force and is listed on the National Registry of Historical Places. It is only 25 miles south of Tucson on I-19. Detailed written descriptions, photos, videos, etc. are available at the museum's website: (<http://www.titanmissilemuseum.org/>).

Some of the things we discovered during the guided tour are worth highlighting. Security procedures during the operational phase of the site were extensive and multilayered, as one would expect for this one leg of the National Strategic Nuclear Triad. Radar collecting acoustical /motion sensor devices restricted access. Individual classified entry codes were given and then burned after entry. There were two person escort procedures and multiple locks on top secret code containers. Additional security measures included multiple authentication procedures for readiness exercises ... and the actual, if ever initiated, one-and-done firing sequence. This included two person verification and activation procedures upon receiving national emergency



action messages (EAM) as directed by the National Command Authority (President and Secretary of Defense).

Due to the continuing costs in personnel and equipment maintenance and the volatility of the liquid fuel propellant, the land based Titans were eventually replaced by Minuteman Missiles. The Minuteman has multiple independent re-entry vehicles (nuclear device) which permit smaller but much more accurate explosive warheads. It uses safer and more easy-to-handle solid propellant fuel and has a ten missile to one (10:1) command and control ratio versus the Titan one crew to one (1:1) weapon ratio.

We viewed the underground facilities, walked the 55 stairs (or rode in the limited space elevator), and observed the inert missile, both below and above the ground. After our tour, the group drove to a local restaurant to enjoy a lively discussion about the site. But the conversation quickly turned to a topic familiar to us all ... travel and Porsches. Once again, we recognized Gary Ottaviano for organizing this very informative and wonderful outing as we continue to be amazed by the abundance of available locations to visit and enjoy in southern Arizona.



Photos by Gary Ottaviano and Ron Faulkner

Rain, Rain, Go Away - Porsche Drivers Want to Play!

Musselman Charity Autocross - By Debi Norris

I read that October of 2018 ended up being the 5th wettest October in history for Tucson. A month usually known for its warm temperatures and dry weather was anything but on Sunday, October 7th as PCA-SAR headed to Musselman for our annual Charity Autocross.

I had to dig out my jacket Sunday morning as we loaded up our new Fiat and headed out to the track. Our usual efficient crew got us through registration and tech inspection easily, leaving us plenty of time to set up camp for the day and get our transponders ready before the drivers' meeting.

The first part of the day was perfect driving weather. Comfortable temperatures and dry conditions made for a fast track. All had lots of fun as we got in plenty of practice laps.

Pat and I had decided to try out our new Fiat 500 Abarth on the track rather than a Porsche. It gave us a chance to really test her limits and see how she performed. Overall, although she was a fun little car to drive, I'd much rather be out there in a Porsche!



Throughout the morning, as we saw dark clouds gathering to the south and west, the weather stayed clear at the track. But, after lunch, our luck ran out. The wind picked up drastically and the rain began pouring down. Our wet October was setting in. After a quick drivers' meeting the decision was made to pack it up for the day and head on home. Unfortunately, that meant no timed runs. However, thanks to the transponders, we were able to get a record of our lap times to see how we compared to the other drivers in our run groups.

Photos by Jim Kendler and Debi Norris



A huge thanks to all the volunteers who helped make this such a fun day at the track. No event like this can take place without a team of people to make sure everything runs smoothly.

HPDE - #47					16:1
Pos	Racer Name	Laps	Best Time	Coming Up Next	
1	James Kendler	43	3	65.558	HPDE
	Avg 67.934	Last 65.558	Gap -	Heat Number 849	
2	Eliseo Cuevas	53	2	72.049	Grid Lineup
	Avg 72.662	Last 72.049	Gap 6.491	# Racer Name	
3	Patrick Norris	59	2	76.458	1 Steven Crump
	Avg 76.789	Last 76.458	Gap 10.900	2 Chris Miesner	
				3 Debi Norris	
				4 Blake Finch	
				5 Carl Soona	

I want to close by sending out a challenge to all the ladies in our club. Where are you? Do you think an Autocross is just for the guys? I can assure you it is not! Autocrosses are excellent events for everyone to come out and enjoy driving our cars. There are instructors available to help you learn to push your car a little faster. The handling skills learned on the track have helped me multiple times driving around town as I avoid hazards and turn safely. Besides, it is a whole lot of fun to be able to drive your car as fast as you can without worrying about the officer with the radar gun up around the next corner. I hope I see more ladies at the next driving event. Come on out and join me!



Speed Bump - Slow Down for Some Automotive Tales

A Monthly Column by Hal Tretbar

There is a unique, blue, open-wheel Porsche in the Revs Collection in Naples, Florida. It is the 718 Behra-Porsche. So what is the interesting history of this Formula 2 special, designed and built by Jean Behra?

Jean Behra's fascinating life was presented in my Speed Bump article in the September 2018 issue of the *ZN*. He had an impressive racing career in both Grand Prix events and in sports cars, particularly Porsches. Behra was known for the checkered band on his racing helmets but never was able to take a winning checkered flag in a Formula One race.

In 1958 he had a miserable year driving Formula One for BRM. Due to unreliability, he was able to finish only two of nine races. He also raced his Porsche 718 RSK and won the 3 hours of Rouen.

By 1959 Behra had joined the Ferrari team. He was a top driver along with Tony Brooks and Phil Hill. Meanwhile, Behra was working with Ferry Porsche to build his own Formula Two car. According to *primotipo.files.wordpress.com*, "The car, based on a new RSK, had a tubular chassis built by Valerio Colotti (then of Maserati and later of transmission fame) and used the original front and rear suspension The driver was placed centrally of course, while the 4-cam Spyder engine, gearbox, battery ignition, and dynamo starter were all retained."

"Colotti's neat aluminium body was beautifully formed. The result was low, streamlined and small, given the car's underpinnings (it was named the Behra-Porsche and painted in the Bleu de France color of his homeland)... This circa 150 hp F2 car proved to be prodigiously fast. Hans Herrmann raced it for Behra at the Reims GP on 5 July 1959 finishing second only to Sterling Moss in Rob Walker's Cooper T45 Borgward ... in the process beating the factory Porsches of Von Trips and Bonnier and Allison's Ferrari 156 much to the consternation of the Maranello management."

Behra's unique Formula 2 car's initial outing was at the Grand Prix of Monaco on May 10, 1959. He had his good friend Maria Teresa de Filippis at the wheel but she was unable to qualify so the car did not start the race.

While Hans Herrmann was racing the Behra-Porsche in Formula 2 at the '59 Reims Grand Prix, Behra was driving Reims in Formula 1 with the Ferrari Dino 246. Tony Brooks came in first in a 246 while Phil Hill took 3rd in a 256. Behra pushed hard and at one point was 3rd before the engine broke.



Masten Gregory is driving the blue Behra-Porsche in Argentina in 1960.

After the race he had a heated discussion with the team manager Romolo Tavoni and punched him in the face. He was dismissed from the Ferrari team. This meant that Behra was now able to race the Behra-Porsche in the upcoming German Grand Prix at the AVUS circuit in Berlin.

The German Grand Prix was on 2 August 1959 and was the only time it was held at AVUS. Berlin at that time was in Communist East Germany and divided into American, British, French and Russian sectors. AVUS was in the American area. Behra had entered his Behra-Porsche in the Grand Prix on Sunday and drove a Porsche 718 RSK in Saturday's sports car race.

The Porsche Team engaged Behra to drive the 718 RSK (718-016) on Saturday. They had borrowed and prepared it from privateer Gaetano Starrabba, a minor Sicilian Prince. Behra slid off of the extreme banking on the north curve in wet weather and died when he hit a flag pole. The car was totaled. (See the story in the September issue.)

Somehow the Porsche Team was able to give Behra's 718 RSK (718-030) to Starrabba as compensation. This was Behra's special car that was interchangeable from sports car to Formula 2. The center seat RSK raced on until 1963, running at Spa-Francorchamps and the Targa Florio. Eventually it was restored in 1981 and displayed at the Collier Museum. More recently it has been owned and driven regularly by Marc Richelsoph of Memphis, Tennessee.

The story of the Camorati USA Racing Team, along with what happened to the Behra-Porsche and Maserati cars, will be in the next issue of the *Zuffenhausen News*. Speed Bump will also have a few words about the first lady Formula 1 driver, Maria Teresa de Filippis.

Speed Bump Bonus: The early days of Formula One and Two

A Grand Prix race is considered to be one with mostly open-wheeled race cars on a long and arduous course. The rules governing the cars are set by the FIA – The Federation Internationale de Automobile founded in 1904.

In 1946, the FIA set the rules for Formula One and Two. F1 were open-wheel cars limited to normally-aspirated engines of 4500cc or 1500cc with supercharge or turbochargers. F2 cars were limited to 750cc with compression of 2000cc with natural aspiration. There were no weight limitations at all.

The first F1 race was the Turin Grand Prix in 1946. Others were held but they did not become significant until 1950. In that year, the FIA established the World Championship of Drivers. Points were awarded to the top winning drivers and totaled at the end of the season.

The first F1 race in 1950 was won by Guiseppi Farina at Silverstone, England. He drove a pre-war designed, supercharged Alfa Rome 158. The Alfas dominated and won 6 of 7 races with Farina becoming the first World Champion. He repeated the Championship in 1951.

Newer cars were being designed. During the 1952 and '53 seasons the World Championship was run on a Formula Two basis with Ferraris becoming prominent. In 1954, F1 engine specs were amended to have a 750cc engine with compressor or a naturally aspirated of 2500 cc with no weight limits. These rules remained in place until 1961. Then new rules dictated 1.5 liter engines for F1.

In 1957, F2 rules called for a 1.5 liter normally-aspirated engine and a single seat but did not specify an open-wheel body. So Porsche took their full-bodied 718 RSK and made a model that could be interchanged from a two-seat left-hand drive to a center seat model.

In 1958, Porsche took Jean Behra's changeable 3rd place Le Mans car to the Reims Formula 2 event three weeks later. The advantages of the full body on the fast circuit helped Behra claim a stunning 21 second victory over the best F2 cars from Cooper, Ferrari, and Lotus. Porsche won the F2 Championship in 1960.



This Porsche 718 RSK could easily be changed from a left hand drive, two seat, sports car to a single, center seat, Formula Two car. It is shown here in the F2 mode.



You're invited to attend the unveiling of the next generation Cayenne at North at La Encantada. Food and live entertainment provided by Porsche of Tucson.

Friday, November 9, 2018 6:00 PM to 10:00 PM

North at La Encantada - 2995 E. Skyline Dr Tucson, AZ 85718

RSVP at: https://www.chapmantucson.com/form/rsvp?utm_source=et&utm_medium=email&utm_campaign=10-18

PCA-SAR Adopt-a-Roadway Event: Winter 2018

By Mark Fuller, PCA-SAR Community Service Chair

Be sure to mark your calendars for **Saturday morning, December 15** because it's time for our Club's semi-annual Community Service event. For many years our Club has been committed to the Adopt-a-Roadway program as a very effective means of demonstrating our continued support to our community. The Adopt-a-Roadway program is part of the nationwide effort of sponsorship designed to help beautify our roadways by facilitating trash removal and saving the taxpayers of Pima County approximately \$250 per mile cleaned. This translates into thousands of dollars saved. Signage along our portion of Orange Grove Road clearly recognizes PCA-SAR's sponsorship.

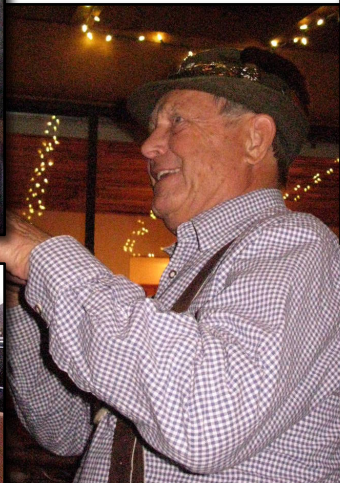


This is a fun and not too strenuous task that will take about two hours of your time and will make you feel good about your participation in helping clean up our community. We would certainly appreciate lots of volunteers for this civic-oriented activity. I highly recommend the Adopt-a-Roadway program as a fine community service event, not too labor intensive, and another perfect opportunity to get together with friends and our special cars.

The temperature should be perfect for our outdoor activity. We will 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 closed toe shoes (no sandals) and comfortable clothing. Gloves and hats are recommended. Cold water, safety vests and bags for the cleanup will be provided. We hope to see you there.



Many thanks to Peter and Fran Stach for hosting the Oktoberfest party at their home. Thank you also to all the great volunteers. It was a great event enjoyed by all who attended.



Photos by Barb Crowley and Lee Cuevas

CHARITY NEWS

By Darlene Fouts, Charity Chair

Kendra Scott Charity Party

Saturday, Nov. 17, 2018

4:00 – 7:00 pm

**Come and enjoy Wine, Appetizers and Sweets
at La Encantada**

Kendra Scott is donating 20% of all jewelry proceeds from Porsche Club purchases, as well as the public, to our PCA-SAR charities! We will also have a donation table!

So come shop (Christmas will only be 5 weeks away) and start the Holiday Season with your friends at PCA-SAR!



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 We may sell insurance, but we live classics.

PCA-SAR Holiday Party and Annual Membership Meeting

Join your SAR friends at Hacienda del Sol for great camaraderie, cuisine, charity and cheer! We will also be announcing the 2019 SAR election results.

When & Where: Sunday, December 9th, 2018
Hacienda Del Sol - 5501 N. Hacienda de Sol Road
Tucson, AZ 85718

5:30 P.M. Cocktail hour and charity events
(Please bring cash or check for charity items)

6:30 P.M. Dinner and Program

Menu:

Salad of Field Greens - Candied Almonds, Dried strawberries, Goat Cheese Crumbles, Roasted Pear & White Balsamic Vinaigrette

Choose one from the following entrees:

Stuffed Chicken Breast: Caramelized onion and asparagus Stuffed Chicken Breast w/ Beschamel, Goat Cheese Mornay Sauce and Potatoes au Gratin

Petit Filet: w/Wild Mushroom Demi, Oysters, Crimini, and Potatoes au Gratin

Grilled Vegetable Napoleon: (Vegan/ Gluten free) Chef's Choice Side, Tomato Coulis

Plated Dessert: Classic Crème Brule : Vanilla Custard, Season Fresh Berries, Sugar Crusted

Register by Dec. 4th at: <https://www.motorsportreg.com/events/pca-sar-holiday-party-hacienda-del-sol-southern-arizona-802551>

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

There are no new members. I would like to mention two signups that are now open:

1. Holiday party signup is available at: www.motorsportreg.com/events/pca-sar-holiday-party-hacienda-del-sol-southern-arizona-802551
2. Membership renewal is available at: www.motorsportreg.com/events/pca-sar-annual-membership-2019-st-philips-plaza-southern-arizona-275749

Remember, you must have a current national PCA membership to be eligible for the local club. I would like to get renewals completed by December 31st, 2018. Please update your information on motorsportreg.com by the 1st of each month or e-mail me at: 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.

Reminder: Please wear your SAR name badges to all events. If you need a name badge, ordering information through Graphic Impact is on pg. 4 of this ZN.

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Protection devices:

Porsche 914 Bra (for 1973 914) (original/used) \$40 and Porsche 911 Bra (Fits circa 1978-85? 911 SC) (original/used): \$50:

Contact Dennis at preacoupe@msn.com or Ph. 520-299-2288

2008 Cayenne S

79,040 Miles Carmona Red, Tan leather interior, Second owner, Arizona car

I put on 14,000 miles in 4 years with no problems. Recent oil change along with new tires and battery. I put on the Martini Racing Stripes but that doesn't mean it has been raced.

There is a tiny scratch on the left rear bumper that has been painted.

Contact: hctbar450@aol.com



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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