



ZUFFENHAUSEN NEWS

October 2020



Fueled by Volunteers!

AUTOHAUS TUCSON

LOCALLY OWNED AND OPERATED

Friendly, Courteous Service for Your Luxury German Automobile.

*Mercedes-Benz
BMW • Porsche
MINI Cooper*

*Service
Maintenance
Repair*

*150 Years Experience
Reliability
Excellence*



Our professional staff, with over 150 years of combined experience, will provide the standard of excellence that you expect. With our state of the art computerized diagnostic equipment we can correctly diagnose and repair your complex European automobile in the most cost effective manner. All of us at Autohaus Tucson look forward to serving you, please call to schedule your appointment.



You drive the Best... You deserve the Best!
It is our Pleasure & Honor to keep your Car Running.



Schedule an Appointment Today! 795-1673

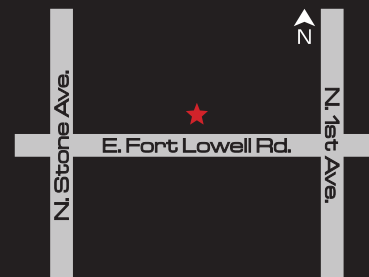
HOURS

Monday-Friday 7:30am-5:30pm

319 E. Fort Lowell Rd.
Tucson AZ 85705



WE EMPLOY TECHNICIANS
CERTIFIED BY ASE...
LET US SHOW YOU THEIR
CREDENTIALS.



Southern Arizona Region 2020 Board Members



President
Pat Norris
president@pcasar.org



Vice President
Lee Cuevas
vicepresident@pcasar.org



Treasurer
Greg Curtiss
treasurer@pcasar.org



Secretary
Kathleen Kendler
secretary@pcasar.org



Board Member
Jim Kendler
boardmember3@pcasar.org



Board Member
John Duclos
boardmember1@pcasar.org



Board Member
Randy Hannon
boardmember2@pcasar.org



Board Member
Ed Koharik
boardmember4@pcasar.org



Board Member
Patrick Miller
boardmember5@pcasar.org

ZUFFENHAUSEN NEWS CONTENTS

DEPARTMENTS

President's Message	3
Editor's Corner	4
Event Calendar	5
Willkommen	16
Marketplatz	23

FEATURES

Drive Your 356 Day	7
Speed Bump	10
Robert Dearing Memorial DE	12
In Memoriam	16
Meet the New Members	17
Project Corner	18
Hat's Off	20

NEW HAPPENINGS

Inde Motorsports Ranch	6
Adopt-a-Roadway	8

THIS MONTH'S CONTRIBUTORS

Kathleen Kendler, Hal Tretbar, Pat Norris, Lon Reeder,
Dennis Crowley



ON THE COVER:

Robert Dearing Memorial Driver's Education

Photo by Kathleen Kendler

SAR Committee Chairs, Appointments and Zone 8 Representative



Advertising
Ken Holmes
advertising@pcasar.org



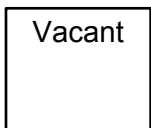
Newsletter Editor
Debi Norris
newsletter@pcasar.org



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



Assistant Editor
Barb Crowley



Charity
charity@pcasar.org



Social
Jerry Giordano
social@pcasar.org



Cinco Chair
Lee Cuevas
pastpresident@pcasar.org



Southeast Liaison
Gary Ottaviano



Community Service
Lon Reeder
community@pcasar.org



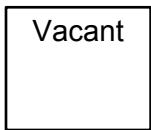
356 Technical Advisor
Jeff Gamble



Dealership Liaison
Lee Cuevas
pastpresident@pcasar.org



Logo Gear Garage
Larry Rogovein
logogeargaragemanager@pcasar.org



Historian
historian@pcasar.org



Webmaster
Cindy Lee
webmaster@pcasar.org



Insurance
Pat Norris
insurance@pcasar.org



Zone 8 Concours Judge Liaison
Peter Beahan



Membership
Kathleen Kendler
membership@pcasar.org



Zone 8 Rep
Jeff Peck
zonerep@zone8.org

The Disclaimer

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

President's Corner

By Pat Norris



September ended with a special treat - seeing other club members out at an event. In person!

The Robert Dearing Memorial DE was safe, fun, and a much-needed chance to be out and see people. Everyone did an excellent job following all the rules and guidelines to keep everyone safe, while still getting a chance to have a socially distanced and masked conversation with friends that we hadn't seen in far too long. There was a ton of track time for the drivers, everything ran smoothly, but the highlight was just being there.

This month, Lon Reeder is organizing the Adopt-a-Roadway event. With numbers limited, and extra rules to keep safe, this is another event where I expect the main attraction will be seeing people.

The time at home has helped with some of my projects, but getting a chance to safely attend an event was really nice - it brought back memories of my first events with PCA. The first time I met a club member was alongside the road where my car had stalled on the way to my first event. Tim Comeau stopped and tried to help sort out my problem, even swapping parts in hopes of saving me a tow. What are some of your stories from your first events? If you send them in, maybe we can get the editor to put a new column in the newsletter.

Stay safe. Be well. And, if you are one of the folks at the next event, I will see you out there!

Thanks to our Advertisers!

Please visit their websites provided below:

Autohaus Tucson – IFC

<http://www.autohaustucson.com>

Holmes Financial Services – Pg. 17

<http://www.hfsaz.com>

Patsy Sable / Long Realty – Pg. 16

<http://www.patsysable.com>

Porsche of Tucson – Pgs. 12/13

<http://porscheoftucson.com>

Radmacher Porsche Service – OBC

<http://tinyurl.com/o5xhf6q>

Underhill Financial – Pg. 16

<http://underhillfinancial.com>



Editor's Column

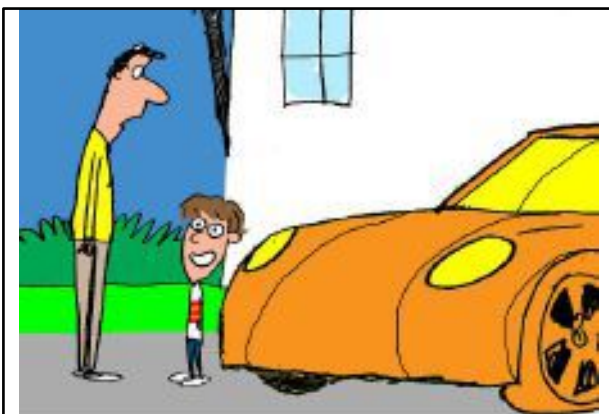
By Debi Norris

Can you feel it? There is just a slight hint of coolness in the air in the early mornings as our summer heat is finally losing its grip and we move into Fall.

The cooler weather usually means PCA-SAR starts getting more active again. In 2020, however, that looks a little different. We were able to have our Robert Dearing Memorial Driver's Education Event in September and we have an Adopt-a-Roadway event coming up later in October. Not quite our usual Fall Calendar full of events, but these days, we will take what we can get!

Pat brought up an interesting idea of sharing some of our memories from our first PCA events. I remember our first Driving Event. It was 1989 in San Diego. We had just purchased our 914 and Pat wanted to try an autocross. The San Diego Region held Autocrosses in the then Jack Murphy Stadium parking lot. We showed up early in the morning having no idea what to expect. By the end of the day, Pat was so excited I knew we would definitely be attending more PCA events. I wasn't wrong! 31 years later we have so many memories of exciting Porsche experiences we could probably write a book. Even more important, we have made lasting friendships with many wonderful people. If you would like to share your memories of your early PCA events (even if they were recent!) please email me at newsletter@pcasar.com.

Hopefully, as the situation with COVID continues to improve we will be able to have even more events and create even better memories. Until then, take care of yourselves, stay healthy and see you soon!



"How do you like the Porsche I carved out of a giant pumpkin?"

Name Tags!

New Member? Need a replacement?

No matter what the reason is, email or call and we will get it done for in-store pickup or can be shipped to you.

\$6⁰⁰
with
**Magnetic
Fastener**



YOUR NAME
HERE

SOUTHERN ARIZONA REGION



www.graphic-impact.com

520-795-7446 (SIGN)

5440 E. Speedway Blvd. • Tucson, Arizona 85712

ryanv@graphic-impact.com

**Club
Member
and
Proud
Supporter**



Submission Guidelines from the Editor and Advertising Manager

These are the preferred methods of content submission: Text can be supplied as an email or Word, or Pages file. All photos, logos and other graphics should be provided in their native format (JPG, TIF, EPS, PDF, etc.). Resolution should be at least 300 dpi. Ads supplied should also adhere to minimum dpi guidelines. The editor can accept CDs and DVDs, but a SASE should be provided for return purposes. Electronic content should be sent to newsletter@pcasar.com. Content for ads should be sent with payment to Ken Holmes at advert@pcasar.com.



Upcoming Events



October

06 - Virtual Membership Meeting - check your email for details and a link

12 - DE/AX Streets of Willow - GPX

16 - DE at Willow Springs - CCCR

17/18 - DE/TT at Chuckwalla Valley Raceway - SDR

24 - Adopt-a-Roadway

November

03 - Virtual Membership Meeting - check your email for details and a link

7/8 - DE Inde Motorsports Ranch - AZR

7/8 - DE/TT at Buttonwillow Raceway - SDR

21/22 - HPDE at Spring Mountain - LVR Motorsports Resort

December

12 - Holiday Party

All events subject to cancellation or postponement due to COVID-19 restrictions. Check our website at pcasar.org for up-to-date information.

Are you missing your Porsche friends?

They are missing you, too!

Since we still can't get together in person, let's have another

Virtual Membership Meeting!

Tuesday, October 6th

Check your email for more information about how to register so you can attend this virtual event!

Looking forward to "seeing" everyone!



MOTORSPORTS RANCH
9301 W Airport Rd, Willcox, AZ 85643



PCA HPDE & AUTOCROSS WEEKEND

November 7-8, 2020

PCA-AZ is hosting an **exclusive 2-day HPDE and Autocross event at Inde Motorsports Ranch** on November 7-8, 2020. Inde Motorsports Ranch is home of one of the largest members only race track in Arizona, over 2.75 miles long.

HPDE & Autocross - You can drive in BOTH the SAME day!

Saturday, November 7

- **Autocross** - North Course
It will be a fast road-course style autocross!
- **HPDE** - South Course

Sunday, November 8

- **HPDE** - North and South Courses
The tracks combined are 2.75 miles!

Never driven on a race track or limited experience? There will be a student/novice run group scheduled and a driving instructor will be assigned for the day to each driver in addition to "classroom" instruction.

Don't own a Porsche? That's okay! Non-Porsche owners and non-PCA members are still welcome to attend with approval. To be approved to attend as a guest of the PCA AZ club, please email drivereducation@az.pca.org after completing registration through motorsportsreg.com.

PRICING	
\$400	BEST DEAL - Full Weekend Saturday & Sunday, Includes Autocross Option
\$315	One Day Only - Saturday (includes Autocross Option) or Sunday
\$60	One Day - Saturday Autocross Only

TO REGISTER OR MORE INFO: www.msreg.com/inde2020

Questions: drivereducation@az.pca.org

AUTOCROSS
North Course
1.2 Miles - 8 Turns

SATURDAY
November 7

HPDE
South Course
1.5 Miles - 12 Turns

SUNDAY
November 8

HPDE
Configuration 5
2.75 Miles - 19 Turns

DY356Day – 2020

By Dennis Crowley – Lifetime Member



Gathering of the Faithful at MotoSonora Brewery for DY356D. Face masks or social distancing was enforced throughout the event. (photo by Jim Guthrie)

Drive Your 356 Day is an annual celebration of Ferry Porsche's September birthday. It is celebrated worldwide by 356 owners taking to the road in their vintage cars. This year, SAR member Steve Proctor planned a short tour with photo shoots at the 356-themed mural at the MotoSonora Brewery and at San Xavier del Bac Mission. Eight 356s and two 911s participated. It was a warm September Sunday (100+ degrees) so the cold brews at the end of the drive were welcomed.



Dennis and Barb's 356 had a "mask" long before the pandemic! (photo by Steve Proctor)

It's Election Time!

No, not THAT election... It is time to elect the 2020-21 PCA-SAR Board of Directors!

Board Members meet monthly to decide issues related to the club as well as plan events. We are also in need of several committee Chairs, such as Cinco de Mayo Event, Charity, and Historian as well as someone to take over our Facebook page. If you are interested in running for the Board, or want to volunteer to serve as a Committee Chairperson please contact Lee Cuevas at: vicepresident@pcasar.org.



Adopt-a-Roadway is Back!

October 24th

By Lon Reeder – Committee Chairperson



The March 21, 2020 Adopt-A-Roadway event was canceled due to COVID-19. With new guidelines from Pima County and PCA on how to conduct events with proper precautions to protect everyone's health, we will resume our community commitment with an Adopt-A-Roadway event on Saturday, October 24th. For many years our club has been committed to this 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 ... which 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. The Arizona Department of Transportation website for Adopt-A-Roadway during COVID-19 says to "keep groups to fewer than 10 people" so I need eight more hardy souls to help do the cleanup. Because of the limitation on the number of participants, you can sign up using Motorsportreg (see link below). Look for the invitation in your email box. Please read the following regulations and sign up only if you are able to comply with them:

- If you are at higher risk for severe illness, or if you are sick or experiencing COVID-19 symptoms such as fever, cough or shortness of breath, stay home.
- Practice social distancing of 6 ft. from anyone not from the same household.
- Masks are required when not keeping a 6ft social distance from anyone not from the same household.

I expect great Tucson October weather. We will meet at 8:30 AM at the north area of the parking lot at the southeast corner of Orange Grove Road and Oracle Road. ADOT requires that we wear hard-soled, closed-toe shoes (no sandals) and comfortable clothing. Gloves and hats are recommended. Cold water, safety vests, grabbers, and bags for the cleanup will be provided. I hope to see you there!

Lon Reeder PCA SAR Community Service Chair

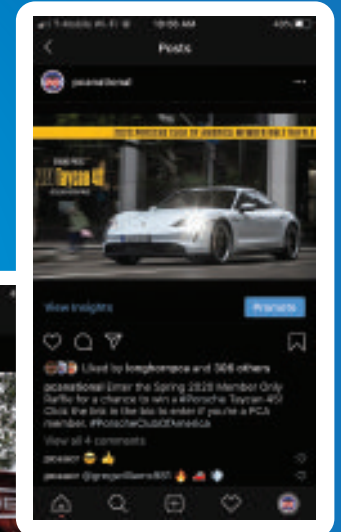
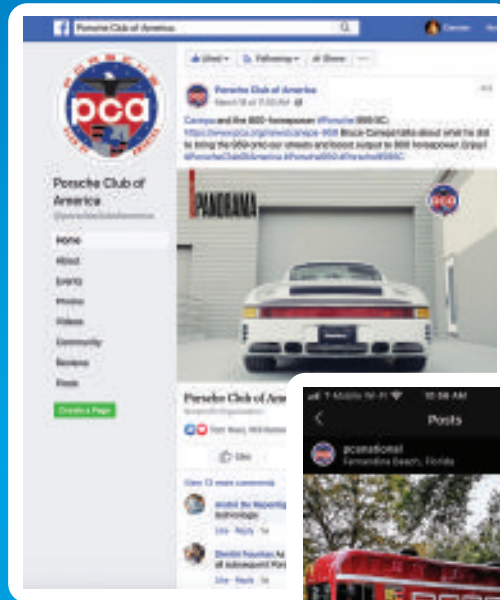
Registration Link: <https://pcasar.motorsportreg.com/events/pca-sar-road-clean-up-event-meeting-parking-lot-southern-arizona-293050>



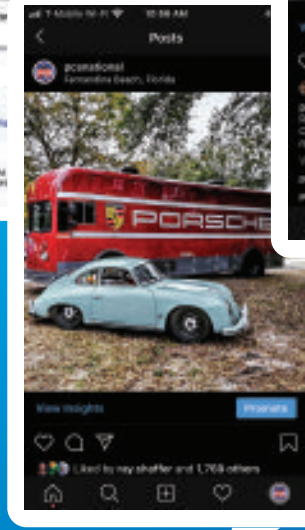
READ | POST | COMMENT



Facebook



Instagram



Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

Help us grow our social media community and subscribe to them all!

FACEBOOK @PorscheClubOfAmerica

INSTAGRAM @PCANational

TWITTER @PCANational

HASHTAGS: #PorscheClubOfAmerica #PCATogether



PORSCHE CLUB OF AMERICA



Speed Bump

Slow Down For Some Automotive Tales

Photos and Article by Hal Tretbar

Was it just another adventure in the Macan or does an Evil Eye really exist?

Karma Kientzler and I were headed to Flagstaff in the 2017 Macan S for the Labor Day weekend. We were on the Beeline Highway headed towards Payson when we watched this rock, in slow motion ... float through the sky. It hit us smack dab in the lower middle of the windshield. And the crack looks like an Evil Eye.

The evil eye has been recorded as long as 5000 years ago in Mesopotamian clay tablets. It is found in almost all cultures including Jewish, Christian, and Buddhist.

The evil eye, 'mal de ojo' in Spain and 'matiasma' in Greece, is a curse believed to be cast by a malevolent glare. It is usually directed towards a person who is unaware. Many cultures believe that receiving the evil eye will cause misfortune, bad luck or injury.

On a bright warm Sunday morning we were headed towards Laws Spring, northwest of Flagstaff. It had been many years since I had been there so we had stopped at the Visitor's Center in the train station to get a detailed map. The spring is located 15 miles off the highway on graded dirt roads.

In 1857, Lt. Edward Beale USN was commissioned by the US government to build a wagon road from Fort Defiance on the New Mexico border to the Colorado River. The route goes through present-day Flagstaff, west to Government Prairie where the spring is located.

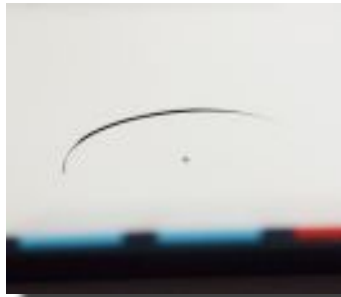
On another crossing in 1859, Beale camped at the

familiar spring. He honored a member of the party by naming the water hole after Major W. L. Laws. Another member of the crew, Peachy Breckenridge had been a tombstone carver, inscribed Laws name on a rock above the spring. Today a bronze marker shows that Laws Spring has been placed on the National Register of Historic Places.

The warm, very dusty road to the spring passed through a forest with a few campers and picnickers. We met an occasional SUV and ATV (off road all-terrain vehicle}. As we entered the plateau at the base of the hill where the spring is located, I heard a faint dragging noise from the right rear. Oh crap, I thought, we had snagged something.

The underside was clear. The wheel and tire looked OK. But – when we started off again, there was the high-pitched shriek of a banshee. Whoa! I thought. Now what? Another check of the right rear wheel was not helpful. Again, any movement forward or backward produced a loud screech. I could only conclude it must be something like a bearing.

My phone was out of range. We called AAA on Karma's phone and got the phone number for Johnson's Heavy Towing in Flagstaff. It was then that the Macan began to act like it was bewitched.



The Evil Eye



Speed Bump continued

We were unable to pull up the GPS coordinates on the dash for the tow company. They didn't want just the county road numbers to get there, so they had the Coconino County Sheriff's Dept. locate our cell phone location. They were on their way at 1:30 PM.

The weather was a comfortable 85 degrees with a nice breeze. We were well prepared for our outing with lots of water and food. Several times an ATV would stop to see what we needed. A group of four ATVs chatted for 30 minutes and furnished beer.



I contacted Porsche Roadside Service who suggested that I call the next day to arrange transport to Tucson. I called Enterprise to rent a car. They gave me a confirmation number for a car that day at the Flagstaff airport.

As we waited for the tow truck, strange things began to happen. We turned the key on to roll down a window and the clock spun the hands around to 12 noon. It returned to the correct time when the key was turned off. I had heard that occurred on other Macans but not on mine. Later the clock spun two more times without touching the key. While sitting quietly in the car, the car alarm went off twice ... which I had never heard before.

We turned the key again to adjust a window and warning lights began flashing on the instrument panel. In a repeat sequence it showed, *Headlight range regulation defective, Service required; AWD fault, Only rear-wheel drive; PSM failure, Consult a workshop, and Drive with caution.*

At 3:25, Dave and his flatbed tow truck slowly pulled up on the narrow dusty road. The right rear wheel squealed when we drove it onto the truck bed. The ride out was quite jiggly. Karma and I sat in the Macan with the air conditioning on and Mozart playing on the radio. Oh yes, the dash again briefly showed the three warning lights, one after the other, until the key was turned off and back on.

At 5:30, Dave took us to the airport, three miles south of town, to pick up the rental car. There was one clerk for three side by side companies. She said, "What

reservation? It is a Holiday. We haven't had any cars all weekend. We won't have any until the day after tomorrow!" Dave was gracious enough to take us to our rental apartment for a bottle of wine.



The next morning was beautiful. I had slept well, I felt relieved and happier. Porsche Roadside Service arranged for the Macan to be taken to Tucson at a cost of only \$220. Then I went into atrial fibrillation for 8 hours.

We were checking out the rental Jeep at Enterprise when I turned around and snagged my left arm on a sharp edge on the adjoining car. They had to get out the first aid kit to stop my bleeding on the floor and bandage the wound.

We had a delightful drive home in the Jeep Compass. We stopped at the Rock Springs Café in Black Canyon City north of Phoenix for some of their famous pies. They bake more than 300 a day.

Brian Herring, Porsche of Tucson service manager, called me when the Macan arrived. "I have good news for you. The car drives fine. There is no sound from the rear wheel and the computer check was OK. You probably had a stone between the brake pad and the rotor. All you have to do is drive back and forth, even though there is noise, until the rock falls out."

Oh yeah, now I find out. That tow truck in Flagstaff cost me \$500. Has all of this been the influence of the Evil Eye?

Where o'where is my anti-evil eye amulet that I got in Istanbul? I need to hang it from my rearview mirror like most of the drivers in Turkey.



Robert Dearing Memorial Driver's Education Event

By Debi Norris - Photos by Jim Kendler, Kathleen Kendler, and Rich Kepner

September 26 was a beautiful fall day in Tucson. The weather was clear and sunny, although a bit warm, and an enthusiastic group of Porsche drivers assembled early in the morning at Musselman Honda Circuit. There had not been a PCA-SAR event held in person since COVID-19 shut everything down in March and the members were eager not only to get their cars out on the track but also to see each other in person after so many months of isolation. Robert Dearing's spirit was definitely in attendance as he was fondly remembered and will be greatly missed. There were strict protocols in place to keep everyone safe including mandatory mask wearing. Despite the restrictions, everyone had a great time. Here is to hoping we will be able to have more in-person events in the future!



More Photos from the John Dearing Memorial Driver's Education Event



> Choose Confidence.

Porsche of Tucson, your Factory Porsche Service Center.



Porsche of Tucson is your Factory Authorized Porsche Service center in Southern Arizona. Our team includes a Master Technician with more than 34 years experience, and a technician that graduated from the prestigious Porsche Training Academy - both ready to keep your Porsche like new. Get the peace of mind that only comes from a Certified Porsche Technician, call **Porsche of Tucson** today.

Parts Direct: (877) 723 3271
Service Direct: (877) 723 3185

Service Dept Hours: M-F 7am - 5:30pm
Parts Dept Hours: M-F 7am - 5:30pm

> **Porsche of Tucson**
4690 East 22nd Street
(520) 748 1000
porscheoftucson.com

Meet the New Members

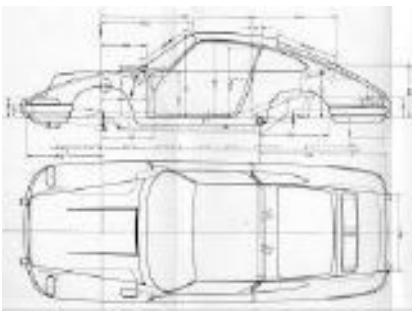
By Kathleen Kendler – Membership Chair

I asked some of the local new PCA members the following questions:

1. When did you join PCA?
2. What Porsche(s) do you have?
3. Where are you from?
4. Family?
5. Work background or trade?
6. What makes your car special?
7. Next upgrade?
8. Have you personalized your car?
9. Favorite memory with a car?
10. Why did you buy your Porsche?
11. High school nickname?
12. What would you like to get out of the club?

So without further ado, let's meet those that replied:

?	Michael Baldwin	Heidi Barnett	Jim Boggan	Richard & Linda Guillis	Curtiss Mann
#s					
1	August 2020	September 2020		July 2020	2007
2	1964 356SC	2017 Boxster	Race yellow 2016 Cayman GT	1999 996 C4 Cabriolet	2007 Cayman S
3	Born Maui, Hawaii, reside Tucson	San Diego Originally, been in So. AZ since 1995	Transferred in from the Sacramento Valley Region	Missoula, Montana last 8 yrs	Chicago last 25 yrs
4	Married to Priscilla 63 years, 2 sons, 3 grandchildren, 4 great-grandchildren	I have one daughter in middle school		Just us and the dog	Spread across the country
5	Retired	Healthcare diagnostics	Retired Military	Linda -government Richard -worked on air cooled auto and aircraft motors.	Physician
6	Belongs to us	My first Porsche & my first convertible		Wimbledon Green Metallic color and 54000 miles	Wife bought my Porsche as a 40th birthday gift without my knowing!
7	None planned	Not sure yet			Quikjack.
8	No – stock with repairs as needed	License plate is “La Luca” - Italian for the light		None as of yet	Yes, oiling, brake and suspension upgrades
9	Autocross (called gymkhana then) in my Austin-Healy in 1957	I would routinely pack my '58 Ford with 5 or 6 friends and go to the beach			My wife walking me to our garage at the time of purchase. I was blown away
10	Car I wanted in 60's	COVID is making me stir crazy as I will work from home indefinitely	Took my VW GTI into a dealer for service and drove out with the Porsche	Liked the color, stick shift car, handles well	Married well, wife purchased
11	Mike	None		High school was 60 years ago...	Curtis or Curt. People love calling me Da Man, must be the last name
12	Don't know yet. Didn't expect to get anything	Fun!	Looking forward to meeting like-minded car enthusiasts, track events	Road Trips	Meet other members and share the Porsche passion



Project Corner

By Pat Norris

Follow along as Pat restores a 1972 911 that raced at the 24 Hours at Daytona back to racing form.

Making the job easier - The right tool for the job

Rebuilding the FrankenPorsche has been a learning experience. Sometimes, I get to 'learn' something more than once. In this case, I have learned that, yes, the right tool for the job can make the job go smoother, quicker, and safer. While I had a reasonable set of tools going into the rebuild, there were things on the FrankenPorsche for which I was not fully prepared. Sometimes after trying other methods and sometimes knowing there was no other way I ended up with a few special tools. Here are a few of the tools that have already helped.

ATV Jack

Having pulled motors from VWs and the 914 in the past, I am familiar with the need for a proper jack. As the 911 motor is larger and heavier than a type 1 VW, or even a 914 motor, I decided a larger platform was called for. The ATV jack was just the ticket. Supports that create a wider platform along with a wider base to the jack itself makes this jack stable, even with the 911 motor on it.



Engine stand

While I already had an engine stand, which supports a VW or 356 motor very nicely with an adapter, the stories of lighter engine stands collapsing with a 911 motor on it are a bit scary. The heavy-duty engine stand will hold far more weight than a fully dressed 911 motor. And, with the folding legs, will allow for easy storage once the project is finished. Figuring out a drip pan was still a challenge, but a mix basin from the hardware store and a few boards have done all right so far.



Engine yoke

Air-cooled Porsche engines are special, and as such, they don't just mount directly to a standard engine stand. There are adapters that I have tried with the 356 and VW motors, but for the 911 the proper engine yoke was acquired. This bolted right up to one half of the 911 crankcase, and slid right into the engine stand - just like it was meant for the job.



Collets

I have used the double nut method to remove studs before, but when I saw the two busted head studs on the motor, I knew I was in for a lot of work. After trying a different style stud remover, I was finally able to locate a set of collets designed for the job. Once I had the collets, even the busted head studs were easily removed in under 3 minutes apiece. The studs that were still in one piece were even quicker.



Camshaft Tools

There are gears on the ends of the camshafts, and there are nuts to hold the gears on. To install or remove the large nut, a special tool is needed to hold the camshaft, and another is needed for the large nut. Once the proper tools were obtained, it was a simple matter to remove the nut. However, as camshaft sets can be interchanged across



a wide variety of air-cooled 6-cylinder Porsche motors and there are two different methods of holding the camshaft and removing the nut, it was necessary to first figure out which style was used so the correct tool could be obtained.

Once the camshafts are timed correctly on a 911 motor, there is an amazingly simple way of keeping the timing in place. There is a small round pin that is placed into just the right hole in the camshaft and it keeps everything where it should be while the nuts are installed to hold the gears. There are tricks for removing and inserting these pins, but while I was picking up other tools for the camshafts, I picked up a handy little tool that threads into the pin and lets you pull them out.

Digital calipers and micrometers

Measurements are key to rebuilding a motor. And in the case of the FrankenPorsche, measuring was needed just to figure out what is what. While I likely could have made the tools I had work, the ease and accuracy of the new digital tools are a real treat.



Digital scales

Probably not something I needed for the teardown, the digital scales are fun for checking parts. If I did not have the small scales, I would not have been able to measure just how light the strange case nuts I found installed on the motor actually were. When the time comes, I have a larger set of scales that will be helpful to adjust the corner balance when setting up the chassis.



Crankshaft holder

I started with using the flywheel as a stand, as I had seen suggested in books and online. While this method worked well enough for removing the connecting rods, it

did not work well for checking the stroke on the crank. This holder can be positioned horizontally or vertically and simply mounts in a vise.



Crankshaft measuring jig

This little jig is used to measure the stroke of the crankshaft. It uses a caliper to take the actual measurements (another use of for the digital measuring tools!) and a little math to figure out the



stroke. Again, the FrankenPorsche could have had just about anything built into the motor. A good measurement of the stroke is helpful in getting the right parts for the rebuild.

Books

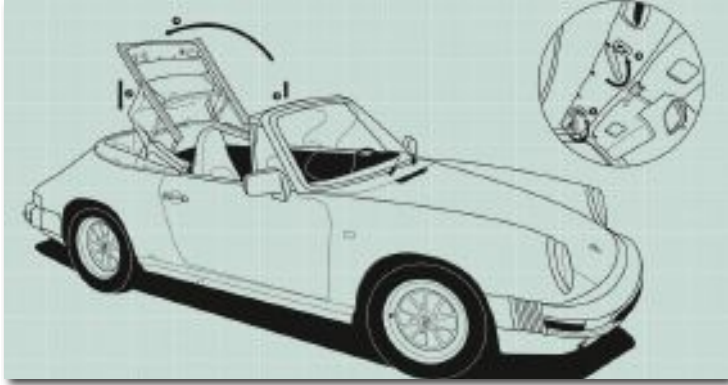
One nice thing about working on an older car is someone else has likely already figured it out before. And, hopefully, there was a book written along the way. I have several books that have helped with everything from the removal of the motor to identifying those strange case nuts being factory-racing parts that were used on the 917 motors. While each book still has an interpretation of how to do things, they give a solid base of knowledge for my own variation. While the Internet is also handy and I have access in the shop for reference as needed, I find enjoyment in reading a book I can hold - and make notes in the margins - for a project.



Hat's Off

Whether Cabriolet, Targa or Spyder – Porsche has a special solution for driving with an open top. We provide an overview of the different convertible roof systems.

Reprinted from a November 2014 article in Christophorus

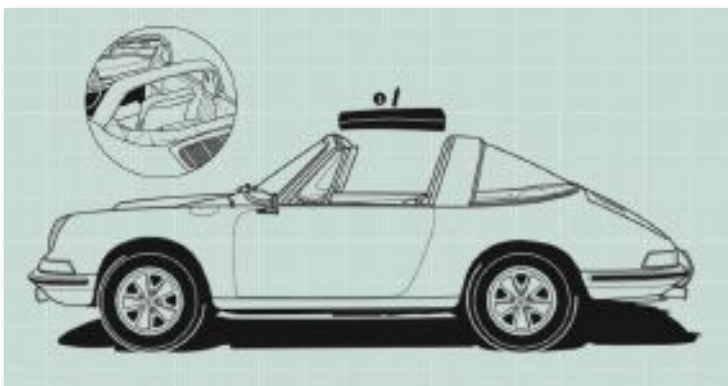


The very first one was open, and so is the most recent one. Sixty-six years lie between the legendary No. 1 of Ferry Porsche and the new 911 Targa. Sixty-six years in which Porsche drivers have enjoyed being one with the elements at any time of the year. Seeing, hearing, smelling, and feeling everything. It is a driving experience that could not be any more authentic, direct, or intense. Pure Porsche.

In the interest of more tranquil moments, there is also the top. It, too, has been around for 66 years. What the No. 1's hood and the 911 Targa's top have in common is an outer cover made of fabric. What differentiates them is the fabric itself – and what lies underneath it. The top of a Porsche these days is a microcosm of highly refined materials, innovative technology, and sophisticated kinematics.

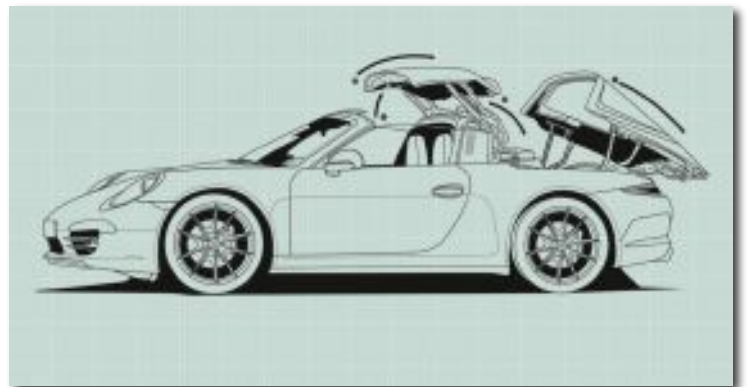
Designs of the tops are unique

And also a question of character. The designs of their tops



are as unique as the sports cars themselves: the Boxster has its own very special version, and the 911 has two at once with the Cabriolet and the Targa. The 918 Spyder super sports car opens up in a completely different way, and who could ever forget the unconventional tops of the Boxster Spyder and the various 911 Speedsters?

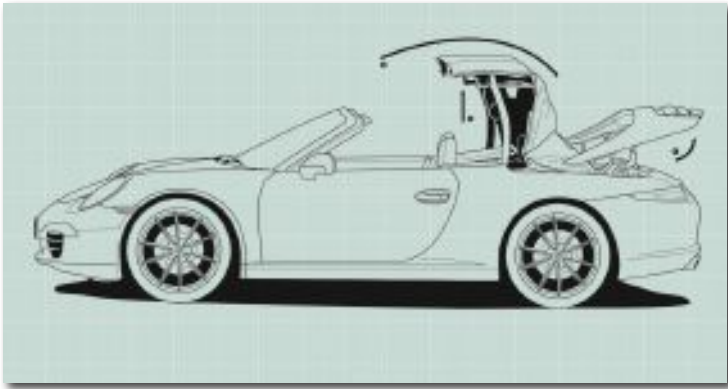
The “top of the tops” is the panel bow top on the current 911 Cabriolet, where Porsche has set a new standard for folding tops. “It means we have the most high-grade top currently available,” says Dr. Heinz Soja, head of Body Mechanics Development and a team of seventeen developers who work on convertible roof systems. With lines identical to those on the Coupé, the Cabriolet's fabric top traces an elegant arc from the front windshield frame to the lid of the roof compartment. No ribs are visible under the fabric, nor are there any other elements that might interrupt the smoothly flowing design.



Lightweight construction is extremely important

The panel bows are what make this possible. The fabric top – with the exception of the side parts – stretches over a firm surface composed of four individual but perfectly aligned magnesium segments. “Lightweight construction is extremely important for every Porsche top,” notes Soja. “The less mass there is up there, the lower the center of gravity.”

With everything closed off, the driver and passenger enjoy



superb climatic and acoustic conditions, closer than ever to those of the Coupé. Under the exterior fabric there is a layer of butyl that makes the roof absolutely watertight, and then a mat of thermal and acoustic insulation covering the entire structure.

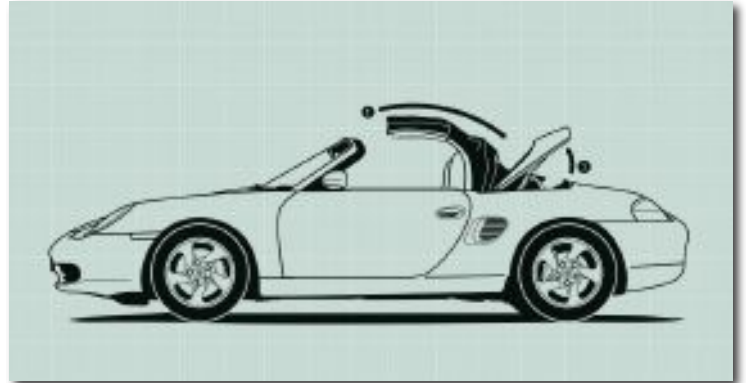
On the inside, rigid panels line the roof segments. The sides are completely covered with stretched fabric, so that no technical components are visible when the top is closed. And yet another detail makes the design of the top of the Porsche 911 Cabriolet unique – namely, the integrated electric folding wind deflector.

Fewer than ten seconds to open

The developers were consumed with the idea that the new top of the 911 Targa had to be completely effortless to operate. The result is a central roof section that opens fully automatically, in spectacular choreography, with the moving rear window. The Targa top is literally on top of it all. The fabric top with the two magnesium panel bows comes mainly from the Cabriolet. “Our customers want these visuals,” explains Soja. “They want people to notice that it’s a fabric top.”

Porsche tops are no strangers to superlatives. They take fewer than ten seconds to go from closed to open – and in

the 911 Cabriolet it can even do it at speeds of up to 50 km/h. The same is true in reverse, from open to closed, as well. That is a record. No fully automatic roadster roof can be closed faster than that of the Porsche Boxster. This record time is one of the successes made possible by lightweight construction. The front magnesium frame of the Boxster top not only lowers the weight but also is dimensioned in such a way as to cover itself when opened. There is no need for an additional cover – and its extra



weight.

Two carbon shells for the 918 Spyder

But Porsche can do other things as well. It can show its purist side, depending on the character of the sports car in question. For the 918 Spyder, for example, that means two carbon shells to remove by hand, without any automatic assistance. That cuts the weight and lowers the center of gravity – the top priority for Porsche’s super sports car.

Or take the lightweight top on the 911 Speedster from 2010. It was an easy-to-operate kinematic masterpiece that reflected the purist speedster concept in an especially sophisticated way. This superior-quality top could go through the carwash and resist winter weather, with no effect on speed when either open or closed.

In contrast, the top on the Boxster Spyder from the year before served only to protect against the sun or bad weather. Developed primarily to be driven when open, this two-seater featured an especially lightweight, flat fabric cap on a carbon frame that could be closed with just a few movements. These designs attract attention. “We were asked to design tops not only for cars but also for yachts,” remarks the developer Soja. But Porsche had to decline the invitation. The open sports cars simply took precedence.





Underhill
FINANCIAL ADVISORS, LLC

Your Life is our Life's Work

WE FOCUS ON:

Helping to protect, grow and manage the financial assets of accomplished individuals and business owners

Assisting our clients to achieve their personal financial goals

Coordinating clients' personal financial plans with legal and tax professionals



The Underhill Team

Underhill Financial Advisors, LLC

3146 N. Swan Rd.

(520) 795-2950 • (866) 231-7384

james.underhill@underhillfinancial.com

www.underhillfinancial.com

Investment adviser representative and registered representative of, and securities and investment advisory services offered through Voya Financial Advisors, INC. (member SIPC).

Control# 34041082 1119D

When you take your beloved Porsche for service, you want the best, most qualified talent you can get.

Whether you are buying or selling a home, why not have the Number One negotiator in Tucson working on your behalf?

You expect excellence and I am committed to exceeding your expectations.



Patsy Sable
Patsysable.com
520-971-4270



HOLMES Services

ARE YOU PREPARING MORE FOR A
Concours d' Elegance
THAN YOU ARE FOR YOUR
RETIREMENT?

HOLMES FINANCIAL SERVICES (520) 321-1767
 4765 E. CAMP LOWELL DR. TUCSON AZ 85712
 WWW.HFSAZ.COM

*Securities and investment advisory services offered through FSC Securities Corporation, member FINRA/SIPC and a registered investment advisor. Certain insurance products are offered through Holmes Financial Services, an entity not affiliated with FSC.

Marketplatz

Porsche Stuff For Sale or Wanted

Contact Editor Debi Norris at newsletter@pcasar.org to submit classified ads. Free to PCA-SAR members.

2001-2003 Boxster wheels \$800.00 for complete set:

2- 986-362-126-06 8.5x17 ET48

2- 986-362-124-01 7.0x17 ET55

Anyone interested can contact Dave Radmacher at 520-623-3230



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.



ZUFFENHAUSEN NEWS

PCA-SAR
P.O.B. 68413
Tucson, AZ 85737

Address Correction Requested

radmacher

PORSCHE SERVICE & PARTS

Specializing in '89 & Earlier Cars

520.624.6642

Over 30 Years Servicing Tucson's Porsche Community

604 E. Blacklidge Dr. • Tucson, AZ

