



ZUFFENHAUSEN NEWS

July/August 2021



Fueled by Volunteers!

Southern Arizona Region 2021 Board Members



President
Pat Norris
president@pcasar.org



Vice President
Greg Curtiss
vicepresident@pcasar.org



Treasurer
Patrick Miller
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
Thomas Williams
boardmember5@pcasar.org

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THIS MONTH'S CONTRIBUTORS

Kathleen Kendler, Hal Tretbar, Kim McCollum, Gene Kunde, Pat Sand, Patrick and Carolyn Miller, Kay Sullivan and Riley Jackson



ON THE COVER:
Treffen Scottsdale 2021
Photo by Jim 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
Kim McCollum
 charity@pcasar.org



Social
Jerry Giordano
 social@pcasar.org



Cinco Chair
Vacant



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



Social Media
 socialmedia@pcasar.org



Webmaster
Cindy Lee
 webmaster@pcasar.org



Insurance
John Duclos
 insurance@pcasar.org



Zone 8 Concours Judge Liaison
Peter Beahan



Membership
Kathleen Kendler
 membership@pcasar.org



Zone 8 Rep
Jeff Peck
 zonerep@zone8.org

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President's Corner

By Pat Norris



In some ways, we're similar to regions like the Upper Canada Region - there is a time of year that we mostly stay inside. We plan for future events, see folks if we can, and keep our Porsches protected from the elements. The difference is, for us, that if the evening cools off (and the roads aren't flooded by the monsoons) we can still get our Porsches out for a little stretch and some snow-free roads!

This month, we have our first in-person General Membership Meeting! And, there are already plans in place for the August meeting! We continue to plan for future events of all kinds. Watch the calendar, and if you have some ideas,

please let the board know.

One of the things I am planning to do more of is attend events in other regions. I know that Phoenix Flight 2021 is in the planning stage - it's a great event, a long tradition, and a fantastic opportunity to join Porsche friends from another region. There are also driving events that Arizona region is hosting and they have extended the invite to our members.

If you want to travel a little further, the California Festival of Speed is on for the end of October, and right now, they really need volunteers to make it happen.

If you are traveling, check the local regions - wouldn't it be fun to join another region for a cars & coffee, or dinner meeting? Or join some of our dual-region members for a tour in their other region? While we're staying safe from the heat, it's fun to make some plans for taking your Porsche out.



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Editor's Column

By Debi Norris

It is so exciting to be having more in-person events again! After over a year of isolation getting a chance to see our Porsche friends other than through a screen has been such a treat. I don't think any of us will take our social gatherings for granted anymore.

Our first non-internet Membership Meeting will take place at the courtyard at St. Philip's Plaza on July 6th. Unfortunately, Pat and I will not be able to attend. But, don't worry, we will still be doing something Porsche related! We will be on the road heading to the 2021 Porsche Parade in French Lick, Indiana!

Some of you have attended Parades and know what an amazing event they are for any Porsche enthusiast. However, some of you may be wondering what a Porsche Parade is. Well, it is an event every PCA member should try to attend at least once.

The Porsche Parade is basically the National Convention for the Porsche Club of America. Members from all over the country, and even the world, converge on a different spot each summer to enjoy a week of non-stop Porsche events. There is everything a Porsche-lover could enjoy – from a Concours to an Autocross, from a Rally to a variety of Tours, from formal banquets to ice cream socials – it is an entire week full of all things Porsche. I can't wait!

Next year, the Parade will be in Pennsylvania. That may be a bit far for Arizonans to drive... But, in 2023 the Parade will be just a few hours out I-10 in Palm Springs, CA. If you have never attended a Parade, I highly encourage you to give it a try!



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Upcoming Events



Local events in **Bold**

July

06 - Membership Meeting - St. Philip's Plaza - check your email for details

11-17 - Porsche Parade - French Lick, Indiana

17 - Breakfast Meeting - Blue Willow Restaurant

No Board Meeting this month

August

03 - Membership Meeting - Trident Grill III - check your email for details

17 - Board Meeting

21 - Breakfast Meeting - Blue Willow Restaurant

September

07 - Membership Meeting - Location TBA - check your email for updates

21 - Board Meeting

30/Oct 3 - Grand Canyon Tour

October

05 - Membership Meeting - Location TBA - check your email for updates

16 - Tucson Classic Car Show

19 - Board Meeting

30/31 - California Festival of Speed - Autoclub Speedway

November

02 - Membership Meeting - Location TBA - check your email for updates

05/06 - Phoenix Flight - Arizona Region Concours

13/14 - INDE Motorsports Ranch Weekend

16 - Board Meeting

December

07 - Membership Meeting - Location TBA - check your email for updates

21 - Driver's Education at Musselman

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



Stories From Treffen Spring 2021 May 5-9

Editor's note: Please enjoy the articles on the next few pages from several PCA-SAR members who journeyed up to Treffen in nearby Scottsdale on May 5th-8th. Photos by Jim Kendler, Patrick Miller

TREFFEN - Scottsdale

By Gene Kunde

This was my first Treffen experience and today I am wondering how I missed them in the past.

The excitement began with the run-up to registration and all the advice to get online early and proceed carefully. Thankfully this time I listened and was ready when the big day arrived. It was easier than anticipated and I was happy to learn that my application was accepted before registration closed in less than 15 minutes!

My friend Twila, an experienced and willing adventurer, agreed to be the navigator and support person that would make the event even more fun. During the next few months we spent time planning wardrobes and figuring out how to pack it all into my 1989 911 Cabriolet. As the temperature and weather forecasts started their upward climb, it was obvious that an AC recharge was going to be necessary and thankfully our friends at Autohaus were able to get that done on the day before we headed north to Scottsdale.... our longest ever, non-stop freeway drive in this car.

The 911 performed like a champ and the inside temperature remained pleasant. The only issue was the Porsche Classic Communications Management radio, with the world's smallest navigation screen. It strained our eyes as we struggled to see its map after suddenly realizing that we were off course in a Phoenix suburb. However we recovered and made it to the Marriott



Scottsdale Camelback Resort right on time. Beautiful setting.... lots of green, multiple cactus varieties, colorful flowers and numerous water treatments.

The fun started as soon as we got to the welcome reception. Everybody was in a good mood and eager to share their life and Porsche stories. Over the next several days we met a lot of neat people from the western region and hope to see them again.

We selected the shorter tours, preferring to return to Prescott and Jerome at a more leisurely pace in the Macan we left behind in Tucson. The first morning we gathered at the "All Tours Staging Lot" and lined up with our group headed to the Fountain Lakes area. Beautiful selection of Porsche models and colors in the morning sun! I was surprised that there were only a couple of other air cooled 911s in the group and impressed with

Treffen Continued

the number of GTs, limited production vehicles, and several brand new Taycan Turbo S beauties. The tour wound around the suburban homes of North Scottsdale (very green landscaping... water does not look like a problem here) and then out into the countryside including a stop along the Salt River, my first time to see running water in an Arizona river! It ended at an Italian restaurant in Fountain Hills that loaded us up with some really great food. After that we were free to explore the area before heading back to the hotel and a fun evening cook-out with more new friends.

Thursday was a free day and we spent it in Old Scottsdale visiting local merchants and art galleries. We expanded our knowledge of turquoise at the shop of a 4th generation trader who showed us more turquoise types than there are options in the Porsche ordering guide. A fun time followed by a super meal and bootlegger after dinner drinks!

Saturday morning we were back at the staging area early and ready for a tour to Bartlett Lake. Unfortunately some road construction forced a last minute change in the route. No problem! The Phoenix club volunteers modified the route and delivered another fun event. Lots of twisties and whoop-d-whoops. I followed one of the Taycan Turbo S vehicles and it was impressive. Its

owner was obviously having fun with the car leaving most stop signs as if shot out of a cannon, without the noise. The best part happened at a light when a hot rodded and very loud Camaro pulled up alongside the Taycan with the thought of leaving us in his wake. Quite the opposite. When the dust settled the Taycan was no longer in sight and the Camaro driver is probably still wondering what happened.

That tour ended at the Horny Toad Bar and Grill in Cave Creek, a local hangout and a fun place to connect with the other Porsche folks. A great ending place for a day behind the wheel.

Treffen Scottsdale concluded later that night with a farewell party at the hotel.

In summary Treffen was great. An abundance of hospitality and camaraderie surrounded the presentation of a well organized event made possible by the professionalism and experience of the PCA staff, plus a focused group of Arizona Region Volunteers supported by some SAR folks adding their smiles and expertise. All of it lending credence to... ***"It's not just the cars, it's the people!"***

We are looking forward to Treffen Broadmoor.

Treffen - By Pat Sand

The Porsche Treffen is so much fun. This year it was held in Scottsdale, AZ at the Cambelback Resort from May 5th-9th. The resort grounds were beautiful and full of desert blooms and cacti. Several driving tours were set up for attendees and my husband Joe and I were the sweep car for the South Mountain Tour.

It was an easy ride from the hotel to the Staging area. After getting our two bottles of water and parking, we were out of our car and taking in all the Porsche eye candy. There were many Porsches with typical colors of white, black and red. The cars providing the WOW factor had unique colors of either purple, green, aqua, sapphire and midnight blue.

After the driver's meeting, the group left on time and was waved out of the staging area by Rook and Debbie Younger. I was surprised at how easy it was for everyone to stay together driving through the Scottsdale traffic.

South Mountain provided a beautiful vista of the Phoenix Valley. Everyone was able to take in the view and also get a group photo. From South Mountain the tour continued to the



Treffen Continued

Wrigley Mansion. Being from Chicago, we were very interested in this tour and learning about the Wrigley Phoenix home. This 20,000 square foot home was actually considered a “cottage” by William Wrigley who built it for his wife on their 50th wedding anniversary.

After the tour, we sat together and enjoyed a tasty lunch. The group had an option of four entrees. Afterwards everyone headed back to the Camelback Resort.

Treffen is a great way to connect with friends and meet some new ones. If you haven't experienced a Treffen before, I highly recommend attending one!



Treffen Neophytes By Patrick & Carolyn Miller

Having never attended a Treffen event, Carolyn and I jumped at the chance to experience one when PCA/Treffen scheduled their spring event in Scottsdale, AZ. After asking around, we learned a few things: 1) Treffen is primarily a social event, whereas the PCA Parade is made up of all forms of competitive events, 2)



Treffen events sell out in less than 20 minutes. After assembling all my notes regarding user IDs, shirt sizes, preferred driving events, etc., I successfully registered us for our first Treffen.

The hotel selected by the PCA for the event was the Camelback Inn, located just northwest of “Old Scottsdale,” an historic casita style resort with all the amenities you would expect. Our casita was very close to the main lobby area, breakfast, pool, and of course, the Starbucks store.

After checking in to the hotel, then visiting the Treffen registration desk, we were ready to attend the Welcome Party, complete with heavy appetizers and a free drink. It was at the party that

I realized that my new camera was still sitting on my dining room table (at home), batteries fully charged and ready to go :-)

The following morning we joined other attendees for breakfast, then ventured out to the Salt River staging area for our first driving event. The assembly site was a MASS of Porsches from all over the US, many from California, and at least two from Europe! After a short driver's meeting, we were off to the peak of South Mountain. The weather was pleasant, traffic was light, and the views were breathtaking. After some photo ops (using our trusty cell phones), it was on to the Wrigley mansion for lunch.

Talk about historic, the story behind the mansion is incredible, as is the lavish life of William and Ada Wrigley. After lunch we did some shopping, and meandered back to the resort for a nap, and preparation for a Treffen hosted BBQ on Mummy Mountain at the resort. We made a point throughout the week of seating ourselves with



Treffen Continued

attendees we had previously not met. Everyone was having a great time, enjoying BBQ'd beef and chicken. It was my lucky night, as I won the grand door prize; a Metrovac professional vacuum contributed by one of the event sponsors.

Come Friday, we had purposely not scheduled any events, providing us the time to enjoy a leisurely morning, some "retail therapy" at the huge Scottsdale mall, and dinner in Old Town Scottsdale (Evo's, Italian, great food and service), dining el fresco under the stars.

Saturday was the big finale, starting with a driving event from the staging area to Prescott, AZ. The surreptitious route to the former state capital was fun and interesting. A catered lunch was featured at the restored Hasayampa Inn. The weather was sunny, and much cooler than the desert heat of the Phoenix area. After lunch we explored the restored hotel lobby then headed back to Camelback on our own to rest up for the grand finale dinner and awards. It was a huge event, well attended and enjoyed by all. Numerous (well deserved) awards

were bestowed on those that planned, organized, and volunteered (including some members of PCA-SAR).

On Sunday morning, we bid farewell to the Camelback Inn, swung past my sister's house in Scottsdale, picked up our golden-doodle (Bogey), and returned home. A long weekend for sure, but we met many friendly and interesting Porsche owners, saw many cool Porsches, and visited some interesting sites in Arizona.



Treffen Scottsdale Experience by Kay Sullivan & Riley Jackson

Riley and I have lived in Southern Arizona for over 20 years, so we thought going to Treffen Scottsdale might not be very exciting for us. Wrong! First of all, we had never been to the Camelback Mountain Resort so seeing the historical photos of the resort founded in 1939 was very interesting. We had a beautiful room with a view of the mountain and enjoyed our patio every evening. The weather cooperated for us all with balmy temps in the high 80s which made for very pleasant outdoor dining, sitting poolside, walking through the Botanical Gardens and driving with the top down in the mornings. We chose some of the shorter outings since we have been to Jerome and Sedona many times, but we hadn't been to Cave Creek nor Fountain Hills.

The amazing 100-mile loop drive to take us through north Scottsdale was a surprise, seeing horse

ranches and grand hacienda-like houses on the mountainside then ending in lovely Fountain Hills and seeing its dramatic fountain display at the top of the hour. We were glad to have brought a cooler for our leftovers from the Italian restaurant at the end of the tour.

On Friday, Navigators Day Off, we chose the Botanical Garden tour and culinary demonstration. The 13 of us who participated felt very privileged to sit under a beautiful ramada and have Chef Greg show us how our lunch was prepared. We all learned a lot and enjoyed a delicious white tablecloth meal.

Saturday, Riley and I enjoyed the Cave Creek road trip. Since the Bartlett Lake Road was still being repaved, we got to enjoy the curvy road heading further north up the mountainside. Our guide took us on 10 mph hairpin turns, and then we did a turnaround to enjoy the return trip down the hill to our lunch destination, the Horny Toad, where that cold beer and juicy hamburger topped off the trip.

More photos from Treffen Scottsdale 2021



Treffen Participants from PCA-SAR

Dennis & Mary Lou Correia

Christain Grossklau

Riley Jackson & Kay Sullivan

Jim & Kathleen Kendler

Gene Kunde & friend Twila

Anthony & Aleigha Millazzo

Carolyn & Patrick Miller

Joe Murauskis & Pat Sand

Does Treffen sound like an event that you might be interested in? Check out the ad on the next page for Treffen Fall 2021 in Wisconsin! Registration will open August 4th at noon our time (3:00PM EDT). Spots often sell out in just 15 minutes, so be prepared!

Treffen at The American Club

Touring the Autumn Colors of Wisconsin



Autumn in Wisconsin is all about the color and getting out to see it. Wisconsin comes alive in the Fall with gorgeous vistas of colorful foliage, lakes, rivers, and waterfalls. Take in Mother Nature's show as you cruise the beautiful ribbons of asphalt leading through these scenic wonders. Join us in October 2021 as we explore America's Dairyland.

When it's time to take a break from the beautiful landscape surroundings, our host hotel, the historic American Club,

will rise to meet all your needs. Set in the quaint village of Kohler, Wisconsin, just 55 miles north of Milwaukee, this five-star, five-diamond hotel has stood as an icon of gracious hospitality for 100 years. The American Club offers elegant accommodations and unparalleled service in a place that is quintessentially American while seeming a world away. Experience the beauty and the elegance of our 2021 Fall Treffen. See you in Wisconsin!



Dates: October 13-17, 2021
Venue: The American Club
419 Highland Dr, Kohler, WI 53044
Website: treffen.pca.org
Registration: Opens August 4, 2021 @ 3:00 PM (EDT)

Charity Chat

By Kim McCollum - Charity Chair

Supporting our Porsche Club Charities gets a boost from AmazonSmile!

For those of you, like me, who do a lot of shopping through Amazon, here's a great way to support one of the charities we have chosen through our Porsche Club Charity Program. AmazonSmile donates 0.5% of your eligible Charity List purchases to your selected charity, at no extra cost to you. Every little bit counts!

Here are the steps (depending on the app you use, your steps may vary):

- Log on to Amazon as you normally do.
- Go to "Accounts & Lists"
- Under "Your Lists," select "AmazonSmile Charity Lists"
- Select the yellow "Get Started" button
- Scroll down and read all about how this works.
- Select the charity "Old Pueblo Trout Unlimited." (This is the organization that supports Project Healing Waters)
- Check the box that states you understand you will be shopping under AmazonSmile!

You are now ready to shop and support one of our charities!

If you have any questions or need assistance setting this up, just let me know.

Happy Shopping AND supporting our wonderful charities!





Speed Bump - Slow Down For Some Automotive Tales

A Column By Hal Tretbar

Iceberg in the Desert

Anyone remember the first United States Iceberg Grand Prix? It was run in June, 32 years ago. The temperature was 100-plus in the shade and crew members were wilting. The track surface was beginning to crumble. Yet the race was run with only 6 of 22 cars finishing.

Grand Prix racing awards points toward an international driving Championship. Grand Prix in the USA (but not necessarily a United States Grand Prix) started in Indianapolis, 1950-60. No overseas drivers or cars were entered in the first race. American drivers Johnnie Parsons 1st, Bill Holland 2nd, and Mauri Rose 3rd, won international points.

Subsequent Grand Prix courses were:

- Sebring, FL 1959;
- Riverside, CA 1960;
- Watkins Glen, NY 1961-80;
- Long Beach, CA 1976-83;
- Las Vegas, NV 1981-82;
- Detroit, MI 1982-88;
- Dallas, TX 1984;
- Phoenix, AZ 1989-91;
- Indianapolis, IN 2000-07;
- Circuit of the Americas, Austin, TX 2012-present.

Sometimes there were two races a year. In 1982 there were three Grand Prix races in the United States.

The most unusual course was the one in Las Vegas. *MotorSport* magazine reported, "The makeshift road course at the Caesar's Palace and Casino in Las Vegas epitomized the madness that afflicted Formula 1 in the United States during the 1980s. Constructed in the hotel's parking lot, the course was over two miles of



racing bordered by concrete barriers, no visual landmarks, (run counter clockwise) and no

atmosphere, just the latest show in town.

They used taxi drivers to bed down the new tarmac and the general reaction was better than expected... Caesar's Palace staged the final races for the driver's championship. Both Nelson Piquet and Keke Rosberg claimed world titles here."

In an effort to emulate the success of the Monaco Grand Prix, there were races through the streets of Long Beach and Detroit. Detroit was the most successful, running for six years.

There is a fascinating back story to this first of these three United States Grand Prix Races that were held in Phoenix, Arizona.

Bernie Ecclestone was a British entrepreneur who had been involved with Grand Prix racing for many years. He became wealthy by selling TV rights for the races. Then he was able to buy and control The Formula One Group, the organization that arranged and scheduled Grand Prix races.

Wikipedia gives us the background for the Phoenix Grand Prix. In the late 1980s Bernie Ecclestone began to charge a higher premium for race organizers to host a Formula One event. For 1989 he demanded Detroit organizer Chris Pook pay \$3 million and build a new and improved pit complex. Pook refused and instead switched to IndyCars for the races.

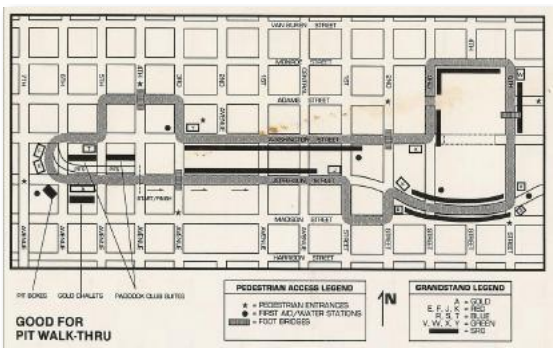
Starting in 1986, there was interest in Phoenix hosting a Grand Prix race on downtown streets. A Phoenix Grand Prix Committee met with Bernie Ecclestone several times overseas who was enthusiastic about the possibility. Wikipedia has this to say about the Phoenix street circuit:

On Jan 13, 1989 the Phoenix City Council, headed by Mayor Terry Goddard, agreed to stage an annual Formula 1 race on a five year contract.

The Phoenix City Council also voted to spend \$9 million of taxpayer's money on race circuit infrastructure over the five years. It was well known to the organizers that Phoenix can be very hot in the

summer, but never-the-less, Phoenix inherited Detroit's scheduled slot on June 4, 1989. The city had only four months to finish the 2.36-mile-long circuit. This required fencing off and repaving the road surface as well as building grandstands, garages for the pit crews, and other infrastructure. The project was so massive that the local media joked that the city looked as if it were preparing for a Soviet invasion.

Arguably it was the least imaginative F1 circuit ever. The track was laid out in downtown Phoenix where the terrain is as flat as a billiard table, and all the city blocks were originally laid out in perfect squares. In the original course layout, 10 of the 13 corners were 90-degree urban street corners, while the 1991 track had nine.



Drivers were unhappy with the bumpiness of the streets. There was a lack of visual landmarks to gauge their location. They had to use sponsor signs and office towers as reference points. The one saving grace of the circuit was the width of the roadway, never getting below 19 meters and often 15.

In the inaugural race in 1989, Ayrton Senna took the pole in his McLaren Honda but suffered an electric failure a little over halfway through the race. The heat of the Phoenix desert was hard on teams and drivers, and only six cars finished. Alain Prost, Senna's teammate, won the

race ahead of Riccardo Patrese in a Williams Renault. Phoenix native Eddie Cheever placed third in an Arrows Ford.

In attempt to beat the scorching heat, the event date was changed to be the season opener the next year. It was held on March 11, 1990. Senna won. Jean Alesi finished second in a Tyrrell Ford. Thierry Boutsen drove a Williams Renault to third place.

2021 is the 30th anniversary of the 1991 Phoenix Iceberg Grand Prix. By the way, what does an Iceberg have to do with this race in the Sonoran Desert?

Iceberg is an Italian Luxury fashion design house, established in 1974. Why would they want to sponsor a Grand Prix race? Perhaps they had seen how successful the Benneton Formula One team was. The Benneton family ran a worldwide chain of clothing stores. They began by sponsoring the very good Tyrrell F1 team in 1983. In 1986, they bought the Toleman F1 team. Under the Benneton name and management, they won many races. Their driver Michael Shumacher went on to win the World Championships in 1994 and 1995.

Who knows why Iceberg would start their advertising campaign in Phoenix, surrounded by desert and dude ranches? They seemed to melt away and did not sponsor any other racing events.

The last Phoenix United States Grand Prix was on an overcast day on March 10, 1991. This summary is from Ayrton Senna's website:

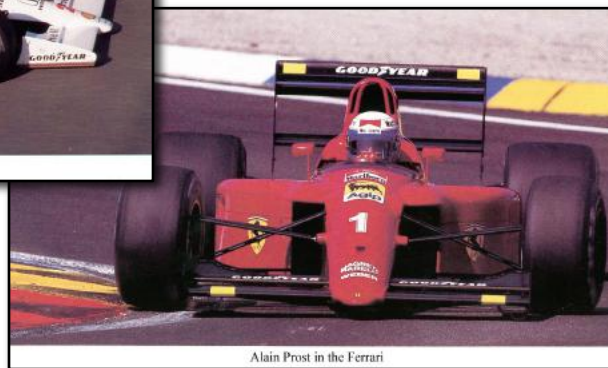
It was a dual between Ayrton Senna and Alain Prost. Prost was already a three-time champion in 1985, 1986, and 1989. Senna was a two-time champion in 1988 and 1990. In Phoenix, Prost had won the race in 1989, Senna in 1990. There was no way to proclaim a favorite, especially since this was the year's first race.



Roberto Moreno in the Benetton Ford



Gerhard Berger in the McLaren Honda



Alain Prost in the Ferrari

McLaren-Honda would be racing the same drivers; Ayrton Senna and Gerhard Berger. Ferrari had Alain Prost and Jean Alesi. Benneton-Ford would field the Brazilian duo of Nelson Piquet and Roberto Moreno.

Qualifying placed Senna first. Prost was second in a Ferrari. Third and fourth were the Williams-Renaults with Riccardo Patrese and Nigel Mansell. The third row were Nelson Piquet in a Benneton-Ford and Jean Alesi, Ferrari.

On Sunday, Senna started well and the first few positions remained unchanged. Ayrton as usual in street circuits, peeled away from his rivals. With Senna in the lead, a fierce battle for second place raged between both Williams cars and Prost's Ferrari. Both Mansell and Patrese's Williams Renault left the race with gearbox problems.



Senna made a pit stop to change tires. Nelson Piquet took advantage of the stop to complete a few laps in second place. But the Ferraris came back with new tires and took the position away from him.

Seeing that his rivals were having gearbox issues, Senna decided to take it easy in the final laps. The Brazilian finished 16 second ahead of Prost, after leading from start to finish – 81 laps in a two-hour race.

Prost raced on to a second place finish, while Alesi had to retire due to gearbox problems nine laps from the end.

Nelson Piquet was third in a Benneton-Ford. The Tyrell cars came in 4th and 5th. Again, reliability was a factor with only nine cars still running at the end of the race. Retirements were from: gearbox (8), engine (6), fuel

pump (1), collision (1), and one spin off.

On Oct 7, 1991, Ecclestone called the City of Phoenix from his London office to say that Formula One would not be returning to Phoenix ... giving no explanation as to why. He agreed to pay the city \$1.2 million for the cancellation. Later he was asked whether poor attendance was to blame for the cancellation. Ecclestone replied that the issue was not the lack of spectators, but the “inability to put more than 20,000 seats in a position where people could see more than a small part of the race.”

The Phoenix media noted that more people attended the Chandler Ostrich Races than attended the Phoenix Iceberg Grand Prix.

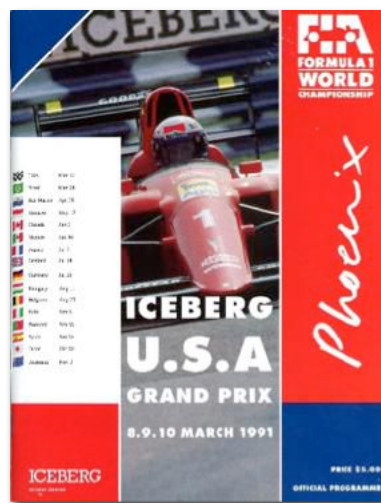
Trivia from Ayrton Senna's website: To alleviate pre-race tension, Senna visited some traditional Arizona ranches where he practiced lassoing and was given cowboy holsters. When asked if he was target practicing, he smiled, “No I am training to draw first.”

The *Arizona Republic* reported that thieves broke in to the rooms of Senna and Prost at the Phoenician Resort during the race. Prost lost \$12,000 in cash and some clothes. Senna lost a compact disc player, cologne and sunglasses.

Jim Wheelock furnished the Official Program and newspaper articles for this story. He said he enjoyed visiting the pits and that the race was quite interesting.

The Official Program showed that one of the many sponsors of the Phoenix Grand Prix was Intergroup Health Care of Arizona.

Interestingly, I had been Chairman of the Board of Directors until 1986.



Editor's Note: Attending one of these races were the Crowleys and Kepners, SAR club members. Barb sent me these memories of the event: "I remembered how exciting it was to mingle at a cocktail party for the event. It truly was an international happening. Several drivers were there to sign autographs. I recall how surprised I was at how slim and fit (and short) many drivers were. It seemed that most had large, thin, long, pointed noses? Could it be that aerodynamics were improved because they didn't have as much wind resistance and they could be used like rudders on an airplane? Haha.

During the races, the roar of the engines was almost deafening as they echoed through the canyons of the downtown skyscrapers. The Phoenix heat was oppressive. The viewing areas were very limited and the concrete barriers were so high that all we could see were the rear wings of the racecars. We ended up watching most of the race on TV from our air-conditioned hotel rooms! The powerful engines could still be heard (and felt) inside the room."



Speed Bump Bonus!

Slow Down For Some Automotive Tales

A Column By Hal Tretbar

All About the *Footwork* Porsche

OK Porschephiles. Raise your hand if you have heard of the *Footwork* Porsche Grand Prix race car. OK, then what do you know about the checkered history of the Porsche 3512 engine? Right! It was a normally aspirated 3.5 liter V12. But what about the rest of the story?

In the mid-1990s, Japanese entrepreneur Wataru Ohashi wanted to promote his logistics company, *Footwork Express Co.*, so he purchased the British based *Arrows* Formula One racing team. The team was officially renamed *Footwork* in 1991 and secured the latest Porsche 3512 engine.

International businessman Mansour Ojeh recently died on June 6, 2021. What does he have to do with Porsche engines?

Ojeh managed his investments through a holding company, *Techniques Avant Garde* or TAG. It became known as TAG Huer when he bought the Swiss watchmaker Huer. The TAG Group became interested in Grand Prix racing in 1979 when they sponsored the *Williams Team* that won world championships in 1980 and 1982.

Then Ojeh became a major investor in the *McLaren Racing limited*, founded by racecar driver Bruce McLaren in Britain. In 1983 he enlisted Porsche to design and build a compact 1.5 liter, twin turbo V6.

Because it hadn't been involved with Formula One racing for many years, Porsche was reluctant to have its name on the engine fearing bad publicity if it failed. However, within a few races, when it became apparent that the TAG Huer engines were the ones to have, the "Made by Porsche" badges began to appear.

It was so successful that in 1984 it powered Niki Lauda in a *McLaren* to a world championship with teammate Alain Prost close behind.

The *McLarens* with the Tag Huer engine earned two more championships with Prost in 1985 and 1986.

Wikipedia notes that two years after the last Tag Huer was delivered in 1987, Porsche

decided to develop a normally aspirated 3.5 liter V12 to meet the new Formula One regulations. Hence the designation 3512.

Veteran Porsche designer Hans Mezger produced an 80 degree angle V12. Remembering the mistake in not putting their name on the Tag Huer engine, Porsche publicized their association with the *Footwork* racing team.

Problems quickly became apparent. The 3512 was too heavy and under-powered compared to the V12s of Honda and Ferrari. In fact, it was too wide for the new *Footwork A11C* chassis, so they started the season at the Phoenix Iceberg Grand Prix using last year's chassis.

At Phoenix, the *Footwork* Porsche driver Alex Caffi did not qualify. His teammate Michele Alboreto dropped out half way through the race with engine trouble. By the third race at the San Marino Grand Prix, the new chassis was enlarged for the 3512.

In its first appearance, one of the new cars was immediately destroyed when the suspension failed at high speed. Caffi failed to qualify. Caffi then damaged the second new car in Monte Carlo. By June 1991, the performance of the *Footwork* Porsche was so miserable that a new engine was needed. Much to Porsche's embarrassment the 3512 was replaced by the lighter and more powerful Brian Hart prepared Cosworth-Ford DFR V8.

After Five more seasons of mediocre performance, the *Footwork* team was sold to Australian Tom Walkinshaw in 1996 who renamed it *TWR Arrows*.

The *Footwork* Porsche story is now part of Porsche AG's colorful history.

PORSCHE V12

For the exclusive use of Footwork V12 at 80°

This new engine, from the firm which won the F1 World Championship of drivers in 1984-85 and 86, is used by the Japanese team Footwork (formerly Arrows) based in England. Its salient technical feature is a power drive taken from a train of gears in the middle of the crankshaft, in order to reduce vibrations.





Blue Willow Breakfast

Our first in-person Social Event since the Pandemic struck took place on June 19th at the Blue Willow restaurant. Despite the warm temperatures everyone had a great time seeing old friends again and making new ones.

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Grand Canyon Wonder Tour

Join us on a PCA-SAR Tour to the Grand Canyon for the Grand Canyon Wonder 3 Night Package. We will leave Tucson on Thursday, 9/30, and drive to Williams, AZ, where we will stay overnight at the Grand Canyon Railway Hotel. The following morning we board the train for our trip to the Grand Canyon.

After arriving via train at the Grand Canyon, we will check in at the Maswik Lodge. You will have time to explore and have lunch at the Arizona Steakhouse at Bright Angel Lodge. At 4:20 pm we board a tour bus for the **Arizona Sunset Tour**. This tour is an exclusive tour for train passengers staying overnight in the park, and features a guided, round-trip motorcoach ride including a stop at Hermits Rest. The narrated, 2-hour tour will include four stops at the best places along the rim for viewing and that special sunset photograph.

Cost is approximately \$1,500 for a couple for the three nights depending on AAA discount and National Park Pass. A diesel electric engine pulls the train going up on Friday but the train on the return Saturday will be pulled by a steam engine. Space is very limited and Steam Saturday always has a big draw.



Space is very limited so do not delay in booking. Registration ends in on July 23, 2021 11:59 PM MST.

Sign up at: <https://www.motorsportreg.com/events/pca-sar-tour-to-grand-canyon-rail-road-hotel-southern-arizona-429588>

With COVID-19 guidelines from Pima County and PCA, tour events will be conducted with proper precautions to protect everyone's health. Hands should be washed and or sanitized if participants share objects. Some venues may require you wear a mask. If you don't want to wear a mask or follow social distancing requirements please don't sign up for the Tour.

Tour Leader is Ed Koharik. Email address: boardmember4@pcasar.org



Breakfast Social

Our always-popular Breakfast Socials are back!

Saturday, July 17th

8:00 AM

Blue Willow Restaurant

2616 N. Campbell Road

Registration is required and space is limited.

Watch your email for the link to sign up!



Save The Date!

INDE Motorsports Ranch Weekend

Join the joint Arizona and Southern Arizona Regions event on
November 13-14

Enjoy one of the best tracks in the Southwest!

Look for an email to sign up on Motorsportreg.com

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

It is mid-June, 2021, as I finish this article to send off to the editor.

Our new members as June 23rd are:

Glen & Kayren Daw

Robert Goff

Peter Lucas

Don Wolfe

Bill Eggers (Green Valley)

William Jensen (Marana)

We have several members transferring from other regions. They are:

Gregg Anderson from Lone Star (LST), TX

Bruce Ehrlich & Teresa Burke from San Gabriel Valley (SGB), CA

Elliott Framan returning to Tucson from Roadrunner (RRR), NM

Jeffrey & Patricia Horton from Northern New Jersey (NNJ)

Liz and Ray Houser from Sacramento Valley (SVR), CA

Don Pratten from San Diego (SDR), CA

John Steining & Helene Felman from Potomac Region (POT), DC

Test Drive participants:

Samuel Halgren

Rob Price

Brad Smith

Total Membership as of June 1st, 2021:

Life Members – 1

Primary Members – 339

Affiliate Members – 225

Total Region Membership – 564

PCA Juniors - 2

I would like to encourage you to write your own “My First Porsche” story or experience and submit the article to our newsletter editor Debi Norris. Submissions are due by the 20th of each month for the working issue.

If you are a spouse/associate member and are not receiving the newsletter and you want it, you can send me your e-mail or change your e-mail setting in the PCA national database. I use that database to send out notices for the club.

I hope to see you in the near future. In the meantime, please stay safe and healthy.

I can be reached at membership@pcasar.org. I will try to assist you in accomplishing your membership needs.

Can we REALLY get there from here?

That question has been asked several times over the last few years as PCA-SAR member, Damond Osterhus, has written a series of articles regarding the Porsche Taycan. His goal was to determine whether driving from Tucson to Las Vegas in the summer heat is practical, or even possible, in an electric Porsche. Despite exhaustive research, the answer was elusive without an actual test drive.

Well, Damond is not one to be stopped! He has arranged for a test drive in July by obtaining the use of a Taycan through the Porsche Drive Program for the week of July 19th – 25th. He would like input from PCA-SAR members regarding any possible things he and Jim Kendler could check out during the week they have the car.

Please contact Damond at damondosterhus@cox.net if you have any ideas or questions.

Meanwhile, look forward to an article in an upcoming *Zuffenhausen News* that will finally answer that deceptive question: **Can we get there from here?**

California Festival of Speed
October 30-31st

- Track Tours
- Porsche Driving Experience
- Vendor Row
- Porsche Photography Seminar
- Porsche Corrals
- 911 Porsche Time-line Display
- Porsche Swap Meet
- Porsche Junior's Pit
- Food Trucks

Fun for the Whole Family

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PORSCHE CLUB OF AMERICA

calfestival.org

PCA Club Racing
High Performance Driver's Ed
Mini Auto Cross
Highly Modified Cars

2016 **POA**



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Marketplatz

Porsche Stuff For Sale or Wanted

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

A set of 7" & 8" x 16 BBS wheels for sale. They will fit 911 SC and Carrera thru 1989. Asking \$1500.

Kai and Lorie Gerkey

405-604-1134



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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Address Correction Requested