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May 2022

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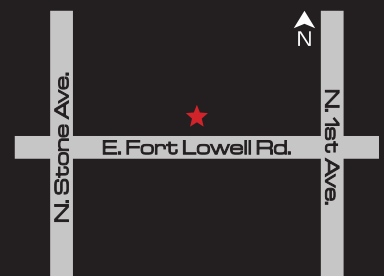
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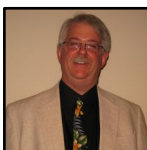
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## ZUFFENHAUSEN NEWS CONTENTS

### DEPARTMENTS

President's Message	3
Editor's Corner	4
Event Calendar	5
Willkommen	11

### FEATURES

INDE Motorsports Ranch Track Day	6
Speed Bump	8
Adopt-a-Roadway	12
It's New Tire Time	13
Project Corner	14
DM50	15

### NEW HAPPENINGS

PCA Night Out at the Ballpark	16
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**ON THE COVER:**  
DM50 Car Show  
Photo by Jim Kendler

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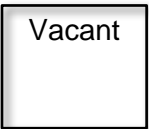
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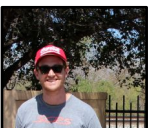
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## President's Corner

By Pat Norris



As summer weather arrives here in Arizona, it's a great time for Love. Porsche Love, that is!

Before it gets too hot, take your Porsche out and enjoy all that the Spring has brought us. Take your favorite drive. Take a new drive. If you need ideas, we have a nice collection of drives up on the website gathered from our members' favorites. Go to the "Rutas Deliciosas" link under the "About Us" tab. Maybe take someone with you and share the love of driving your Porsche.

Share your knowledge and love of Porsche vehicles with someone new to the brand. I know I cannot be the only person who's been asked by someone to help them find a Porsche of their own. Your enthusiasm for our vehicles clearly already has made an impression.

And, as our "off season" arrives, show your vehicles some love. Just cleaning off smudges gathered on your spring drives, checking the floor mats haven't worn through, or, getting those worn-out tires replaced. Maybe I will see you at the tire shop.

So, remind yourself how much we all love the drive of our Porsches, take the time to share the love with potential new Porsche people, and show your Porsche some extra love and care. When the weather cools, we'll all be ready to get right back out again!

Enjoy the drive. Share the Love.



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## Editor's Column

By Debi Norris

There really is something special about the people in the Porsche Club. That last few months of being able to get together in person again has really made me appreciate how much I enjoy "hanging out" with fellow PCA-SAR members. Whether it is driving beautiful roads together on a tour, socializing with each other at a dinner, cheering each other on at a driving event, or even discussing club business at a Board Meeting, we always seem to have a great time whenever we get together.

Although we are heading into the summer season where our club activity calendar slows down and some of us head to cooler climates, there are still opportunities to get together and enjoy some of that socialization that has been lacking in our lives the last two years. If you have an idea for a hot-weather activity – driving up to the mountains, nighttime activities, a cool drink on a shady patio – please share your ideas with a Board Member. This is our club, and we are always looking for new ideas to encourage as many members to come out and participate as we can!

If you haven't been out to a club event since things started to re-open, now is a good time to start. Hope to see you at an event soon!



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# Upcoming Events



Local events in **Bold**

## May

- 03 - Membership Meeting - Check website for details**
- 07 - Cinco de Mayo Tour and Luncheon**
- 14 - Monthly Breakfast - Pastiche on Campbell**
- 17 - Board Meeting**
- 25-29 Tour to Winslow, AZ**

## June

- 07 - Membership Meeting - Check website for details**
- 12/18 - Porsche Parade - Poconos, PA
- 18 - Monthly Breakfast - Pastiche on Campbell**
- 21 - Board Meeting**

## July

- 05 - Membership Meeting - Check website for details**
- 16 - Monthly Breakfast - Pastiche on Campbell**
- 19 - Board Meeting**

### Upcoming Events Around Arizona

Check out what is happening in our neighboring regions to the north:

#### Arizona Region

- May
- 04 - Monthly Membership Meeting
- 07 - Pancakes and Porsches
- 22 - Driving Tour to Horny Toad Restaurant
- June
- 01 - Monthly Membership Meeting
- 08 - Day Trip to Prescott
- 24-26 - Alpine Tour XXI

#### Arizona Mountain Region

- May
- 01 - Tech Session at Prescott Detail
- 22 - Tour and Lunch at Mormon Lake Lodge
- June
- 18 - Father's Day Tour and Picnic to Fort Tuthill



# INDE Motorsports Ranch Track Day

By Brian G. Mildebrandt

After many years without a Porsche, it's great to be back in the family! First, a 1984 944 2. Second, a 1995 993. (Ouch! Probably should have kept that one!) Now, a 2009 Cayenne Turbo S.

After a great mentor of mine got Porsche stuck in my head, I started owning Porsches in my mid to late-20s. Nothing serious, just weekend fun cars. And in 2011, after test driving a '08 Cayenne Turbo, I knew that after my family was done with the need for 7-seaters, I would be gravitating back to the Porsche brand.

I knew I wanted a Turbo S, and after many years, it was just a matter of finding something in my price range. So, with nice pre-2011s becoming pretty hard to find, my search began in fall 2021. I was fortunate enough to find a well-cared-for Lava Rock Metallic '09 Cayenne Turbo S that found its way into my driveway on a transport from Tacoma, WA on March 21st, 2022.

A big appeal to me was to be able to join PCA for track events. My car arrived just in time for the Driver's Education Event at INDE Motorsports Ranch. So, after having AutoHaus change my spark plugs and an ignition coil, then passing a Safety Check, I was off to see what INDE was all about.

As a Novice/Beginner Driver I was assigned Peter Weiss ('04 911 GT3) as my instructor. We connected on many things we had in common, and he turned out to be a fantastic instructor. I am so glad I drew him for that day. So off we went ... out on the track in my 5,300+ pound SUV.

## 1st Session

Warm-up and getting to learn the track, which I should say was a bit intimidating the 1st few laps. I was nervous as hell but getting familiar with Inde.



## 2nd Session

Getting more comfortable, picking up speed a bit --- but still with a lot of improvement needed in braking/accelerating/cornering ... plus I was able to have a "ride-along" session in Peter's Advanced Group with him behind the wheel of a '04 996 GT3.

## 3rd Session

After a nice lunch and a bit of a gap in time between track sessions, I became a bit lethargic (warm day, etc.), and felt like I had to learn the track all over again. Last few laps of this session, I started to get the hang of things again.

## 4th Session

Finally, the sun, the moon and the stars all came together. Everything I learned on track and during the excellent class sessions was making sense. 1st Lap felt different, like WOW --- I think I am actually getting it! This built a lot of confidence. The "LINE" began to appear, the speed really picked up, and the corners started to sing from the tires really pushing and biting.

This became an "all-together" different driving experience as everything started to "click." And those final 3-4 laps became one of the most exhilarating things I have ever experienced. Catching Caymans and 911s in the corners with my heavy Cayenne SUV, albeit driven by other Novice drivers, told me I must have been doing something right. Peter was cheering me on which also drove me. Confidence in the car, confidence in myself and confidence in the instructor takes this type of driving to an incredible level. I rolled into the pits after our final lap, having wanted to go out for way more. But if this was the way it had to end, well then so be it. It was the icing on the cake of an unbelievable day.

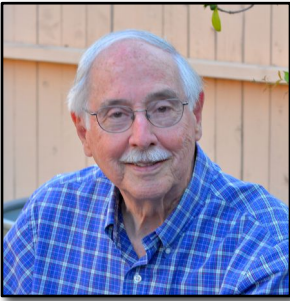
I can't thank PCA enough for an incredibly well-planned and organized event that made a "newcomer" like me feel right at home. From the camaraderie with other owners, terrific in-class sessions, and well-trained instructors, I can't imagine any better way to enjoy a beautiful Saturday in March. I am really looking forward to upcoming PCA HPDE track events.

In the near future, we are planning on adding a Boxster or Cayman for these amazing track days, but I would certainly encourage anyone owning a Macan, Cayenne, or Panamera to shake loose your inhibitions and put your amazing machine on the track. Enjoy it for what it was meant to be!!

# More Photos From the INDE Motorsports Ranch Driver's Education Event







# Speed Bump - Slow Down For Some Automotive Tales

A Semi-Regular Column By Hal Tretbar

**“I think we can catch them at the crossroads.”**

No, that wasn't Cochise County Sheriff John Slaughter planning to catch the notorious Jack Taylor Gang. That was me explaining to Karma Kientzler how we would join Wagonmaster Kurt Fuerstenau and his wagon train of Porsches, finding their way across the parched brown desert of Southwestern Arizona to the green oasis of Slaughter's San Bernardino Ranch on the border with Mexico.



Texas John Slaughter, as he was known, was a typical hero of the rough and ready western frontier in the 1800s. He was a Civil War veteran, trail driver, cattleman, Texas Ranger, famed Cochise County Sheriff, professional gambler, and an Arizona State Representative during his lifetime.

He was born in Sabine Parrish, Louisiana on October 2, 1841. His family moved to Texas and began raising cattle when he was 3 months old. He died in his sleep at Douglas, Arizona on February 16, 1922.

He married Eliza Harris in New Mexico on August 4<sup>th</sup>, 1871. They had four children but only two survived. Slaughter bought cattle and drove them to Arizona. While staying in Tucson Eliza died in 1877 from smallpox.

Slaughter returned to New Mexico for more cattle where he met the Howell family preparing to drive

their herd to Arizona. John was attracted to their 16 year old daughter, Viola, and they were married April 16, 1878. He convinced the entire family to move with him to Arizona. They briefly settled south of Tombstone before Slaughter bought the 65,000 acre San Bernardino Ranch in 1884. The Howells stayed on as managers.

5 foot 6 inch John Slaughter had penetrating black eyes and sometimes stuttered. He was very honest and didn't put up with any foolishness. He wore a pearl handled .44 , carried a 10-gauge shotgun and sometimes a Henry rifle.

He was elected Cochise County Sheriff in 1886 tasked with ridding Tombstone and Galeyville of lawlessness. He helped capture Geronimo who surrendered on the San Bernardino ranch. John is in the famous 1886 photo of Geronimo and General Crook.

In 1888 The Jack Taylor Gang robbed a train near Nogales. Slaughter and his deputies followed the gang to Willcox and then to Contention City on the railroad 10 miles north of Tombstone. They found the gang asleep in a camp at the crossroads.

When Slaughter shouted for the men to surrender a gun fight ensued in which Guadalupe Robles was shot and killed. Manuel Robles and Nieves Deron tried to run while firing their six guns. One bullet



nicked Slaughter's ear lobe who returned fire killing Deron. Robles, though wounded, was able to escape. Soon Jack Taylor was arrested in Sonora, Mexico. Manuel Robles and Geronimo Miranda were killed by Mexican police.

John Slaughter was reelected for a second term in 1888. By 1890 Cochise County had been tamed and he retired to his ranch.

Karma and I were late and missed the group leaving for the Ranch on April 9<sup>th</sup>, 2022. I thought they would go east on Interstate 10 and head south to Sonoita on state 83 and then east on 82 to where the trail passes across state 90.

We took our trusty steed, the 2009 Boxster, and hurried east on Interstate 10, past the Sonoita turnoff, to turn south 22 miles later, on Highway 90. 20 minutes later, there they were. Kurt's wagon train was resting at the crossroads of 82 and 90.

We joined the other 14 travelers to head 68 miles southwest to the settlement of Douglas, Arizona, where we would encamp at the Best Western Motel. After freshening up, we took the Geronimo Trail east out of town towards the San Bernardino Ranch. There was a brief stop where the road came next to the border wall. All was quiet and serene. Shortly thereafter we were at the Ranch for a picnic at the spring fed pond next to the ranch buildings.

The Ranch has been preserved by the Johnson Historical Museum of the Southwest Foundation. It is a National Historic Landmark. The original

buildings include the ranch house, wash house, ice house, cook's house, granary and car shed. Since there was no indoor plumbing, where was the outhouse?

Most of the ranch furnishings are original and donated by family and friends. A typical room is the dining/living room that has a built-in China cabinet and a fancy window that John bought from a Sears Roebuck catalog. He liked to play poker on the large dining room table.

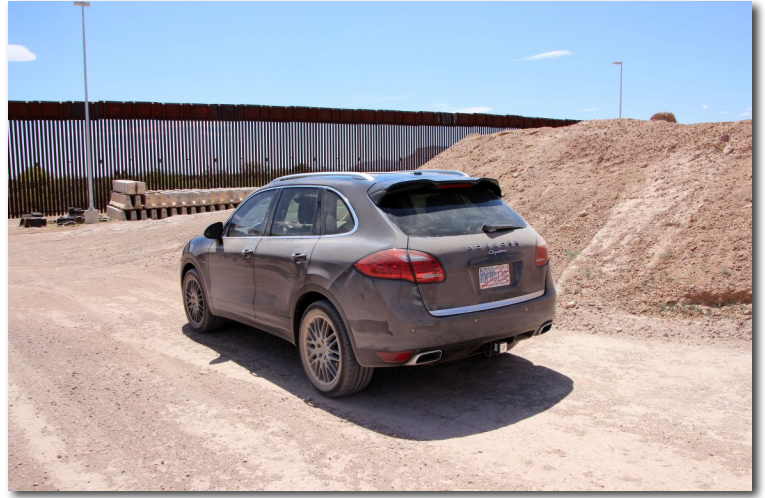
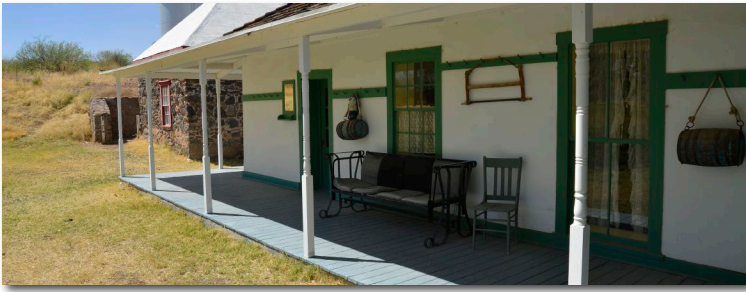
John didn't drive but he loved cars. He had at least six between 1912 and 1921. The fully restored 1915 Model Ford in the car shed is identical to the one he owned.

That evening the group of hungry travelers sauntered down the street to chow down at Chatitas Steakhouse. Much to our surprise, we found out that the watering hole had gone dry and it now is BYOB. Fortunately, Karma and I had ridden our sturdy steed and we were able to 'save the day' by making a run to the CVS store for much needed beer and wine.

On Sunday our group returned on their separate ways. Many did stop to check out the famous Gadsden Hotel in Douglas. SAR had done a drive there in February, 2009. Many wanderers headed home by way of Bisbee. Karma and I stopped for lunch at our favorite restaurant in Sonoita, *The Café*, on the east side of town. It had been a wonderful weekend.







# More photos from the trip to Douglas

*Photos by Hal Tretbar and Jim Kendler*



## Come Join Us for Breakfast



Our monthly breakfast get-togethers are becoming quite popular! **Don't forget our usual Saturday breakfast has a new location.** Come on out to Pastiche at 3025 N. Campbell on May 21st at 8:00a.m. There's a reason "It's not just the cars, it's the people" has been a PCA slogan for years – it's true! Our Club Breakfasts are the perfect way to get to know some great Porsche People. Hope to see you there!



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# **Willkommen, Bonjour, Glad to Meet You**

## **By Kathleen Kendler – Membership Chair**

It is April 2022, as I finish this article to send off to the editor.  
Our new members for March are:

### Residing in Tucson

**Stephen Rosuck** 3/29/2022

### Outside of Tucson

**Donald Petersen** 3/29/2022 Green Valley

**Stephen Knight** 4/5/2022 Green Valley

### Transferring In

**Richard & Lou Stephenson** 3/29/2022 Peachstate

**Mark Harding** 4/15/2022 Dakota

### Test Drive participants

**Richard Derr** Green Valley

**Gary Seamans** Sierra Vista

**Steve Siwik** Tucson

**Jason Rose** Tucson

As of April 1<sup>st</sup>, 2022:

Total Primary Members 358

Affiliate Members 237

Total 595

You may notice some dates prior the first of the month. The monthly report I receive is from the last business day of the previous month. I also include new members from e-mails I receive from national up to the date I write the *Willkommen*.

If you know of anyone in the club not receiving the newsletter, ask them to check their profile settings in their National PCA account. If they need help, they can send me an e-mail. I'll assist them in getting the information corrected. The most recent issues for people not getting the announcements and newsletter are that they have opted out of regional emails or they no longer use the email listed in their national account. I use the national database to send out notices for the club. If your email address is incorrect, you must change it in your profile. I cannot change it for you but I can assist you in getting it changed.

I attended the DE at INDE as a spectator the weekend of 25-27 March. Arizona Region did a great job offering an instructor class and two days of driving (clockwise on Saturday, and counterclockwise on Sunday). I was happy to see so many participants and volunteers from our local region. I found it quite enjoyable to take a break from running a driving event, volunteer as needed, and visit with individuals I haven't seen in a while.

List PCA-SAR members attending the event:

Jim Ammon

Kai & Lori Gerkey

James Kendler

Chris Lesadd

Noah McPeak & Marina Brashear

Debi & Pat Norris

Steve Popelka

Don Pratten

Barb & Dave Radmacher

Elizabeth & Greg Robertson

New to DE

George Meisch

Brian Mildebrandt

# April Adopt-a-Roadway Community Service Event

By Lon Reeder - Community Service Chairperson

## A welcome return to a large turnout for the Spring 2022 Adopt-A-Roadway event!

What a great feeling it is to have the COVID cloud begin to lift so we can return to closer-to-normal activities. This was the case on the bright, clear morning of April 2<sup>nd</sup> for our Spring 2022 Adopt-A-Roadway event. Our meet-up time was 7:30 a.m. at the Ina Road and Oracle Road branch of Beyond Bread for coffee and a pastry and socializing before the roadway cleanup. As I waited to see who would show up, I was very happy that volunteers continued to stream in and join the growing group at the long table. Twelve volunteers arrived, a not-yet dirty dozen. It was great to see a good turnout and some new faces in the group in support of this important community task. It was obvious, too, that everyone was glad for the occasion to meet in person and share stories between bites.



Fortified with caffeine and sugary treats, we had the requisite safety meeting to clarify the regulations and discuss potential hazards along the roadway.



With the warming weather, snakes are back on that list. Then we suited up in our fabulous Hi-Vis vests and, armed with our grabbers and bags, we headed out to start the cleanup.

Our club is responsible for cleaning Orange Grove Road between Oracle Road and 1st Avenue twice a year. The Spring and Fall seasons are perfect times in Tucson for

this activity. On this day, we found the usual kind and amount of debris as during our last visit in October 2021. There was, however, a recent fender bender that littered the roadside with enough shattered plastic to almost fill one of our large bags. Kudos to the meticulous crew who collected it all. On a lighter note, Kurt Furstenau found the most interesting object: a very small, colorful plastic toy locomotive.

Regarding financials, Pat Norris found a dime and Jerry Fouts bettered him with a quarter, but Jim Kendler still holds the club record for his \$10 haul found in a bush a few years ago.

After arriving at 1<sup>st</sup> Avenue, we turned around and walked back toward Oracle Road. It's funny how, like picking weeds, you think you've got them all until you approach from a different direction. A few more bits of debris were found and added to our stash until we arrived at our club's Adopt-A-Roadway sign on the south side of the road. This is where we deposited all the picked-up trash for the county to collect later. It also provided a perfect photo op to capture our group standing triumphantly next to the trashy trophy.



I give a hearty thanks to all the volunteers on another successful Adopt-A-Roadway event. It's always great to fulfill this important

community obligation and to hear the beeps and thanks from passing motorists, bicyclists, and joggers for the work we do. Keep safe and healthy so we can continue this effort in the Fall!





# It's New Tire Time

By Patrick Miller

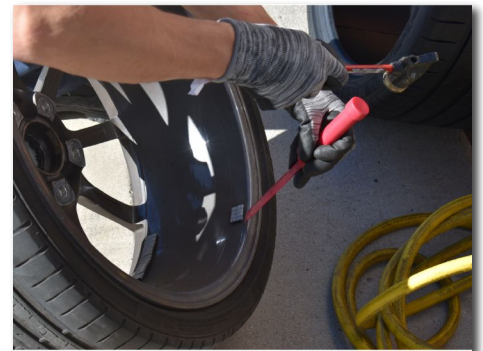
Let's have a show of hands; who enjoys lounging in the customer waiting area at the local tire store for hours, listening to pneumatic guns and Dr. Phil reruns? That's exactly why I have been putting off installing new tires on my 2017 Boxster. So, a couple weeks ago, Carolyn and I are having dinner with Debbie and Dan Gann (fellow PCA-SAR members) and Dan shares with me his great experience getting a new set of tires installed on his 1987 Carrera cab RIGHT IN HIS OWN GARAGE.

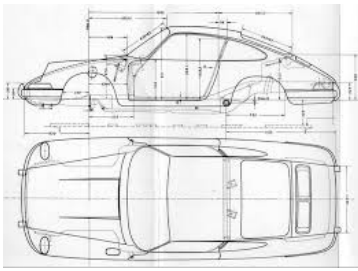
multiple positioning of lead weights to minimize aesthetic exposure on the rims. One by one, Steven reinstalled the new wheel assemblies using only hand tools and a torque wrench. An electronic invoice was sent to my phone upon completion, allowing me to enter credit card info and complete the sale.

Fast forward to this past Thursday. Todd and Steven of TreadLogic arrive promptly at 9 AM in their huge new tire shop on wheels. Their office manager (Heather) had previously provided me a competitive quote

for four new Michelins with the proper (NO) spec which she sourced in Phoenix and had them in the truck. After brief introductions, Steven got to work checking the health of my TPMS modules, while Todd prepared his shop to swap out the low profile 35 series 20-inch tires. No pneumatic guns were used, just sockets and wrenches. After consulting a manual for proper chassis lift points, the Boxster was raised using inflatable pancake and portable jacks. One by one, Steven rolled the wheels/tires out to Todd, being careful to track that they be returned to the same position on the car. As Todd changed the tires, he explained to me that they take the additional step to deflate the tires after original inflation, allowing both beads to re-center and minimize rebalancing issues down the road. Todd also showed me how their German engineered tire balancer allows

Both Todd and Steven were very polite and patient with my numerous questions and picture taking. They encouraged me to reach out to TreadLogic if I encountered any issues or concerns after the sale. I must add that they treated my "baby" Boxster as if it were their own. It was a very pleasant and rewarding experience, and I would highly recommend members to check them out next time it's "new tire time".





# 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.*

As you might have noticed from the lack of recent technical articles on the FrankenPorsche, I switched a lot of my work over to the 944 S2 - and I've been bitten by the track bug. The plan with the 944 was to have something to drive and to get my skills up to speed again (oh, was I rusty!). Of course, as some of the old skills started to come back, there was now the desire to go even faster. While that could mean an excessive amount of time, money, and preparation being poured into the 944 S2, an even better answer was to return my attention to the FrankenPorsche project.

## A Place to Race

One of my concerns with the FrankenPorsche has been: who's going to let me race with them? It's not every day that you see a 1972 911 with all-wheel drive, let alone one with all the race car prep. I've talked with several groups that have race programs for 'vintage' vehicles (after all, "Frank" has legitimate vintage race history) but some of the specs would put me in with some really high horsepower cars. I've been a moving cone before, and I would rather not do it again. Recently I have run across a very friendly group, with many Porsche people, in the Arizona SCCA organization. I have been having a blast racing with whatever driver and whatever car is around me all while learning a lot. One of the things I have learned is: SCCA's got a place to race for everyone. So, why not an all-wheel-drive vintage 911?

## Safety First

There are many things I am learning about vehicle preparation, too. First and foremost is safety. While I want to have a good time, I want to do it safely so I can keep coming back and racing more. I've already pointed out issues I need to resolve like seating (I've got a good answer there now with the seat I have procured), and fire protection (I had to solve this for the 944 also - and the lessons learned

will carry over; the fire bottle might even be shared). And, while I was getting all ready for the PCA Club Race, the SCCA school and the race series, I had to make sure my personal protection gear was all up-to-snuff. Not only did this involve the fire suit, helmet, head-and-neck restraint, gloves, and other goodies, but also the harness to keep me safely attached to all the protection being built into "Frank."

## That Door Issue

Interestingly enough, all the safety thoughts keep bringing me back to those issues I had with getting the doors open. You might remember a previous article where I discussed the difficulties I had getting the doors open. While the driver's side was still working fine, the passenger side being stuck raised issues. First, I need that door operational so I can access the passenger side while preparing for a race (the fire system is mounted on that side, and that's just one thing). Second, I want to know that door at least starts out the day ready to open and can give safety workers access in case something happens and I need their help. So, the next item I am going to address is getting the doors open. Fortunately, there are options, and I should have one in hand by the next article.

## Speed Will Come

While I started out talking about how I want to go faster, there is something I often tell DE students - speed will come. Before I get faster, I need to make sure I am safer, too. Next, I want to start to figure out how I am going to deal with the bad piston I found during the motor teardown. Hopefully, the next article I write will have news - good or bad - on what I can do. Once that is solved, and I can start really planning the motor to put back in "Frank," I will finally start to feel like Speed Will Come.



# DM50 Car Show

April 16<sup>th</sup> saw the return of the DM50 Car Show on the Davis Monthan Air Force Base. The group of PCA-SAR Porsches made an impressive display. Congratulations to Dan and Debbie Gann and their '87 911 Cabriolet for winning the German Car Class! Thanks to Jim Kendler for organizing the group display.





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