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September 2025

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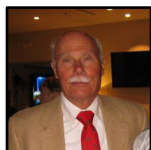
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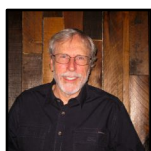
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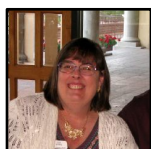
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THIS MONTH'S CONTRIBUTORS

Kathleen Kendler, Pat Norris, Hal Tretbar, John Herold, Barb Crowley, Liz Sampsel, Kymmie Norris, Norma Nada, George Meisch



ON THE COVER:
Porsche Display at
Oklahoma City Porsche Parade

Photo by Jim Kendler

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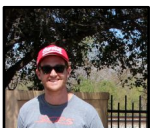
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President's Corner

By Greg Curtiss



Hi Everyone!

Hope you had a nice August and were able to enjoy the nice days while surviving the super-hot ones. Plus, there was a little rain at our place (very little); hopefully you received more – at least enough to make a cactus happy for a week or so.

We have some great events coming up in September. In addition to our monthly membership social at Jun Dynasty and our monthly Saturday morning breakfast at Blue Willow, we have two new Tours for your enjoyment. You may have heard that PCA's 70th anniversary is September 13th. Since we already have our Saturday morning breakfast scheduled for that date, we thought we would help PCA celebrate by giving away some 70th anniversary themed items at the breakfast. You must be present to win! So, sign up on www.motorsportreg.com and participate in this as well as our other events.

In this issue, there are several articles about the recent PCA National Parade held in Oklahoma City in July. Along with some others from Southern Arizona Region, Norma and I were fortunate to be able to attend the Parade, along with 800 or so other Porsche owners and their families. Parade always involves many, many activities within what seems like a short week. The events are almost all very interesting and put on professionally. There were many Tours and Banquets, and fun as well as competitive rallies, activities for kids, not to mention the standard autocross, concours and tech quiz. In short, things for everyone. I make it tough on myself by trying to participate in, or attend, as many events as possible. After all, Parades are only within a reasonable driving distance from Tucson every two or three years.

On the way back from Oklahoma City, we stopped at several of the sights in eastern New Mexico. I was hoping to see a crashed alien spaceship, so we stopped in Roswell. Despite going to the International UFO Museum and seeing (statues of) green aliens (In case you didn't know it, all out of this world visitors to this planet are green, at least in Roswell) standing in front of just about every gas station and restaurant, the spaceship eluded me. We then visited Carlsbad Caverns; truly an impressive cave, if you have not been there. We towed my white GT4 to Parade and back with Norma's white Cayenne, so what better place to go than White Sands National Park near Alamogordo. Yes, even the roads in the Park are white. With the sun out and all that white, my eyes were spinning and I wondered how any animals could survive there without sunglasses. We did make it home though, and we look forward to seeing you at an upcoming event.



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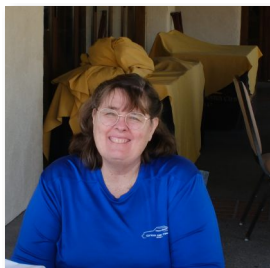
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Editor's Column

By Debi Norris

It is with a very heavy heart that we report the passing of Hal Tretbart on July 15th, 2025. Hal was an integral part of our ZN

team and will be greatly missed. Soon after I started as a brand-new ZN editor in 2018, Hal approached me with the idea of a semi-regular column called *Speed Bump – Slow Down for some Automotive Tales*. Over the years, Hal contributed articles on a variety of topics – from Women in Racing, to Porsche airplane engines, to various trips he took in his Porsche – Hal entertained us with his interesting stories.

Beyond that, Hal was gracious to share his knowledge about photography and publishing with me. As a relatively novice editor when I started, Hal was instrumental in teaching me skills like photo layout and copy editing. Any improvements you've seen in the ZN over the years are probably due to his guidance.

I will miss his gentle reminders - "Great issue this month, Deb, but did you happen to notice..." I will miss his laughter and his jokes. I will miss seeing his columns showing up in my inbox. But, most of all, I will just miss Hal.



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Upcoming Events



September

- 02 - Membership Meeting - Jun Dynasty on Grant
- 12 - Driving Tour to Kitt Peak
- 13 - Monthly Breakfast and PCA 70th Anniversary at Blue Willow on Campbell
- 16 - Board Meeting
- 20 - Triple Mission Tour
- 21 - Drive Your 356 Day
- 24 - Ladies Road Trip to Summerhaven
- 27 - Hal Tretbar Celebration Memorial
- 27/28 - HPDE at INDE Motorsports Ranch

October

- 07 - Membership Meeting - See website for details
- 11 - Concours Judging School (AZ Region)
- 11 - Monthly Breakfast at Blue Willow on Campbell
- 18 - Tucson Classic Car Show
- 18 - HPDE at Podium Club (AZ Region)
- 19 - F1 Viewing Party and New Members Event
- 21 - Board Meeting
- 25 - Adopt-a-Roadway Clean-up
- 26 - Ladies Brunch and Soapmaking Class

Upcoming Events

- November 1 - Phoenix Flight Concours
- November 8 - Corpus Catholic Church Car Show
- November 19-22 - Overnight Tour to New Mexico

Upcoming Events Around Arizona

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

Arizona Region September

- 13 - PCA 70th Anniversary at The Vault
- 25/26 - Cottonwood Wine Tasting

Arizona Mountain Region September

- 14 - New Members Event
- 17 - Silverton and Durango Trip

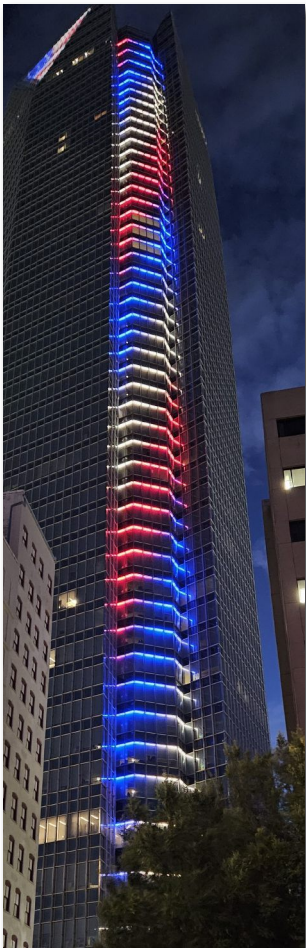
69th Porsche Parade Oklahoma City 2025

Article by Norma Nada

Photos by Greg Curtiss, Vicki Cox-Jones, Debi Norris, Jim Kendler and Norma Nada



Although this was our 22nd Porsche Parade, it was PCA's 69th Porsche Parade that was held in downtown Oklahoma City, OK (OKC). Our journey started a few days earlier from Tucson to the OKC Fairgrounds Pavilion (approximately 1000 miles one way). Fortunately, our trip was uneventful, and we arrived at OKC mid-afternoon on Friday, the 4th of



July. Greg needed some time to do the final cleaning and touches to his GT4 for the first of four Parade competitive events, the Concours d'Elegance (Greg registers for all 4 Parade competitive events).

Parade registration check-in started Sunday morning. Other Parade events also starting Sunday, included hospitality, goodie store, Sim racing, banquets, along with the meeting and seminar rooms which were all conveniently located on the 2nd floor of the Omni Hotel in downtown OKC (Parade headquarters) the entire week. The Welcome



social held outdoors at the Omni prior to the Welcome banquet Sunday evening introduced the many dignitaries from PCA, PCNA, Porsche-AG and representing members of the Porsche family, Hans Peter Porsche accompanied by his son Daniell and grandson Tamino Porsche. (in photo L-R: Harry Jones-RMR, Daniell, Tamino, Gunner Mench-BIH, Vicki Cox-Jones-RMR and Hans Peter). The highlight of the Welcome social was PCA's unveiling of the 70th Anniversary Club Coupe to the Parade goers. There were ahhhs, oooos and lots of drooling among the Parade goers. It is truly a very pretty car. Wonder if we'll be one of the lucky people to place an order for this gorgeous car via lottery???



The Concours, which occurs on Monday of Parade week, was at the OKC Fairgrounds in the Pavilion Building where both prepping and staging occurred. Having indoor prep and show were great ideas! Greg placed 1st in his class and therefore got rejudged by another set of Judges for the group competition where we don't know where the car ended up judging wise, other than not winning this group. A Macan won his group as we were informed at the Concours banquet Tuesday evening. Guess he'll have to try again at his next Parade.



Monday evening is generally considered a free-dining evening. However, Greg, as club president, (plus me) was invited to the PCA's President's dinner which includes club presidents of all regions, zone reps, past Parade chairs, National Parade committee members and of course, the Porsche family and important dignitaries from PCA, PCNA and PCA-AG. The event was held off-site at Fassler Hall and Dusty Bowl Lanes. To get there we rode the streetcar/trolley which had a stop just across the street from the Omni. It has a neat route around OKC allowing us to see parts of what I think was downtown OKC. Fassler Hall is rather historic for OKC where we enjoyed our dinner



and drinks upstairs and downstairs was the bar and bowling alley. Greg and our good friend from Boulder, Kathy Fricke, bowled a couple of games and unfortunately, Greg lost both times to Kathy. Using house ball, house shoes and not having bowled since his younger years were his excuses. Kathy's husband Walt and I were the cheerleaders.

Tuesday morning brought on the second Parade competitive event, the TSD (time-speed-distance) rally. The rally's start point was from the OKC Porsche dealership who graciously provided breakfast tacos (food truck), coffee and donuts to help energize us for the rally. We were a bit rusty as our last TSD rally was at our last Parade in Palm Springs in 2023. After bad navigating, we maxed out a leg by crossing a later check point in the rally a few checkpoints too early. Oops! A lot of the rally route had us crisscrossing other Porsches using many streets more than once going in different directions. If you've ever done a TSD rally, rally masters often say when doing a rally, do not follow the cars in front of you as they may be doing another part of the rally than you. Duh to the navigator (me) for not reading a few instructions ahead. Oh well, again, this became a "do better at the next Parade."

Wednesday took us back to the OKC Fairgrounds, but this time to a parking lot for the street class categories of Porsches competing in the Autocross (AX) event. Greg had a very competitive class with his GT4 competing with GT3s, GT3RSs, GT4RSs and Taycan turbos -- he was lucky to have gotten 3rd in his class with his best time of 46.298 seconds.

Wednesday evening was the Rally banquet where, although we didn't place for a trophy in our rally class, Debi and Kymmie Norris did get 1st place in their rally class, Navigational. Congratulations to Debi and Kymmie.

Thursday was not a competitive event day for us and so we signed up for one of the many tours offered during Parade week, the Goodyear Tire factory tour in Lawton, OK. PCA is fortunate to have



a member who works for Goodyear and arranged the tour for Parade goers. We had such a warm greeting from Goodyear as we entered the facility grounds. It was most interesting to see the process of how a tire is made from scratch to become the tire on our cars. Even though my Cayenne uses Michelin, Goodyear does make tires for many Porsche models, including some EV models. The tour through the factory itself was with a trolley-train car.

The last (4th) competitive event Greg signed up for was the Historical and Technical Quiz that started mid-morning Friday due to the run/walk competition being earlier that morning. Greg surprised himself and got 2nd in the class he registered for, Boxsters and Caymans. Guess he needed to study harder.

Friday evening was the AX banquet. AX trophies were handed out and Greg got one for placing third in his class.

Also, the Gimmick rally trophies were presented at the AX banquet and Debi and Kymmie Norris got third (two-people in car) for this event. The gimmick rally rules allows more than two people in the car, so Debi and Kymmie did well getting 3rd in their class of over 30 cars.

Saturday morning began early for all hotel guests at the Omni. The fire alarm went off about 5 am and we were instructed to use the stairwell to get out of the building but shortly after heading down the stairwell we were told it was all clear, no fire and we could return to our rooms. Not a way to start our Saturday, one of our few days we could sleep in a little.

Saturday morning, the last day of Parade, was the Parade of Porsches through the streets of OKC. This year, however, it was limited to 125 cars per the OKC Police so we didn't get signed up for this but were waitlisted without luck. This is always a fun event driving your Porsche through the various neighborhoods waving at the homeowners sitting at their lawn's edge waving back watching the Parade of Porsches drive past. I bet many of those locals have never seen that many Porsches in one setting. At least the rain held out during the day as the downpour started late Friday afternoon, stopping and resuming Saturday evening before stopping in time for us to pack up our cars on Sunday and head back to Tucson via southern New Mexico. Although we had few showers during our Parade week, it seems to have occurred mostly during the evening hours and really did not rain on our Parade.

The Porsche Parade concluded with its Victory Banquet Saturday evening where the Historical and Technical quiz trophies were presented. Greg got second in his selected class and Debi Norris got first in her selected class. Way to go Greg and Debi. It's also when some of the bigger sponsor prizes are given out, but no big winners from SAR at this year's Parade. Until the next Parade.



Mark your calendar all interested Porsche Parade goers -- 2026 will be held in **Lake Placid, New York, June 14-20, 2026**. This may be a bit of a drive for many of us from Tucson, but it should be cooler. And for 2027, the Porsche Parade will be in Boise, Idaho. More details to follow after the 2026 Parade.

There and Back Again - A Girl's Road Trip

Article by Kymmie Norris

Photos by Kymmie and Debi Norris

As many regular club members know, my dad, Pat, couldn't make it to Parade this year, since he was racing at High Plains Raceway during the first weekend. Rather than skipping it altogether, Mom and I decided to make a mother-daughter trip out of it! We started our trip on July 4th. My work offers limited time off, so we wanted to be sure to keep the travel to and from Parade limited to only a couple days each way.

The first leg of the first day was pretty familiar. We headed East along the 10 towards New Mexico. A stop in Las Cruces worked well for lunch, and we switched to let Mom drive my Macan S, because she wanted to be familiar with my car before the autocross. It also gave me a chance to sightsee! We saw the eastern edge of White Sands National Park, and I was impressed by the trees in the Sierra Blanca mountains. I really hadn't been expecting to see many trees on this trip!

Our first night was spent in Clovis, NM, near the Texas border. We wanted to make sure to find a place that had good fireworks, since we missed the ones from A Mountain. We didn't make it over to the local park for the festival they hold for them, but we had a great view from our hotel room. We even saw some unofficial fireworks from a different direction, that we would not have seen from down on the ground.

The next morning was unexpectedly foggy, but made for a relatively cool morning to get started, which was definitely a relief. One of the things our family likes to do on road trips is count the trains we see, and we had a great route for trains on day two. There were a lot of farms on the way to Amarillo, and plenty of small trains moving between them. I think we saw sixteen!

In Amarillo, we stopped at a place that was new to both of us, Buc-ee's! We grabbed a light lunch of brisket and fresh chips while we were there, and we even spotted some other Porsches in the parking lot.



The rest of the trip between there and Oklahoma City was, to be honest, relatively boring. The 40 is pretty straight and flat, with a lot of grassland. But it was neat to see an area of the country that I hadn't been to before.

You'll read, or have already read, more about the Parade itself from other articles, so I'll just say that we both had a great time. And bringing home a couple trophies each was pretty great.



We didn't have as much of a plan for the trip home, which was good, because flooding from storms in New Mexico meant the route we took to Parade would not be a good route for a trip home. We stayed on the 40 for most of the trip home. In fact, almost the full first day home was spent on the 40 after a nice breakfast in Oklahoma City. We spent the first night on the trip home in Albuquerque.

The plan, which we did achieve, was to visit the Petrified Forest National Park on the next day. It was beautiful, and fascinating. But we mostly stayed in the car, since it was July in Arizona. If I visit again, I'll try and go at a time that it isn't 100+ outside. That was probably our shortest travel day, and we spent our last night in Holbrook.

The last day was spent traveling mostly south. We drove through Show Low, into the Salt River Canyon, Globe, and came into the Tucson area through Oracle. I learned that I enjoy driving uphill on twisty roads more than going downhill.

We definitely had a good time on the trip and look forward to more Parades in the future.

Porsche Parade Oklahoma City - PCA 70th Anniversary Display

Article by Debi Norris - Photos by Debi Norris and Jim Kendler

This year's Porsche Parade celebrated the 70th Anniversary of the founding of the Porsche Club of America. On September 13th, 1955, at Blackie's House of Beef in Washington DC, a group of Porsche 356 owners got together to share knowledge about the unique cars they owned. Unofficially, they called themselves the "Gripe Group," but that night they officially became PCA, the group we all know and love!

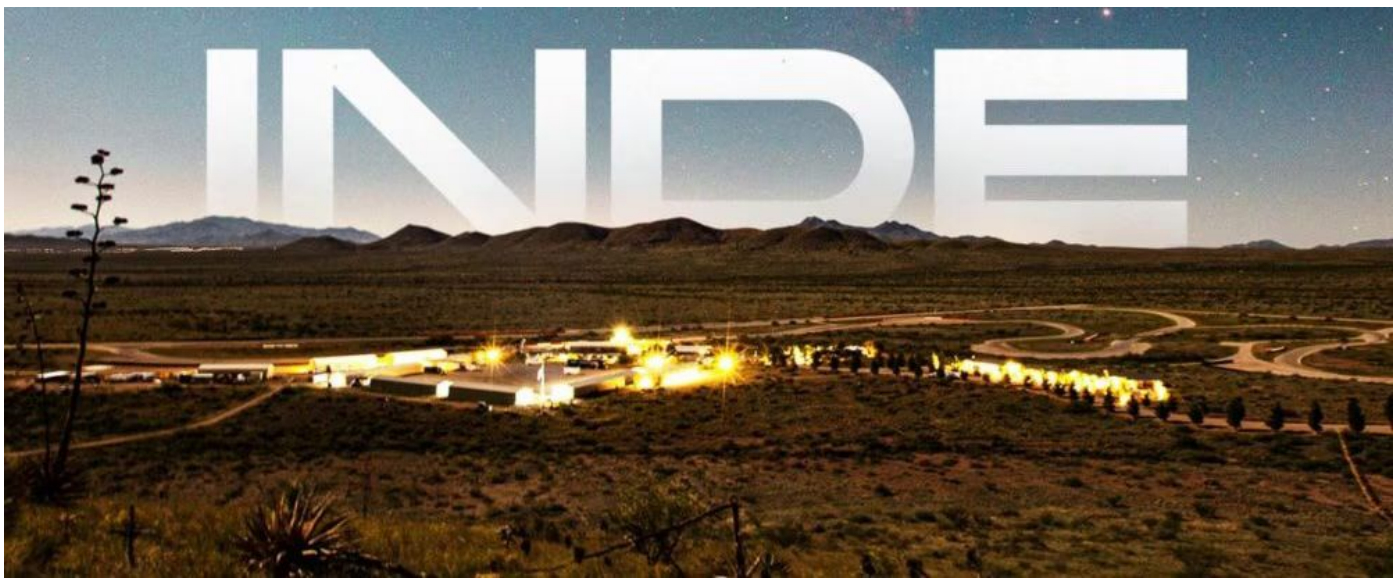
As part of the celebration, Club Historian Linda Goodman put together a fantastic display of club memorabilia. An entire hall of the Parade Headquarters at the Omni Hotel was set up to house this display, and it was so fun to see. Items such as previous Parade trophies, photos, nametags, badges, old newsletters (even an old ZN from 1992!) and patches were collected. As a 35+ year member who has been to 15 Parades, it brought back a lot of great memories for me!

Current SAR member Hank Malter was President of PCA from 1981-84. He attended this year's Parade and was honored at the Concours Banquet. A photo of him presenting a gift to Dr. Porsche at the gathering of International Porsche Clubs in 1984 was included in the display.



As we finished touring this marvelous display, each Parade Entrant was given a **"PCA Through the Ages"** book containing many stories and photographs from the 70 years of PCA history. I will be sure to bring it to a Membership Meeting soon so SAR members can enjoy it, too.





Track Weekend & Time Trial @ INDE September 27-28

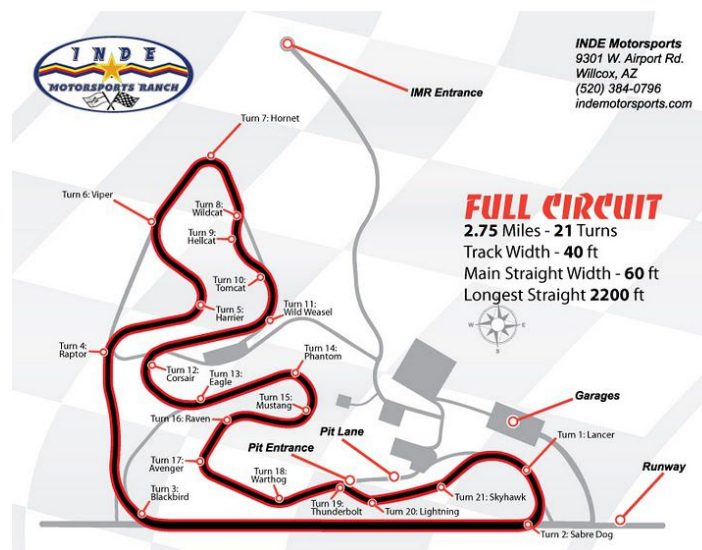
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There will be several different "run groups" which will be separated by experience/skill level: Novice, Intermediate, Experienced and Advanced. There is a run group for everyone- so don't hesitate to sign up if you have little to no experience on track. To ensure everyone registered has a good time at the track, the amount of cars in each run group is limited.

Inde Motorsports Ranch is located at 9301 West Airport Rd, Willcox, AZ 85643.

Register at: <https://www.motorsportreg.com/events/>



Come Join us for a Fun Drive up to Kitt Peak National Observatory

Kitt peak is a world-famous observatory and important research site. It also occupies an important location for the Tohono O'dham people. Plus, the drive up the mountain is really cool. Views from the road and top are awesome!

Start Location & Time: Friday, September 12th - Richie's Cafe (9700 W Ajo Hwy, Tucson, AZ 85735) breakfast at 7:30 AM/8:35 AM departure for the driving tour. Separate checks.

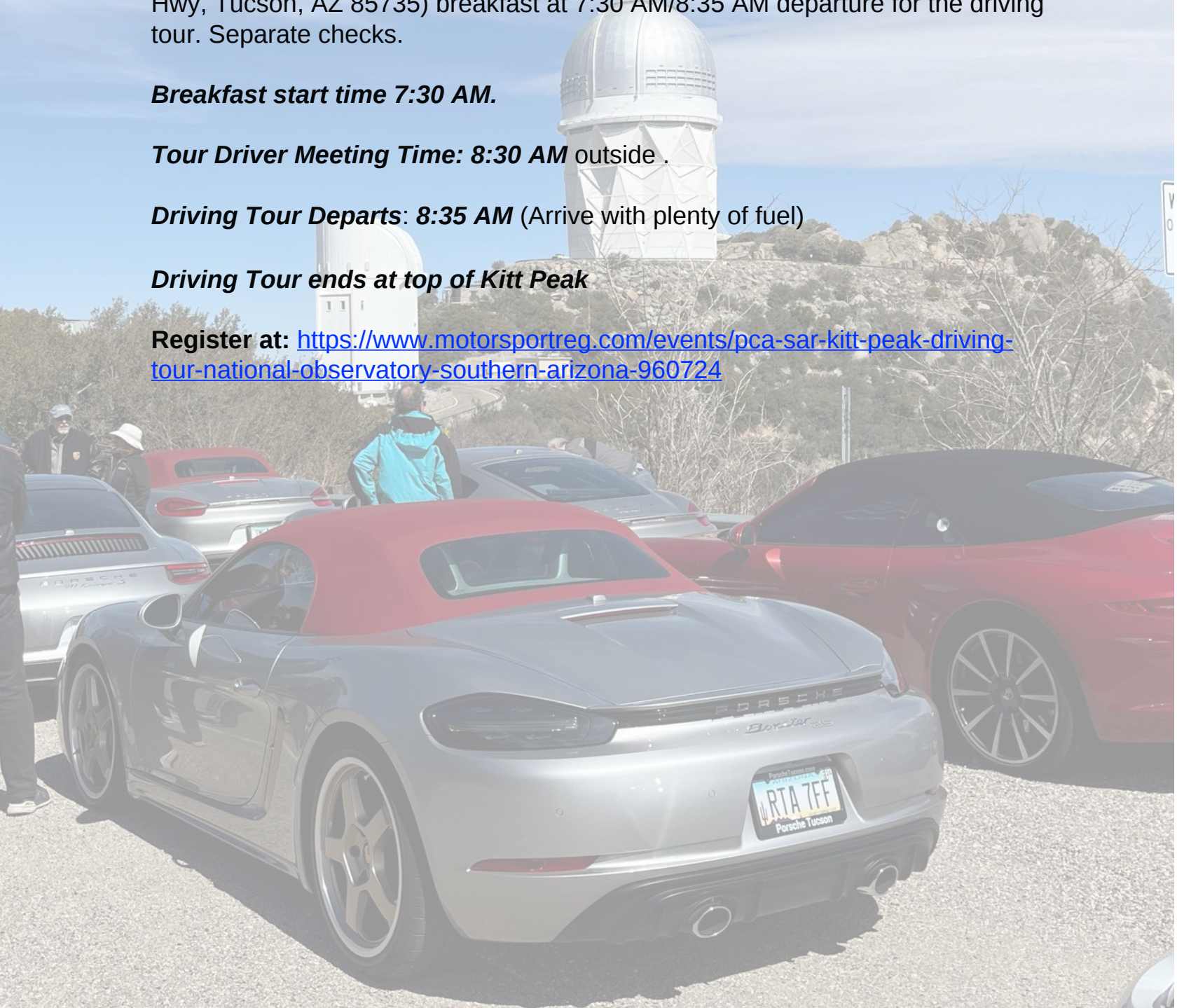
Breakfast start time 7:30 AM.

Tour Driver Meeting Time: 8:30 AM outside .

Driving Tour Departs: 8:35 AM (Arrive with plenty of fuel)

Driving Tour ends at top of Kitt Peak

Register at: <https://www.motorsportreg.com/events/pca-sar-kitt-peak-driving-tour-national-observatory-southern-arizona-960724>



Update on Restoration Challenge 2025

Article by John Herold - Dealer Liason

Photo by Barb Crowley

Porsche Tucson's entry into Restoration Challenge 2025 travelled to California for judging during Monterey Car Week, August 8 thru 17. There it was to be judged by a panel of PCA members and staff from Porsche Classic Cars of North America. The judging was set to take place as part of the Werks Reunion gathering during Car Week.

This was the fifth year of the Challenge and the competition was stiff. It appears to get more competitive each year and this year's entrants numbered 73 nationwide (a new record).

The Off-Road 914 (as it was officially dubbed) was a hit with the reveal crowd here in Tucson and apparently that carried over to the participants at Monterey. The dealership's 1972 914 was not a winner in any of the judged categories but it was such a great crowd pleaser that it captured the coveted People's Choice Award for the event. Photos and video posted on Facebook of onlookers told the story of its popularity.



Since this award was not in a formally judged category, the 914 wasn't considered a finalist for Area West and it won't travel on to final judging in Durham, North Carolina, during the first week of October.

Congratulations to Porsche Tucson for taking home the People's Choice Award for the Area West portion of Restoration Challenge 2025. The Off-Road '72 914 was a big hit!

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

As of August 20th, 2025, here are our new members:

Residing In Tucson

Peter Burrows

William and Christina Hebert

Jeff Jacobs

Alan Lesselroth

Yuduo Liu

Daniel Traynor

transferred from Orange Coast Region

transferred from Peachstate Region

Outside of Tucson

Travis Lyssy

Nelis Theron

Hector Villaescusa

Hereford

Oro Valley

Nogales

New Test Drive Members

There are no new test drive members.



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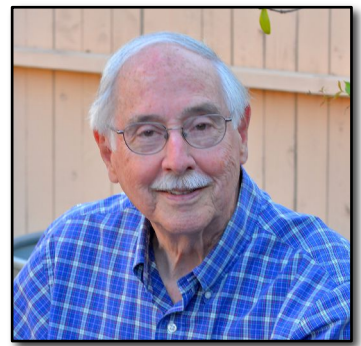
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Porsche Dealer

IN MEMORIAM



PCA-SAR member Hal Tretbar passed away on July 15th, 2025. Hal was an important member of our club and will be greatly missed. Over the next few pages we celebrate the amazing life that was Hal's.

What Hal Meant to Me

by George Meisch

Photos by Hal Tretbar

Visiting twice at Hal's townhome, I got an inside look at one of our most prominent members! I was impressed by Hal's generosity and eagerness to show off his place. In it I saw statues, art work and photography from his travels around the world. He was quite proud of his photos of Cuba showing the cars, buildings and people still frozen in time. He took care to show me his display case of vintage and historically significant cameras. From a miniature "spy" camera to a down view box camera. [I followed along with my minimal base knowledge]. His enthusiasm spans his and his father's lifetime.

He paid special interest in sitting down to his computer to show me some of his influential car photographs. One in particular that drew my attention was an on-racetrack photo he took of a famous race at Targa Florio (He had all the famous drivers numbered with their names beside).

(This was done in conjunction with my efforts to get items for our annual Holiday Party Silent Auction).



I also value the lunch my sister Mary and I had with Hal and Karma after our tour to southeastern Arizona. (We got to sit down and socialize).

What a great guy!

And his cars! The last memory is his display of his Gentic blue Macan with dust covering the whole body and an easel with a record of fun off pavement tours that he enjoyed!

Someone who lived life to the fullest - Hal Tretbar!



A Well Deserved Recognition

By Barb Crowley – Lifetime Member

(Editor's Note - This is a reprint of an article that appeared in the January 2024 ZN after Hal was announced as a Lifetime Member of PCA-SAR. It is a nice summary of his contributions to the club)

(Barb Crowley Note: The highest honor bestowed on any SAR member is "Lifetime Member." It is achieved through outstanding service to the region over the course of many years. Hal embodied what it means to become a Lifetime Member as evidenced in my article on this page and other articles in this issue. Hal was very moved upon receiving this distinction. He said he was "flabbergasted" and "very grateful." No, Hal, it is SAR that is grateful to you. 'May the road rise up to meet you ... And until we meet again, May God hold you in the palm of His hand.')

Some of the comments made by Lifetime Members on the nominating committee and Board members regarding his nomination included:

"I think it is long overdue for Hal to be recognized for all his contributions."

"There is no doubt that Hal deserves to be awarded Lifetime Member status." and

"Well deserved. If nothing else he deserved this for years of great photography for the club."

During the Holiday Party, Dennis Crowley outlined the accomplishments of Hal during his twenty plus years of volunteering and service for the club ... to include serving on the board, being the president of SAR, and attending four years of Board (bored?) meetings as Past President during Jim Kendler's presidency. He worked with Arts Express as its liaison for the many years as SAR helped support this deserving charity with its silent auctions and donations. He also supported all SAR charities with his donations of beautiful framed photographs ... including this year's charity auction for the Food Bank. Hal even put together an SAR calendar several years ago.

Hal was a great tour leader and has taken us along on his own private journeys as he travels around the southwest and the world taking photographs that ...



along with his stories about his adventures ... continue to grace the pages of *Zuffenhausen News*. We are sure you all enjoy reading what Hal has been up to! He enjoys touring with the club and seems to especially like the wine tours.

Hal has represented the club at several Porsche Parades and has won many photography awards at Parade Art Shows ... including this year at Palm Springs at the age of 92! (First Place in B/W Photography) He is always making new friends at Parade and is a true ambassador for SAR.

You can usually see Hal at all our General Membership meetings and at many events. He has always shown his beautiful red Targa with its neat wheels at Cinco. It is always well prepared ... even though it was quite a challenge and wore him out.



Even though some of you may not know Hal personally, you all know him through his continued support of our club newsletter. I know I always look forward to his monthly "Speed Bump" articles. "Slow Down for some Automotive Tales" is just a tip of the iceberg of his many stories. The variety of articles with their research, history and Hal's perspective have been a mainstay of the ZN. Check out some of his contributions like the four-part series 'Women in Auto Racing' and 'Airplanes by Auto Manufactures,' to name a few. You can check them out on the SAR website under "Member Contributions."

So again, we want to thank Hal for his continued support in helping make SAR such a great region. Congratulations on your achievement!



Speed Bump - Slow Down For Some Automotive Tales

A Semi-Regular Column and Photos by Hal Tretbar

The Best Camera Produced by Porsche Design Studio

(Editor's Note – Hal sent me this article in June, a companion to his article that appeared in the August ZN. Please enjoy his last Speed Bump)

Zeiss Ikon was formed in 1926 with the consolidation of several smaller camera companies. They were known for their outstanding optics that were used in their various still and movie cameras. They also made other gear including light meters.

Zeiss Ikon AG was based in Dresden, Germany. After WW II the East German division remained there while the Western part was in Stuttgart. They were reunited in 1991. In 1960 western Zeiss merged with the Voigtlander Co. In 1972 Zeiss stopped making their own cameras while continuing with optics. Most of their equipment went to Rollei. The famous Contax name went to the Japanese Yashica Company Ltd. who constructed the new TRS.

For decades before and after WW II, Zeiss range finder cameras had been the equal to Leica cameras both mechanically and optically. In the early 1970s Zeiss became concerned about slowing sales of their top-of-the-line Contax IIa and IIIa cameras. So, they made a momentous decision. They would produce an entirely new line of cameras.

According to <https://selectco.uk> "In 1972, a secret project by the code name 'Top Secret Project 130' came about, which was the collaborative effort of Japanese manufacturer Yashica and Zeiss. At that time, German electronic technology was far behind the Japanese... This pairing would go on to create... iconic systems like the RTS, the G series... and the Contax 645 medium format.

The collaboration was not just a pairing of the corporations, as the newly formed Porsche Design Group had been invited to assist in designing the cameras. Founded in the same year, Porsche Design was spearheaded by Professor Ferdinand Alexander Porsche, the original designer of the iconic Porsche 911."

The electronic guts were designed by Yashica's Dr. Karsuiko Sugava. RTS stands for 'Real Time (electromagnetic release) System. There is no delay when pressed. The lens is a top-of-the-line Carl Zeiss Planar 50 mm f 1.7. It has the red T* trademark.

Porsche Design pulled it all together and the first model appeared 1974. It is a sleek, attractive SLR that feels comfortable in the hands. The original models have a yellowish, slightly pebbled skin that tends to peel with hard use. Later models have the standard metallic finish.



Focusing is done with the outer ring on the lens and aperture is set with the next ring. Shutter speeds are set on the dial under the film rewind handle. They go from A (aperture control) to 1/2000th to 8

Speed Bump Continued

seconds. The film speed is set on the right dial above the plus or minus exposure ring. Push the button just below the 'S' to see the settings in the viewfinder. All-in-all a very sleek design.

The Contax RTS was well received and Contax decided to advertise the connection to the sleek Porsche 911 Carrera cars.

In 1978 Contax did the ultimate in advertising a camera. Working with Porsche Design Group they would hold a photography contest.



First Prize was a \$19,000 1978 Porsche 911.

Second Prize was a trip around the world with stops at Carl Zeiss in Germany and at the Yashica factory in Japan.

Third Prize was using the RTS with a professional photographer in a foreign country.

According to <https://selecto.uk>, they confirmed with the Porsche Design Group that the Contest was held

**Enter the
Contax Photography Contest.
Take a shot
at winning a Porsche!**

The camera that has stepped beyond all other 35mm cameras
presents the biggest photography contest ever held!

Designed by the Porsche Design Group, Contax RTS has a sophisticated electronic/magnetic shutter system, a total display viewfinder, world-famous Carl Zeiss optics, and a vast array of accessories. And now, a photography contest exclusively for U.S. registered Contax RTS owners.

First Prize
Drive away with a brand new \$19,000 Porsche 911. And one click of your Contax shutter could do it!

Second Prize
Picture yourself on a trip around the world with stops at the Carl Zeiss lens factory in Germany, plus a visit to Yashica's camera factory in Japan.

Third Prize
A once-in-a-lifetime opportunity to join a professional photographer for one week of shooting on location in a foreign country.

with accompanying negatives. To win, your picture must be previously unpublished and have been taken with a U.S. registered Contax RTS camera after January 1, 1978. Each photograph should be marked with your name, address and phone number. If you wish to have pictures returned, include a self-addressed return postage envelope with your entries. Yashica, Inc. is not responsible for lost or damaged photographs. Winners will be announced by September 10, 1978, and will be available at your authorized Contax dealer. Winning pictures become the property of Yashica/Contax worldwide and may appear in Contax advertisements, promotion or publicity materials. Professional photographers, employees of Yashica, Inc. and families are not eligible. Contest void where prohibited by law. Mail entries to: Contax Photography Contest, 411 Sette Drive, Paramus, New Jersey 07652, or see your local dealer for entry forms.

Who's to judge?
Six world-famous photographers will select the winners. They are: Eddie Adams, John Dominus, Ormond Gipps, John B. Longland, Carl Mydans, and Sam Zwerin.

Contest Rules
Contest opens May 1, 1978. Pictures must be received by midnight August 31, 1978. You may submit up to 5 color transparencies or black and white 3 1/2 prints.

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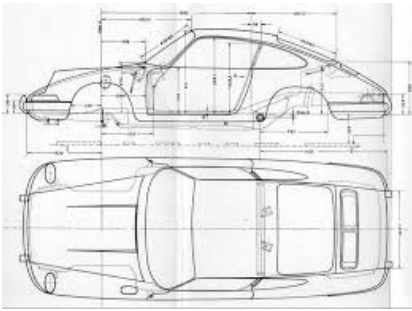
**CONTEX
RTS
Real Time System**

Entry forms are available only through your local authorized Contax dealer.

and the prizes were given, although there are no records of who the winners were.

More recently Carl Zeiss revived the Zeiss Ikon name with a range finder model using the Leica M mount. It was shown at the 2004 Photokino Show being assembled by Cosina Company Ltd. in both Japan and Germany.

Thank you, Hal, for your many years of Speed Bump submissions. Your columns will be missed. We wish Hal's family the best in this difficult time.



Project Corner

Asking the Experts

Article and Photos by Pat Norris

On the trip to my last race, I began to hear a sound in the drive train of my tow vehicle, our 2008 Cayenne GTS, "Mirage." After a long and stressful tow home, followed by working my way through diagnosing what I had heard, I was convinced there was a bigger problem than simply needing to replace axles or drive shafts, some of which had already been addressed. I decided it was going to be smart to call in help to keep me from spending large numbers of dollars chasing phantoms. This is one of those few times when I felt it was right to get some help and bring in the experts.

McIlvain Motors up in Tempe was happy to have Mirage in for a check and a ride with one of their mechanics who knows Cayennes. The good news was that after I demonstrated the problem it was determined that this was something they could further track down on the lift and were able to confirm my diagnosis: the transfer case was the source of the problem noises. Unfortunately, Porsche won't even estimate a time when a transfer case can be obtained from Germany. A salvage unit is the only currently available option any of us have found.

Since Mirage is our tow vehicle, winter trip vehicle, a rare manual GTS, and has transported everyone in our family from our two kids who outgrew the backseat of our 944 to my grandparents who rode in it to reunions and funerals, a long-term fix was the preferred option. We have ordered a rebuilt unit that is being sourced from Germany and should only take two-and-a-half to three weeks. Once it arrives, McIlvain will handle the installation. Hopefully, we're not still waiting for parts when the next issue of the ZN is published.

Right Tools for the Job, Again

I have been happy to have the chance to work with the electronic controls on 'modern' vehicles. From retrofitting an electronic ignition in my first car, to learning to repair fuel injection systems, to using computers to help work on the latest vehicles, some simple tools take the mystery out of working with modern vehicle systems. One of the key tools for working on the modern vehicles is a proper code reader, or scan tool.

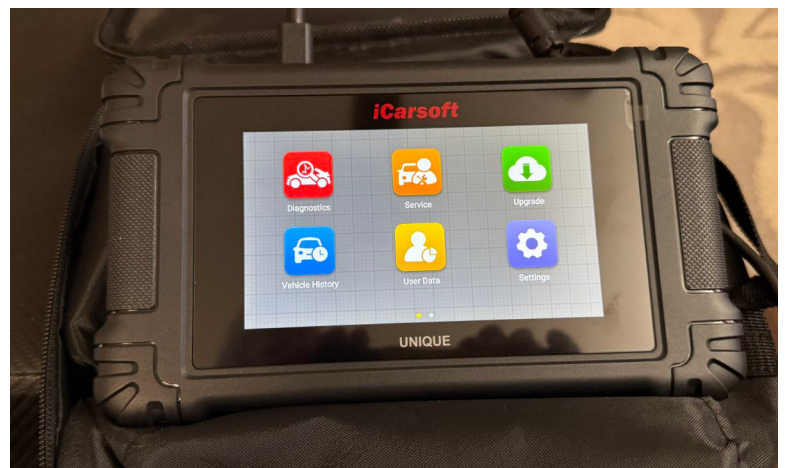
From Reading Codes...

Code readers and scanners have been around since there were ports on vehicles to plug in the diagnostic tools. Some of the early basic code readers would simply blink out a code to represent the code that was stored inside the electronic memory of our vehicles. Other, more expensive options, were on par with the diagnostic tools the dealers had. Eventually, with On Board Diagnostics 2 (OBD-2) the port and many of the codes were standardized.

Manufacturers still have differences in these onboard systems that keep tools from being widely shared. At one time I had a hand-held tool that could scan and reset systems on our Chevy van, and several tools, including a laptop and special connectors to talk with our VW. Today, I have added systems that can communicate with several of our Porsches, and most recently, upgraded to a tool with more advanced features.

...to Useful Modern Tools

Today, scan tools are much more than the early code readers that blinked out a code where you would then have to count the blinks and look up a rudimentary description of what the problem might be. The latest tools can do many things from reprogramming a new remote to diagnosing your vehicle to retracting the parking brake actuators so you can change brake pads. Service interval resets and system checks are also very helpful capabilities to have.



While service resets and reading trouble codes are great to be able to handle at home, there can be a very practical side, too. For example, with vehicles so equipped, the new tools can “register” with your Porsche the details about the battery you installed to replace the one Arizona heat had finally killed. This simple registration will help your Porsche adjust the charging system to best maintain the battery.

I know what you are thinking, “It’s just a battery. How big a difference can it make?” I needed to do this for our GT4, “Joy,” after the battery finally tossed in the towel. Nothing unusual in the battery change. Except, this appears to be the original battery that is approaching 9 years of age. Now, I have to ask myself, “How much will I save in replacement batteries if I just set the charging system to make the most of the batteries?” Yeah, it could add up really fast and will definitely pay for the nice new scan tool. And that’s just with the battery changes!

Organize or Duplicate

“If we do not remember what we have purchased we are doomed to rebuy them.” - Old Restorer’s saying.

While Mirage is getting its transfer case attended to, I am taking advantage of the extra space in the Shop to do some work on our 356, “Mimi,” and organize a bit.

First, I removed the axles and differential from the transaxle out of Mimi and placed all the parts in a large, sturdy crate. Along with the original transaxle I placed a 5-speed 901 gearbox from a 914 in another crate, stacking them together. The 5 speed will donate internals, the original gear box will donate the case, and a special kit will be used to combine everything to make a 5 speed that retains all the stock geometry and camber challenges of the swing axle transmission. To this mix I will add the C Coupe axle tubes and disc brakes. (But that is a topic for the future.)

Next up, I started going through many of the bins of 356 parts that I have for our project. I found that not being fully aware of all the parts, some of them have been duplicated. And not just by myself, but some items were duplicated by the previous owner. To help keep this from happening again, I have obtained a rack that stores 27-gallon crates. I reduced the number of smaller crates along the way, but I was still astonished at how much duplication has already occurred.

The obvious ones are part of the bigger plan: two engines (one stock, one Polo), two transmissions (stock 4 speed; 5 speed ‘donor’), two sets of brakes (stock drums; 1964 C discs), and two license plate lights (one stock; one for removing the bumpers). But the rest, well, it’s almost funny: three exterior mirrors, two interior mirrors, two sets of taillights, two sets of external door handles, three wind wings (just the loose ones - there’s a fourth in a door) and enough parts to assemble four to six headlights in differing styles. And two gas filler doors.

I am sure there are more duplicates, but I really don’t want to keep this trend going. I have set up a system to keep an inventory for each of the crates and I will get another set of crates, and a rack, to help keep this project going without ending up with too many extras at the end.

Helmet Update

Finally, since this is where I have discussed safety gear, I want to pass along the latest update on the helmet standards.

As the SA2025 Snell standard is about to take effect in October, there are few helmets that will meet the SA2025 standard expected to be available until at least early 2026. The good news is most sanctioning bodies will recognize the last two standards. This means that while your SA2015 helmet is soon to be obsolete, a SA2020 - which might be going on sale soon - will still be good until the start of 2031.



Phoenix Flight 47 - Concours d'Elegance, 2025

Saturday - November 1, 2025

***The Board of Directors and leadership team of the AZPCA
cordially invite you to participate in our 47th annual Concours
d'Elegance - Phoenix Flight 47!***



at the Westin Kierland Resort in Scottsdale, Arizona

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6902 E Greenway Pkwy Scottsdale, AZ 85254

<https://www.marriott.com/en-us/hotels/phxws-the-westin-kierland-resort-and-spa/overview/>

Join us for a weekend of Porsche excellence!

PCA-SAR Membership F1 US Grand Prix Viewing Party

We would like to encourage new and old members who enjoy F1 to get together and enjoy watching the F1 Race at the Circuit of the Americas.



Date: Sunday, October 19th

Tentative Start time: 11:00 AM. *Exact start time will be emailed to all participants.*

Location: Roadhouse Cinema

4811 E Grant Rd #150
Tucson, AZ 85712

Race will be streamed/viewed on the big screen via F1TV Pro

Admission gets access to the live viewing of the US F1 Grand Prix at the Circuit of Americas (COTA) via F1 TV Pro and a bowl of gourmet popcorn and soft drink.

Fee is \$20.00 per person. New members will be refunded after the event after attendance. Only 62 seats.

New SAR members (first year of membership) will have free admittance.

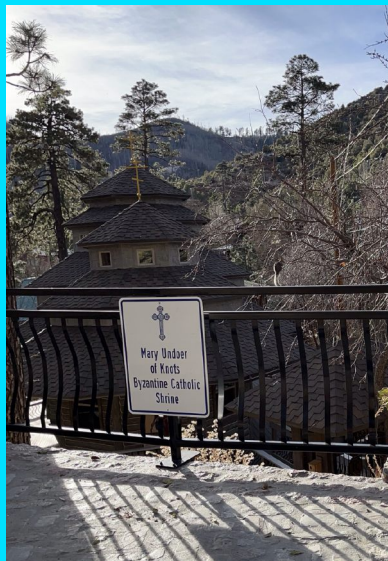
More information and registration will be available soon at <https://pcasar.motorsportreg.com/>

PCA-SAR Ladies A Road Trip for the ladies!

Wednesday, September 24th

Join us for a trip up the mountain to Summerhaven for a private Shrine tour.

Mary Undoer of Knots Byzantine Catholic Shrine
12849 N Tucson Avenue
Mt. Lemmon - Summerhaven



9:45 - Meet at McDonald's - 9075 E. Tanque Verde Road for pre drive info.
Upon arrival in Summerhaven we will stop for lunch at Sawmill Run. After lunch a short drive will take us to the Shrine.

12:30 - Tour

View the beauty of the Shrine's Byzantine Catholic architecture, iconography and the historical Revere Bell.

Tour will last about an hour.

No fee for tour but donations appreciated.

Dessert will be available at the cabin across the street from the Shrine after the tour for anyone interested in spending a bit more time relaxing on the mountain.

Email Liz at msampsel1@aol.com to reserve your spot or with any questions. No limit on participants but carpooling is encouraged.

Triple Mission Tour

Please join us on a scenic drive to Tumacacori Mission!
September 20th

Drive down the windy Auto
Route of Mission Road.

Self-guided tour at
Tumacacori Mission.

*Mandatory Driver's Meeting at
8:00 am at San Xavier Mission*
1950 W San Xavier Rd., Tucson,
AZ 85746

End at Wisdom's Cafe
1931 I-19 Frontage Rd,
Tumacacori, AZ 85640



Questions: George Meisch: georg_@hotmail.com

Register at: <https://www.motorsportreg.com/events/pca-sar-drive-tumacacori-triple-mission-tour-national-historical-park-723574>

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Looking for "The Line"

Talking the Same Language - a Driving Glossary

Article by Pat Norris - Chief Driving Instructor

With fall almost here, there are track events coming up! With this issue I want to help us all keep talking the same language. Here are some of the terms and phrases that are common at the track. They may not be the exact terms your instructor, or your student uses, but this should help get folks on the same page.

Apex - this is the point in a turn where you want to be closest to the inside edge of the track. Notice I said closest to. Depending on the turn, that point might be off the edge of the track by several feet, but it is where you will be closest.

Turn-In - this is the point on the outside of the turn, on the opposite side from the Apex, where you make your turn towards the Apex. This can vary from a smooth turn to a very abrupt turn in, but either way, this is where the turn begins.

Track-Out - this is the point where the turn completes, on the far side from the apex. You reach this point after you leave the turn-in point, pass by the apex, and continue across the track to complete the turn.

Unwind the Wheel - this is the gentle way to come out of a turn, especially a Type-1 corner where you have turned in sharply to straighten out the turn and extend the upcoming straightaway. Gently start turning the wheel back from your Turn-In and guide the car towards your Track-Out point.

Squeeze - this is how to apply the throttle. Don't do anything abrupt, just press down on the throttle like there's an egg under your foot and you don't want to clean up the mess.

Braking Point - this is where you begin braking. If at all possible, you want to do this in a straight line so the car is not upset and all four tires can do their share.

Follow (the Car Ahead) - this means put your wheels in the tracks of the car ahead of you. Typically, you will be following a driver who has a better Line and by putting your car exactly where they did just ahead, you can feel the way the corner feels. This is actually harder than it sounds, but is extremely helpful for learning a new track or difficult corner.

Rotate - this implies a pivot of the car, as if it was on a spindle in the very center of the car. Typically, you want to gently rotate the car as you are making a turn, but the feeling of rotation is what you are going for here.

Threshold Braking - this is braking with force just short of locking up the tires and sliding. For those of you with Anti-lock Braking Systems (ABS) on your car, especially the newer cars, trust the ABS and don't worry about this. In fact, if you have ABS, you don't really want to try braking at the threshold as it can confuse some ABS systems and you are better off engaging the ABS and letting it maximize your braking.

Heel-And-Toe - this is where you engage the brake pedal with the left part of the ball of your foot and roll your foot so the right side works the throttle, giving just enough gas to bring the revs up for a clean downshift. For everyone with a Tiptronic, a PDK, or even throttle blip - your car can do this better than we all can. Those of us with a clutch, the keys here are to listen and practice.

Oversteer - this is when the car turns in more than you would like. This tends to happen when you apply too much throttle too quickly, or get on the brakes especially hard, and the front tires have extra grip and turn faster than the rear of the car.

Understeer - this is when the front of the car continues to push to the outside of a turn, like your front tires are not gripping and not doing their job. This can happen when you enter a turn faster than you should and have not transferred enough weight to the front tires so they can grip properly.

Throttle Steer (also known as **Right Foot Steering**) - this is when you use the throttle to Rotate the car. You can cause Oversteer by applying extra throttle and Understeer by lifting off the throttle. The best way to feel this is on a skidpad, but you will notice this in longer turns. This is especially handy when there are long sweeping turns and you want to make small adjustments - don't move the steering wheel, just gently adjust with your throttle.

Smooth - this is what you want to be. You want to approach corners Smoothly. Brake Smoothly. And transitions that are Smooth don't unsettle the car. Smooth lets you feel the small adjustments. When all else doesn't seem to be working, slow down, and focus on being Smooth. Smooth doesn't scare your instructor. And when you put it all together, Smooth is fast.

Mt. Lemmon Tour

Article and Photos by Barb Crowley - Lifetime Member

Since the 1960s, it's been an SAR tradition to drive up to Mt. Lemmon to escape the summer heat of Tucson. The long string of triple digit temperatures was oppressive...to say the least. The cool pines of Mt. Lemmon were once again calling. George Meisch organized this year's excursion. McDonald's. Release Forms. Drivers Meeting ... then we were off. A colorful caravan of over a dozen shiny Porsches navigated the winding road. The two-week-old bright blue Boxster Spyder was striking. A quick photo stop at Windy Point and before we knew it, we were enjoying a great meal and good conversation at the Sawmill Run in Summerhaven. We all parted ways back down the Mt. Lemmon Highway ... back down to the inferno. It was July 31st. In a few months, we'll remember why we live here instead of places where tornados, floods and freezes prevail. Yes ... it's hot here ... but we can always escape to Mt. Lemmon until fall and winter arrive.



Come Join Us for Breakfast and Celebrate 70 Years of PCA!

This month our breakfast get-together will also be a celebration of the 70th Anniversary of PCA. Be sure to be there for some special surprises! Come on out on **Saturday, August 13th**, to the Blue Willow Restaurant on Campbell at 8:00 a.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!



Tucson Cars and Coffee Events

There are several Cars and Coffee events around Tucson each month. These are a great opportunity to bring your car out and meet other enthusiasts. Come on out and enjoy!

- Every Tuesday of the Month – Tucson British Car Club at Starbucks - 3001 N. Swan Rd.
- 1st Saturday of the Month - Crown Automotive & Top Flight Golf - 3930 W. Costco Dr.
- 2nd Saturday of the Month - Obsessions Show/Lowe's - 4075 W. Ina Rd.
- 2nd Saturday of the Month - Frost's Show/La Encantada - Campbell & Skyline
- 3rd Saturday of the Month - Chapman Honda Dealership (Fall/Winter only) - 4426 E. 22nd St.
- 4th Saturday of the Month - Mona's Danish Bakery - 4777 E. Sunrise Dr.



September Membership Meeting

This month we will be meeting at Jun Dynasty at 2933 E. Grant

We will gather for dinner on Tuesday, September 2nd, at 6:00.

Meeting starts approximately at 7:00.

Come hang out with your Porsche friends as we enjoy a great meal together!





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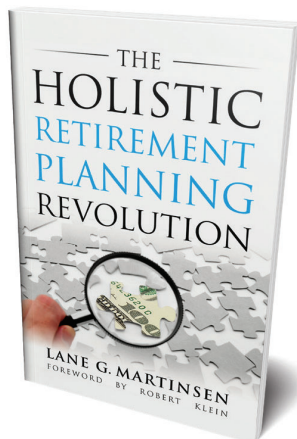




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