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February 2025



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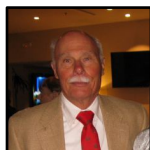
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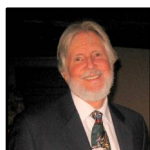
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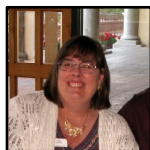
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THIS MONTH'S CONTRIBUTORS

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ON THE COVER:
356 West Coast Holiday

Photo by Barb Crowley

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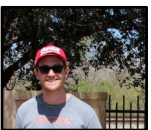
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The Disclaimer

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President's Corner

By Greg Curtiss



Hi Everyone!

Hope 2025 is starting off well for everyone! We can look back at 2024 and enjoy some fond memories, but it is now in the rear view mirror. There is a lot in store for us all in this coming year. As always, our regular monthly membership meetings will be held at a restaurant on the first Tuesday of each month. Following on the second Saturday of each month is our morning breakfast meeting, lately being held at the Blue Willow restaurant on Campbell. For both of these, just bring your appetite and a desire to socialize with the many varied and interesting people who are members of the Southern Arizona Region of PCA. We also have several Tours coming up in February and March. If you have ever thought that you know an interesting place to visit, some of us would like to come with you! Don't miss the Driving Tour Leader Class coming up on February 10th. Also on February 22nd – 23rd, SAR is putting on a Driver's Education event at Arroyo Seco Raceway (near Deming, New Mexico).

SAR held an election towards the end of 2024. As a result of the election, our Officers and Board Members are mostly the same as last year. There were a couple of changes, however. We have a new Vice President, Kurt Fuerstenau. Kurt has led us on many great tours for a number of years, and has performed many other activities benefiting the Club. The Vice President, along with the President, Treasurer and Secretary are the Officers of the Club, and are also on the Board of Directors. Last year, in addition to the Officers, we had five other Board Members. These five agreed to continue as Board Members for 2025. This year, our outgoing Vice President, Kathleen Kendler, will join the Board as a Member, and finally, we added Debi Norris as a Board Member. So, four Officers plus seven Board Members equals eleven people on SAR's Board. I want to thank each and every Board Member for their illustrious service in the previous year, and I and the Club can't help but benefit from their services and activities in the future.

In addition, Southern Arizona has about thirteen different types of activities handled by our Chairs. Please see page 2 of our *Zuffenhausen News* for a listing of our various chairs. The vast majority of our previous Chairs have agreed to continue in their positions for 2025. This is very welcome as these roles are essential and greatly benefit the operations of the Club. We have created Chief Driving Instructor as a new position, and Pat Norris has agreed to fill this position for 2025. I again want to thank each and every Chair for their tireless, and often out of the limelight, work on behalf of the Club. We greatly look forward to your continuing efforts in 2025.

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Tread Logic

<https://treadlogicaz.com/>



Editor's Column

By Debi Norris

If you've been following my husband's column about fixing his racecar, you know how passionate Pat is about racing

his 944 S2. I often go to the events with him to cheer him on. But you could not pay me enough to actually go out on the racetrack with him! It looks like fun, but I will keep to just spectating.

But driving at a Driver's Education Event is not the same.

Coming up this month, we have a Driver's Education event – this time at Arroyo Seco Raceway in Deming, New Mexico. If you have never attended a DE, I want to encourage you to give it a try. It is not "racing." The event includes a Novice Class for drivers who have little to no experience driving on a track. There is an emphasis on learning not only how to drive our cars safely in a high-performing way but also developing an understanding of how DEs work as far as track etiquette, passing, and obeying flags. We have some excellent Certified Driving Instructors in the club, and they are all happy to pass on their knowledge and passion for driving Porsches the way they are meant to be driven. And ladies, this includes you as well! There is no reason the guys should get to have all the fun. I'm looking forward to taking my Boxster out to Arroyo Seco for the first time. I'd love for you to join me.

Even if you are nervous about trying a DE, consider making the trip out to Deming. It can be a great way to enjoy driving your Porsche in a safe and controlled environment. You will be glad you did!



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Upcoming Events



February

- 04 - Membership Meeting - Jun Dynasty - 2933 E. Grant Road
- 08 - Monthly Breakfast at Blue Willow on Campbell
- 08 - Ceramic Pro/Harrison Garage Tour
- 10 - Tour Leader Class
- 18 - Board Meeting
- 20 - SUV Tour to Empire Ranch
- 22-23 - HPDE at Arroyo Seco Raceway

March

- 01 - Tour to Parker Canyon Lake
- 03-06 - Dave Shryock Memorial Tour to Sedona
- 04 - Membership Meeting - See website for details
- 08 - Monthly Breakfast at Blue Willow on Campbell
- 15 - Adopt-a-Roadway Event
- 18 - Board Meeting

April

- 01 - Membership Meeting - See website for details
- 12 - Monthly Breakfast at Blue Willow on Campbell
- 15 - Board Meeting

Upcoming Events

- May 2-5 Cinco de Mayo Weekend
- July 6-12 Porsche Parade Oklahoma City
- September 13 - PCA's 70th Anniversary Event

Upcoming Events Around Arizona

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

Arizona Region

February

- 11- Autocross at AMP
- 12 - Scenic Drive to Fountain Hills
- 16 - Ladies Do Brunch
- 25 - Apache Trail Off-Road Tour

Arizona Mountain Region

February

- 10 - Lake Havasu Balloon Fest
- 12 - Porsches and Pancakes

High Performance Driver's Education at Podium Club

2025 started off fast with a Track Day at Podium Club on January 4th. The Arizona Region hosted the event, and several SAR members joined in the fun. If this looks like fun, there's another DE event in February. Check out the information on page 9.

Thanks to Jim Kendler for some great photos!





The Porsche Ladies started 2025 with a visit to the historical DeGrazia Gallery in the Sun. It was a beautiful sunny day to take a step back in time and view the work of Ettore "Ted" DeGrazia. The property is nestled at the base of the mountains with views from the surrounding gardens that make it easy to imagine a slower, quieter existence. Walking through hand-built adobe structures, comprising six galleries, revealed life in and around Tucson in the 50s and 60s. Our visit left most of us surprised at the variety of DeGrazia's work and personal touches in the displays provided glimpses of a Tucson legend. We concluded our day with a lively lunch and a very accommodating waitress!

Our next Ladies' Day will be in mid-March to the Ignite Sign Art Museum followed by lunch at the Locale Neighborhood Italian Restaurant. More details soon.





PIMA MINE MUSEUM TOUR

By Andrea Fuerstenau
Photos by Jim Kendler

The tour to the Pima Mine Museum was on February 18th, 2025. We began at Mission San Xavier del Bac. There were 28 people and 18 cars. We all headed out on South Mission Road to the Asarco/Pima Copper Mine. A guide gave us an introduction at the Visitor's Center. We learned about the importance of copper to the local and world economies. A bus ride took us to a milling plant where we observed the very complex process to extract copper from tons of rocks every day. Next, we drove to Amado and had a nice lunch at the Longhorn Grill.

The tour was led by Kurt Fuerstenau and the sweep was John Duclos.



High Performance Driver's Education



Arroyo Seco Raceway

Deming, New Mexico

Saturday, February 22nd – Sunday, February 23rd

PCA-SAR is headed to New Mexico for a fun weekend of driving.

Join us for this HPDE event at the Arroyo Seco Raceway.

The ultimate goal of an HPDE is to teach high performance driving skills in a safe and fun environment. Any driver new to HPDE or to Arroyo Seco Raceway will be assigned an instructor.

Sign-up at <https://www.motorsportreg.com/events/pca-sar-drivers-education-arroyo-seco-raceway-southern-arizona-838570#organizer>



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— 2022 —
PREMIER
Porsche Dealer

A yellow sports car is parked in a garage. The car is the central focus of the image, with its sleek design and bright color standing out against the blurred background of the workshop. The lighting is soft, highlighting the car's contours.

Join PCA-SAR on February 8th for an informative tour
and tech session at Ceramic Pro/Harrison
Performance.

8198 S. Camino del Cafe, Tucson

Meeting time will be around 10 am. We will get a tour of the facility and there will be an information session discussing such topics as materials and applications along with performance modifications.

After the session we will head to lunch at Hot Rods Old Vail
10500 E. Old Vail Rd.

There is no fee, and really no limit, but need a sign-up and count for the shop food, and lunch.

<https://www.motorsportreg.com/events/pca-sar-garage-tour-at-ceramic-pro-harris-arivaca-az-southern-arizona-373148>

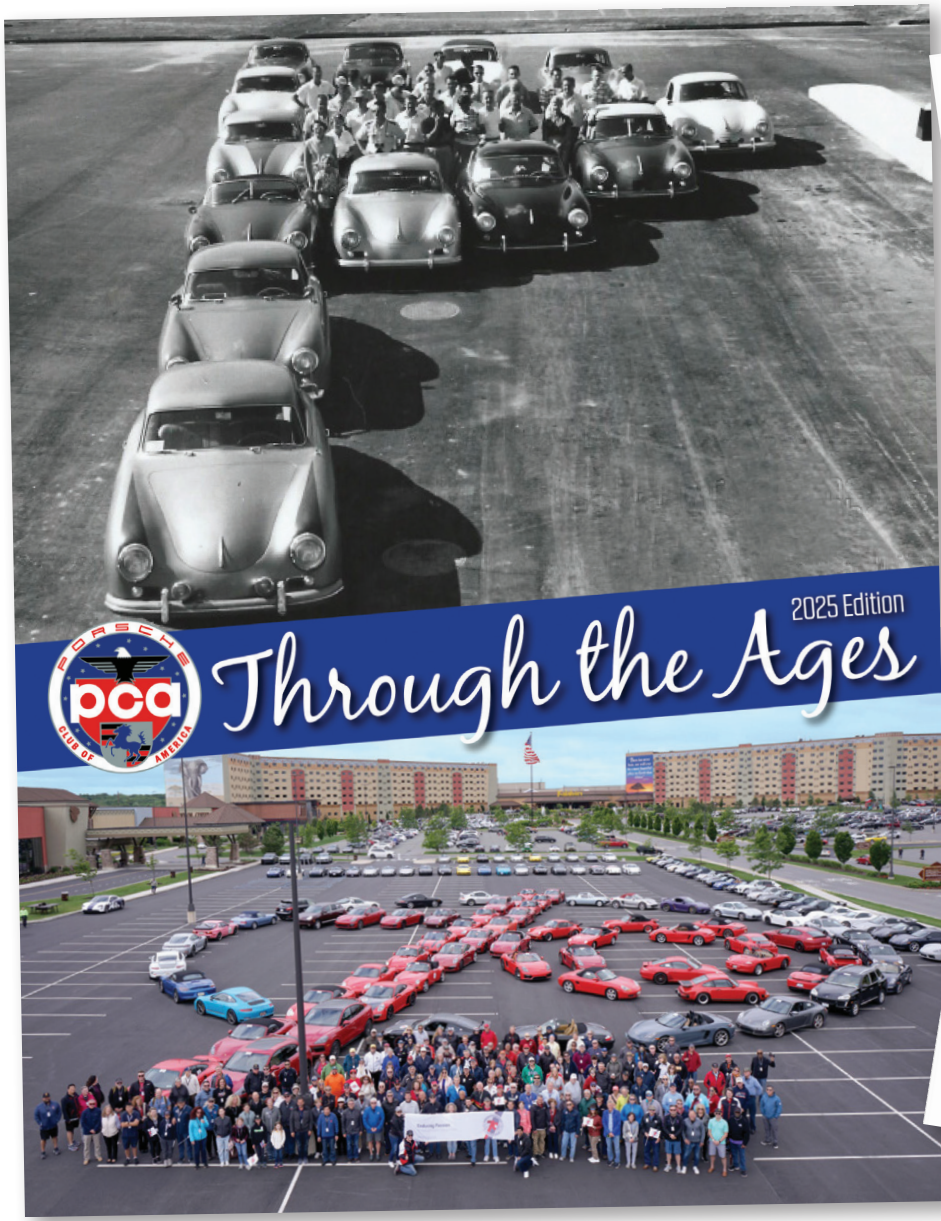
Save the Date

Dave Shryock Memorial Tour to Sedona

March 3rd – 6th

**Dave loved Sedona, so in his memory
we are going there on a driving tour.**

**Contact Rich Kepner or Jim Kendler
for more information. See contact information in SAR
Future event emails to members.**



Bill Sholar
PCA Founder

RJ Wilmoth
PCA National Historian 2017-2021
Porsche PCA Archives

Bill all was a successful commercial artist in his mid-fifties when he formed PCA. He had an interesting life before and after his time with the club. Being born in 1901 put him in New York University during the roaring twenties. He earned money as a dancer in Broadway shows and as a part time teacher. He met his wife of fifty six years, Virginia, on a night at the Ziegfeld Follies. As he said in an interview for Porsche magazine "What fun we did have in the roaring twenties!" By the fifties, the Sholars had moved to Alexandria, Virginia. Bill taught art and opened an advertising art business. Virginia taught music and dance.

1954 brought something new into Bill's life, his first Porsche, a one-year old 356 coupe. Bill ended up doing a lot of work on the car then he expected to be stuck with Porsche. Keep in mind there was no national club at that time.

much help there for his Porsche problems. Although he was an artist, he had begun his college days as an engineering student. He wasn't afraid to pick up a wrench.

In early 1955 he placed flyers on every Porsche he saw in the area inviting owners to a meeting at his home in Alexandria Virginia to "exchange information on Porsche characteristics, operation, service parts, etc."

The First Porsche Parade
PCA National Historian 2017-2021
PCA Archives Shop Affairs

THE FIRST PORSCHE PARADE, WHAT'S IN A NAME?

It's been written many times in PCA history and lore, something to the effect, "At the first national gathering I like it - not true."

So, let's go back to December 1955 and the first issue of Porsche magazine.

The first mention of what would become the Porsche Parade is in Page 71. The membership is asked if they would like a "National Rally" and a few suggestions are offered.

The February '56 issue has the tentative plans for the first National PCA Symposium and Rally. Glad they chose a shorter name.

In the March '56 issue the "Report on PCA National Rally" indicates 67 responses with 50 planning to attend.

NATIONAL RALLY

To date, most of the members of the Porsche Club of America are concentrated on the West Coast. In the National Porsche Rally, which is a central location where you can meet other Porsche owners, you should have a rally program. If you are, when you have a rally program, you should have a "Porsche Parade" of the club members, arranged in the order of the club members, arranged in the order of the club members. It is possible to hold annual rallies on a regular basis, using comparable national members on a program. We're just asking. It's your business, so make it.

PCA Through the Ages 2025 Edition

Updated PCA History Book Online Now!

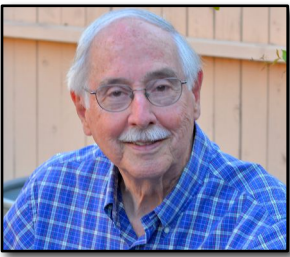
Through the Ages now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: <https://ww2.pca.org/pca-history>



PORSCHE CLUB OF AMERICA



Speed Bump - Slow Down For Some Automotive Tales

A Semi-Regular Column and Photos by Hal Tretbar

Karma

My partner, Karma Kientzler, 82, recently passed away from a traumatic brain injury. She was a multi-talented person who enjoyed the diversity of the members of the Southern Arizona Region of the Porsche Club of America. I would like to share some of her life and automotive interests.

She grew up in Tooele, Utah, (too-wil-a) a crossroads town, a few miles west of Salt Lake City. Her Mormon parents were Jack and Elva Clarke. Her two sisters were Collen and Mignon, 11 and 16 years older.

Jack had property on the edge of town where he had farm buildings and ran the local tow truck and storage lot. Karma learned to drive at an early age. Sometimes Jack would call her to bring the wrecker out to the crash site. He always had a car for her to drive. He'd often change out her cars saying "OK, I just sold your car so here is another one."

Her father was a true *Jack of all trades*. He was Tooele's Police Commissioner and drove the school bus every day. Karma discovered her artistic talents when she helped her mother in her flower shop.

She played the piano and also learned how to play the great Salt Lake Tabernacle organ. It has been described as one of the most perfect organs ever built.

Karma decided she wanted to learn to swim, so at age 8 she signed up for lessons without her parent's knowledge. Not only did she pass the rigorous certification, she went on to become a competitive swimmer, synchronized swimmer, and eventually, the coach of the Bountiful City Swim Team.

Karma would drive her classmates to Utah State University in Provo, where she was active in the Tri Delta Sorority. She majored in Art and minored in Physical Education. Following college, she married Allen Kientzler, a carrier based Naval aviator who also attended Utah State.



She loved the 2023 Parade in Palm Springs where the photo of her and the White 2015 Macan S won third place in the national photo contest.

When the Navy Fleet was in the Mediterranean, Karma and another naval wife toured Europe, frequently driving from country to country. Soon she had two children, Alesha and Christofer.

Things were rough after Allen returned from being shot down in Vietnam and spending time in the Hanoi Hilton prison. It wasn't long before they were divorced and Karma was on her own raising her two children.

By the mid-1970s Karma had partnered with Shiela Cluff to design and operate the prestigious Oaks Spa in Ojai, California. She and Shiela were visionaries in the health and wellness industry. 1978, Mel Zuckerman, a home builder from Tucson who was overweight and struggling with asthma, checked in as a guest at the Oaks. Soon Karma had him losing weight, gaining strength, and jogging. In 1979 Mel bought the Double U Guest Ranch on Tucson's east side and decided to open his own healthy living center. He named it Canyon Ranch. He brought Karma to Tucson to become the Founding Fitness Director with the responsibility of designing all fitness activities, as well as hiring and training the entire fitness staff.

At various times Karma the athlete was a very good skier, frequent scuba diver, and an avid bicyclist. She didn't like horseback riding or sleeping in a tent.

During her many years at Canyon Ranch Karma drove a 1995 Nissan 240 SX SE sports car until parts became scarce. It is said that she had been stopped more than once for speeding on the old twisty, hilly, east side River Road.



Here is a twin to Karma's gold '95 280 SX SE with a spoiler and four on the floor.

Once Karma and I became partners five years ago she became a Porsche enthusiast. Karma made many friends in the Southern Arizona Region of the Porsche Club. We did three Concours with my '87 Targa. We did many of the week-end drives and over-night trips in other Porsche models.

Karma's friend Jim Click made sure that her everyday drive was a well-maintained Mazda 3. However, Karma's true love was her pickup truck.

For almost 20 years, Karma has puttered around in a classic Nissan Frontier Pickup. She used it for some hauling but mostly for pleasure. I think it must have reminded her of the days with her father, Jack, and the wrecker service.

So, I wrap up this tale about Karma Kientzler. She was a perky redhead that was full of life and enjoyed her automobiles. There is a hole in my heart and I know many friends from across many years will miss her greatly.



Left - The 2009 Boxster S at the Autumn Sage Winery in Elgin

Right - Our last great adventure was to Death Valley in the Blue 2023 Macan in February 2024.



Karma's Nissan Pickup. Please don't ask me about her Frontier's Betty Boop interior but she was proud of it. This square headed, no neck, beauty is a cartoon character from the 1930s. A 'Boop' is a playful tap on the tip of some one's nose.

Spring Adopt-a-Roadway Event

By Lon Reeder - PCA SAR Community Service Chair

Hello, PCA-SAR members!

I hope everyone is doing well and staying healthy.

The new year is off to a good start and the PCA-SAR Spring 2025 Adopt-a-Roadway event is just around the corner. I'm looking for enthusiastic participation again to fulfill our community commitment on **Saturday, March 15th**. For many years our club has been committed to the Adopt-a-Roadway program as

an effective means of demonstrating our continued support to our community. The Adopt-a-Roadway program is part of the nationwide effort of sponsorship designed to help beautify our roadways by facilitating trash removal and saving the taxpayers of Pima County approximately \$250 per mile cleaned which translates into thousands of dollars saved. Signage along our portion of Orange Grove Road clearly recognizes PCA-SAR's sponsorship.

This is a fun and not-too-strenuous task that will take about two hours of your time and will make you feel good by keeping our roadways looking good.

I expect great Tucson March weather. We will meet at 7:30 AM in Beyond Bread at the southeast corner of Ina Road and Oracle Road for pre-event coffee and pastry, some socializing, and signing waivers. ADOT requires that we wear hard-soled, closed-toe shoes (no sandals) and comfortable clothing. Gloves and hats are recommended. Water, safety vests, grabbers, and bags for the cleanup will be provided. I hope to see you there!



Come Join Us for Breakfast

Our monthly breakfast get-togethers are becoming quite popular! Come on out on **Saturday, February 8th**, 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!



Got a Cayenne or Macan? Maybe a Jeep? Actually, any SUV will do!

Come join us on an
SUV Off-Road Tour to Empire Ranch on February 20th



This is a Class 1 off-road tour suitable for sedans and SUVs, but NOT sports cars. A Porsche is not required. Andrea and I will drive our Ford Escape. After the drive, we will visit the ranch and have a picnic. The drive with a stop is about 90 minutes, and we can spend as much time at the ranch as we want. There is no fee, but we all need to sign up on [Motorsport.reg](https://www.motorsportreg.com).

<https://www.motorsportreg.com/events/pca-sar-suv-off-road-tour-to-empire-ranch-southern-arizona-579970>

New Tour Leader Class

Have you always wanted to lead a SAR Tour but weren't sure how? We have the class for you! Tour Director, Kurt Fuerstenau will be leading a class for new Tour Leaders on February 10th at 12:00 noon at the Red Lobster on 5315 Calle Santa Cruz (in the shopping center near Irvington Road and I-19). All new tour leaders must complete this training before leading any PCA-SAR tour. If you previously attended a tour leader training this training is not required. Contact Kurt at tours@pcasar.org for more information.



Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

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

Residing Outside of Tucson

Del Weston Oro Valley

Residing In Tucson

Mary Dillard

Craig & Catharine Hyatt

Ben Lum

Glenn & Teresa Smith

transfer from Maverick Region

Nicholas Stea

David W. Stombaugh



New Test Drive

Scott Morgan

Tucson

Chris Sanford

Sahuarita

Justin Snow

Tucson

Welcome!

It is with a sad heart that I inform you of the passing of an SAR member.

Andrew Stephen Halper, 55, passed away December 23, 2024. I never had the opportunity to meet Andy. One day I was driving down Campbell Avenue when I noticed a purple Panamera. Turns out it belonged to Andy and his wife Anne Chase. I know Anne from my volunteer work. We have discussed, Porsches, rescue dogs, and life in general. Andy and Anne used their Panamera to ferry rescue dogs from Benson to Tucson. Anne, my heart goes out to you, your family and Andy's family.

Donations in lieu of flowers can be made to:

Cherished Tails Senior Sanctuary

<https://www.cherishedtails.com/>

or

Animal Rescue Connection

<https://www.facebook.com/AnimalRescueConnect/>



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.



January Membership Meeting

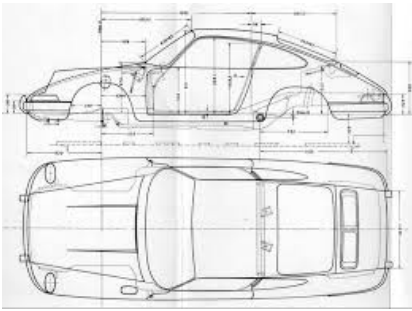
This month we will be meeting at Jun Dynasty - 2933 Grant Road

We will gather for dinner on Tuesday, February 4th, at 6:00.

Meeting starts approximately at 7:00.

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





Project Corner

Practice Makes Perfect/Learning from Mistakes

Article and Photos by Pat Norris

There's the little lessons...

After finally getting Thumbelina - our 944 S2 race car - running, my first response was to start registering for events. Of course, this rush of enthusiasm fueled by actually having a running race car was probably a bit overly optimistic. Once I started going over the work and preparation that was still needed, I started to see a few issues that could stand a little more attention.

In some instances, these were minor upgrades, like adding power for the required onboard cameras. In other cases, things might be a bit more complicated, like the expiration date on my seat having passed while Thumbelina was down for engine repairs.

Luckily, most of these issues have a reasonable resolution or work around. The cameras could continue using batteries for power. The seat having an expired date is a bit more complicated, but there are still options. Fortunately, I have a back brace installed to support the seat, which keeps the existing seat in compliance.

While I had time between all the trouble shooting and repairs I should have been checking things like dates on the safety gear. The lesson here is that I have some improvements to make in developing a system to track the work needing to be done.

And then, there are the bigger lessons...

Once the engine not running problem was solved, there were still signs that everything wasn't as it should be. Careful inspection, followed up with some additional testing, lead to the diagnosis of a failed head gasket.

The first indication that there was still a problem was the extra difficulty starting the engine. While some extra cranking would be expected with the

fuel system having been dry with so many new or changed parts, it happened with the second starting, too.

What really triggered the extra look and testing was the amount of smoke. Upon first start, a lot of smoke was coming from the headers and exhaust, which had all been touched by my well-oiled hands. However, after initial burn off, there was still white smoke coming from the tailpipe, along with extra dampness.

After performing a cooling system pressure test, followed by a leak down test of the cylinders, I confirmed that the head gasket was in need of replacement. Fortunately, having just finished installing the head, the job was not particularly daunting.

Practice makes perfect

A recurring theme with Thumbelina has been the challenge of obtaining parts for a reasonable price and in a timely fashion. The head gasket remained true to this form, and getting the gasket actually took longer than swapping it.

Once the swap was done, start-up went easier and the smoke from the exhaust cleared up very nicely.

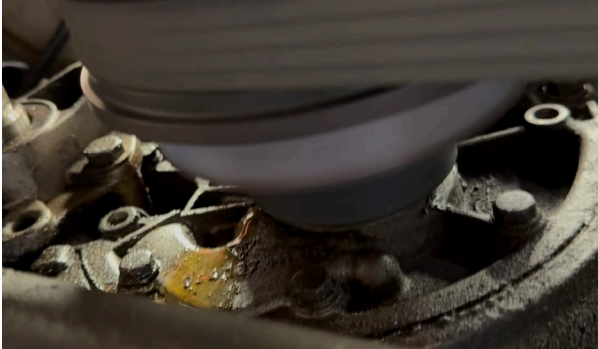
Having learned the lesson that it's

best to check results of the repairs more carefully, I found signs that there was still an intermix problem - oil was getting into the water, and water into the oil.



Nice, clear exhaust is good news for the head gasket!

Additionally, there was far more oil than reasonable under the engine. Some of the oil was determined to be power steering fluid, but there was also oil coming from the front main seal/oil pump area. Luckily, this was easy to pinpoint as I have deleted the covers from the timing belt, making the front of the engine much easier to see.



Oil pumping out from the main seal/oil pump

Parts were ordered immediately, and the oil pump gear and main seals will soon be replaced to address the oil leak. Further repairs will include resealing the oil cooler to address the intermix problem.

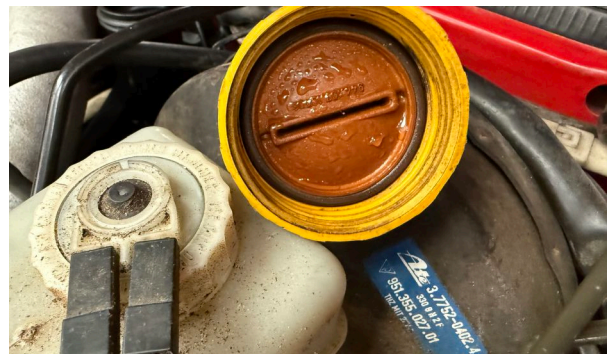
The power steering pump and reservoir will also be removed, hopefully clearing up a phantom oil leak that predates my ownership of Thumbelina.

Practice, practice, practice

Once these repairs are complete and correct, I will have changed two head gaskets, installed the head twice, set the camshaft timing twice, changed out the starter, changed the fuel pump, and changed and tensioned the timing belt three times.

On the positive side, most of these repairs should prove preventative for the coming race season. And, in a pinch, I now have the knowledge to make several of these repairs in the pits at a long race event.

Mechanically speaking, I know the way to Carnegie Hall.



Condensation in the oil cap is a sign of oil in the water.





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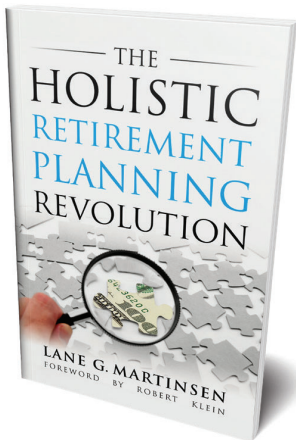




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