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April 2024



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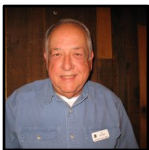
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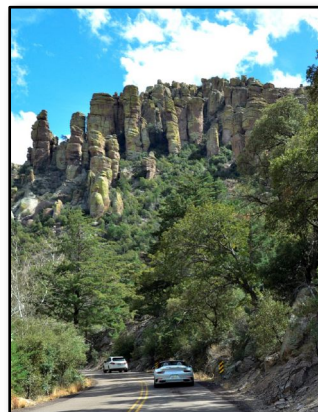
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THIS MONTH'S CONTRIBUTORS

Kathleen Kendler, Kymmie Norris, Pat Norris, Hal Tretbar, Gary Ottaviano



ON THE COVER:
Drive to Massai Point
Photo by Hal Tretbar

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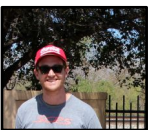
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President's Corner

By Greg Curtiss



Hi Everyone!

I don't know about you, but I am getting tired of this "cold" weather we have been having for most of our Winter. It hasn't stopped us from having a lot of great activities, and we are getting more rain than we normally do in the Winter (the plants, cacti, bushes and trees outside are all happy!) but I look forward to temperatures in the 70's and 80's. Of course, it won't be that long before it is too hot and there will be fewer SAR activities.

All the more reason to enjoy some of the great events coming up on the SAR calendar. We have already had our first ever off-road Tour, where we learned the back way from Green Valley to Highway 83. Hopefully some of you were able to enjoy driving your Porsche at the Inde Motorsports Ranch track near Willcox. Thanks to our friends in the Arizona region for putting on this event. I was able to participate in our Tour to the Chiricahua National Monument southeast of Willcox, a park I have never been to before. Our Club cleaned up a section of Orange Grove Road. By the time you read this, about 50 Club members will have taken a tour of the Kitt Peak observatories. I want to thank all of our local members who volunteered in many capacities to make these events happen.

There are a number of fun events scheduled to occur in April. On the first Tuesday, April 2, we will have our monthly membership meeting, this time at Mama Louisa's Italian restaurant on South Craycroft. We have a German Cars and Coffee and the annual DM50 car show coming up in April, and a Tech Session at Redline Services. PCA National is putting on a Wine Country Treffen in the Sonoma Valley of California in late April which some of our local members will attend. PCA Treffens occur about twice per year and are usually quite extraordinary events. If you want to go to these, register early as they tend to sell out very quickly.

Keep the weekend of May 3rd – 5th in mind, as SAR's premier annual event, the Cinco de Mayo Weekend, will happen at the Desert Diamond Casino & Hotel near the Tucson airport. This is a multi-event weekend and registration for the various activities is now open. See you there!

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Editor's Column

By Debi Norris

With all the lovely rain we had this winter I sure am enjoying all the wildflowers blooming alongside our highways. On my way home recently, I had extra time, so I took the long way up through Gate's Pass. It was a glorious day with clear blue skies and just the right temperatures. I pulled my car into the parking area at the top of the pass and walked out to the overlook. The flowers were amazing, as were the views across the valley. Two couples from out-of-town were also at the overlook. They kept exclaiming about how beautiful our desert was and how amazed they were that it was early March yet already so warm. We really do live in an exceptional place.

With the spring comes our signature event – Cinco! This year Cinco will be held May 3rd – 5th at the Desert Diamond Hotel and Casino. The registration page is up on Motorsport.reg and we are ready to have a great weekend full of good food, beautiful cars and, of course, fantastic people. I hope you can make one or more of the many events we have planned. Cinco can't happen without a lot of volunteers. Contact me at boxsterdebi@gmail.com if you are interested in helping out!

Get out and enjoy our beautiful spring! Soon enough we will be stuck inside complaining about the heat...



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Upcoming Events



April

- 02 - Membership Meeting - Check website for details
- 06 - All German Cars & Coffee
- 13 - Monthly Breakfast at Blue Willow on Campbell
- 13 - DM50 Car Show
- 16 - Board Meeting
- 19-21 - HDPE at Podium Club with Arizona Region
- 20 - Garage Tour to Redline Service
- 21 - Wine Country Treffen

May

- 03-05 - Cinco de Mayo Event
- 11 - Monthly Breakfast at Blue Willow on Campbell
- 21 - Board Meeting

June

- 03 - Membership Meeting - Check website for details
- 9-15 - Porsche Parade in Birmingham, Alabama
- 15 - Monthly Breakfast at Blue Willow on Campbell

Upcoming Events Around Arizona

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

Arizona Region

March

- 16 - New Members Day
- 23 - Autocross
- 23 - Casino Night Charity Event

Arizona Mountain Region

March

- 02 - Drive to Bagdad
- 09 - Porsches and Pancakes
- 14 - Wine and Dinner Drive



It is time for Cinco 2024!

This year's Cinco de Mayo Concours d'Elegance Weekend will be held from Friday, May 3rd – Sunday May 5th. All events will be held at the Desert Diamond Hotel and Casino at 7350 S. Nogales Hwy., Tucson, AZ 85756. (Note, this is near Tucson International Airport, NOT the Sahuarita location). We will have a weekend filled with events!

Friday – Welcome Party – the Welcome Party will be held in the hotel lounge. There will be a no-host bar and a variety of light appetizers. Cost is \$15.

Saturday

Concours d'Elegance – The main event will take place in the side parking lot next to the hotel. Car placement will begin at 6:00AM.

Box Lunches are available for pre-purchase for \$25. Lunch includes a sandwich or wrap, pickle, pasta salad, potato chips, apple, cookie and water or soda.

Awards Banquet – Social Hour at 6:00, Dinner at 7:00. A 3-Course meal with a main dish choice of either Braised Beef Short Ribs or Pistachio and Pepitas Crusted Breast of Chicken. \$40

Sunday – Cinco Driving Tour – The tour will meet in the parking lot of the hotel. After a fun tour through some of our beautiful Sonoran Desert roads, the Cinco Weekend will end with lunch at a local restaurant.

Cinco Shirts and Hats will be available to purchase at this website: <https://pca-sar.itemorder.com/>

Hotel Accommodations can be made for a special rate at: <https://reservations.travelclick.com/14819?groupID=4214635>

Hotel Reservations must be made by April 5th!

Sign up at: <https://pcasar.motorsportreg.com/events/pca-sar-cinco-de-mayo-zone-8-concours-weekend-desert-diamond-hotel-casino-671460>



SUV Tour to Kentucky Camp

By Kymmie Norris

Photos by Pat Shryock and Bill Zachar

Kurt Fuerstenau took us on a lovely tour to Kentucky Camp at the beginning of March. Because most of the roads we traveled on were unpaved, this tour was restricted to SUVs only, a GT4 or 911 would not have cleared some of the rocks we drove over!

We left Green Valley in the late morning and headed East through Box Canyon. The rain a few days earlier kept the dust from getting too strong, and there was enough water in the wash to see a small river forming. We even saw a small waterfall flowing off a rock face! There was still some snow near the tops of the mountains that I'm sure helped with the water flow.



Some parked further away and hiked into the camp, others formed a group at a nearby campsite to have their picnic. And my family? Well, we actually took a small detour and had lunch at the destination restaurant from the Patagonia tour last December!

A few people stopped to check out the Santa Rita Abbey, a monastery of Trappist Cistercian Nuns, on the way back to the main road.

There were hints of spring popping up all around us as we drove through, though. The ocotillo were turning green, and we spotted some Arizona poppies peeking out among the rocks.

By the time we reached Kentucky Camp, we were ready for a nice picnic lunch! Unfortunately, not all of us were able to reach the camp itself. An ultra-marathon trail running group happened to be holding an event there the same day, which meant parking for our tour group was tough to find, at least down near the camp itself. So, our tour mostly broke up there.

All in all, a very enjoyable tour! Even if we didn't all quite reach our intended destination. I hope to have an opportunity in the future to make it all the way into Kentucky Camp itself.





PCA-SAR has arranged for a tech session at Chuck Croteau's shop Redline.

Chuck Croteau is a long-time member who restores, repairs, and sells Porsches.

We will tour his shop and learn about the cars and his restoration process.

Session starts at 10:00AM and runs until noon.

Location: 3767 E. Hardy Dr. Tucson, AZ 85716
Coffee and Pastries will be provided by PCA-SAR.

<https://pcasar.motorsportreg.com/events/pca-sar-redline-service-shop-tour-tech-tucson-southern-arizona-860451>

14th ANNUAL DM50 CAR SHOW

Saturday, 13APR from 11a – 2p



For more information go to: <https://www.dm50.org/dm-50-car-show/>



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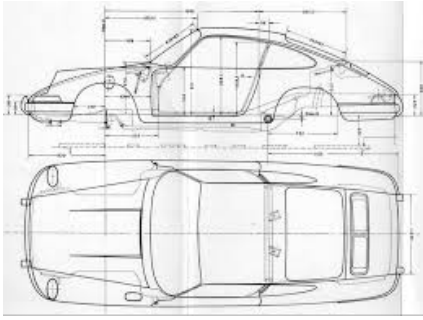
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Project Corner

What was the problem? More than expected - An update on Thumbelina.

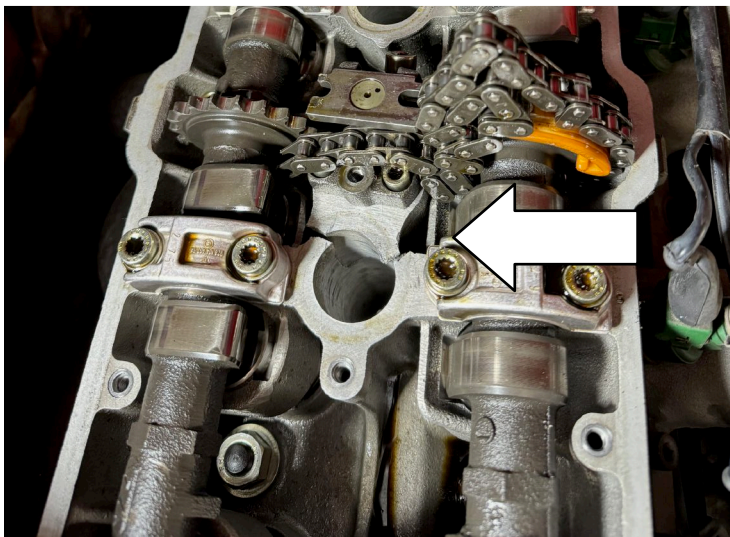
by Pat Norris

One out of three IS bad. Very bad.

As I mentioned before, there are three things the motor needs to run – compression, spark and fuel. I found that Thumbelina only had one.

When I pulled the injectors and fuel rail to test the fuel spray, I also pulled the spark plugs to permit the motor to crank nice and easy. And found the problem. Actually, a few problems.

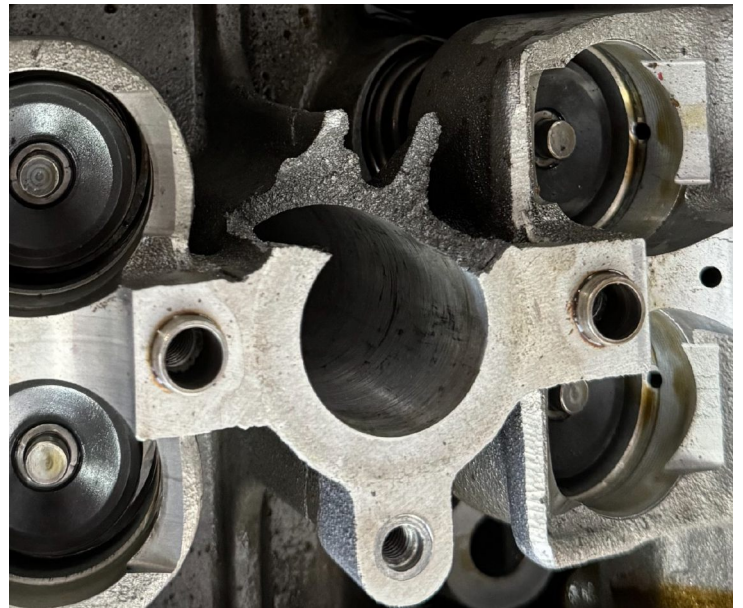
The number 2 spark plug hole was damaged, and I knew right away that was bad news for the camshafts waiting under the valve cover. Upon removing the valve cover, I could clearly see what had happened. The chain that is driven off the exhaust camshaft was no longer connected, but instead was bunched up on the intake camshaft, which now had the guide block from the chain tensioner jamming the chain between the sprocket of the intake camshaft and the casting for the cylinder head. As a bonus, the chain tensioner had busted the head casting at the number 2 spark plug hole, and bits of sprocket and chain were missing.



Not only was the intake camshaft not rotating to let in the fuel spray (which was looking just fine, it turns out), but it was holding open some valves it was letting the fuel enter, thus robbing the motor of compression.

Finally! I know the problem!

There is very good news. First, having a solid problem to solve helps keep from chasing every potential problem that ultimately didn't solve anything. More good news was it didn't happen running at full tilt! That would've left a lot more pieces to pick up and put back together. I was almost giddy at this point.



Also, now that the head has been fully removed, I can see that the valves and pistons did not meet violently. The valves look good. Pistons look good. With a good stash of replacement parts, this is something that can be repaired - and won't require a whole new motor to resolve.

For more good news, I was able to identify and retrieve the single tooth from each of the exhaust and intake camshafts, and the pieces of link from the timing chain. I don't need to tear down everything to find those bits that would have caused damage later.

Searching for parts.

Trying to repair a 35-year-old race car, that has suffered a failure of hard-to-find parts does present unique challenges. The S2 is a full 3.0 liters, so the head casting and camshafts are unique to just a partial run of the three years the S2 was in production. So, not only am I looking for old parts, I am also looking for parts that were rare even when they were new!

For the head, I found one in England. The salvage company was able to get the head to me rather quickly, and it is now at Racers Edge, a local machine shop I found thanks to a recommendation from Jim Kendler. They are starting with a tear-down and inspection, then a valve job and then possibly addressing any other issues that might turn up.

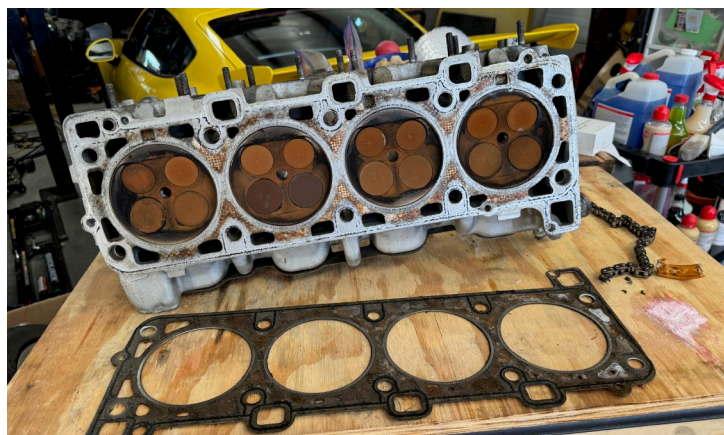
The camshafts are supposed to be available - but at a significant cost. After some phone calls and talking with folks, Ian Riley at 944 Online put me in touch with someone who can put new sprockets on the original camshafts, thus addressing the shucked teeth. They have been carefully packed and shipped off to Florida.



Other parts have been reasonably available, and many are already arriving. If it wasn't for the Porsche community, I would really be stuck - or out a LOT of money to get things repaired. One of the folks that has been a great resource is Tim Comeau of Comeau Racing Enterprises - who was the very first person I met in PCA in San Diego, 35 years ago.

The path forward.

Now that I know what problem I am trying to solve, I can plot a course forward. Once the headwork is resolved, I can put that back on the motor, and prepare for the camshafts to return from being repaired.



There's a lot to dig into, but while everything is apart, this might be just the opportunity to repair or replace some hoses and lines to address a few little leaks and such. Also, I hope to replace the fuel injectors with 'modern' units as I put things back together. In the end, I'll have more confidence in the motor having worked on more of it.

First race: completing repairs before the first race of the season.

Now, the race is against the clock. How fast can I address the problems uncovered, get everything running again, and prepare everything for the first race of the spring at the end of April? If everything goes well, I'll have a busy year of racing ahead. If things don't go well, I will let you know here what I find and how I'm going to fix it. One thing is for sure, I'll continue tapping into the community of Porsche people for support getting everything resolved and back on the racetrack. It really is about the people.



Speed Bump - Slow Down For Some Automotive Tales

A Semi-Regular Column and Photos by Hal Tretbar

A Drive to the Land of Standing-Up Rocks

Photos by Hal Tretbar and Jim Kendler

On April 18th, Chiricahua National Monument will celebrate its 100th Anniversary. There is an effort under way to name it Arizona's fourth National Park. It is located on Arizona's eastern border, 35 miles south of Willcox.



An ancient volcano spewed out hot ash that hardened into rhyolitic tuff. Wind and water erosion formed the miles of hoodoos and balanced rocks. The Chiricahua Apache once roamed this area and called it "The Land of Standing-Up Rocks."

On Saturday, the 11th of March, 12 Porsches and one Audi RS5 drove to the Chiricahua National Monument. They over-nighted at the Holiday Inn in Willcox, Arizona.

Karma Kientzler and I were in the blue Macan on Houghton Road heading to the starting rendezvous, when trip leader Kurt Fuerstenau called, "Are you all right and will you be joining us?" I replied that we were fine but behind schedule. Karma chimed in,

"Sorry Kurt, it's my fault. I overslept." The rest of the trip went very smoothly.

From the starting point at the Market on Sahuarita Road we headed east to the watering hole at Tombstone known as the Circle K. After the cars and our bodies were refueled, we continued on east to the Sulfur Springs Valley and then over to the Chiricahuas.

We had lunch at the picnic tables near the entrance to the old Faraway Ranch on the monuments west



side. A path leads up a slight hill to the original ranch buildings homesteaded by Neil and Emma Erickson in the early 20th century. A short distance further is the newer home from the 1920s that is being restored.

In 1923 Governor Hunt led a party of reporters, photographers, and business leaders through the area called the Heart of Rocks. He threw his support behind the effort to name it a National Monument. President Coolidge named it one the next year.

Under the administration of the U.S. Forest Service the Bonita Canyon Road was built in 1934. The April 2024 issue of Arizona Highways magazine states, "Built as the monument's central artery, the road was designed to create a series of visual

experiences, highlighting formations such as the Organ Pipe Formation and the Sea Captain, before terminating with a sweeping view at Massai Point. It becomes a road with a genuine climax." The Tucson Citizen declared, "for when it has been finished it will bring the traveler suddenly upon the greatest area of this rocky wonderland, the likes of which there is no other on this continent."

So true.

From the Visitor Center the parade of Porsches winds its way 8 miles through Bonita Canyon to Massai Point. They head north past the campground, then swing east past Organ Pipe Formation, Sea Captain, and China Boy. Then they drop south past the Echo Canyon turnoff where most of the trails start. The Monument drive ends at



the glorious Massai Point with the best views of the standing-up rocks.



If you are planning on visiting the Chiricahua National Monument, we suggest going in the middle of the week. The Monument is so popular that the parking places are few and far between on weekends.



The evening ends with an outstanding dinner and drinks at the Double S Steak House in Willcox.



Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

As we begin April in the new year, here are our new members.

Our **new members** are:

Residing in Tucson

Manu Alexander

David Frankel

Awet Gherezghiher

Bob Hastings

Carol Michael

Fred Thompson



Residing Outside of Tucson

Transfers in & out

John Hunter

transferred from Oregon

Fred Thompson

transferred from Big Sky

Welcome!

This is a reminder: If you let your national PCA membership lapse, you are removed from the email list and will not receive notices from the club until your membership is renewed.

National dues are increasing.

Members whose renewal date is **March** or **April** may renew now at the current rate of \$46.00 for one year, \$90 for 2 years or \$132 for 3 years.

- New rates are \$56.00 for one year, \$110.00 for 2 years and \$162 for 3 years.

Have a great April!!!! Hope to see you at an event. Jim & I had a terrific time on the Chiricahua National Monument tour. Jim had been there in the '80s. I highly recommend the drive to Massai Point. It is beautiful and did not remind me of being on the east coast. The hoodoos along the way are magnificent.

Come Join Us for Breakfast



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

IN MEMORIAM
Kris Szudajski

It is with a heavy heart that I inform you of the passing of Kris Diane Szudajski (1956-2023). She died unexpectedly on November 15, 2023. I met Kris and her husband, Tom, around 2016. Kris was a vibrant person who loved to work hard and play hard. Spending time with Tom and family and friends was her outlet to grueling days as a nurse. Kris was such a joy to be around. Those of us that were fortunate enough to have spent time with her will remember Kris for her boundless energy, her beautiful mind, her love of family and friends, and her heart of gold. She always lifted everyone's spirit.

Kris spent most of her 40-year nursing career as a pediatric intensive care nurse. She was most proud of her work at Texas Children's Hospital.

Kris had recently retired and was looking forward to enjoying her time with Tom and their many future adventures.

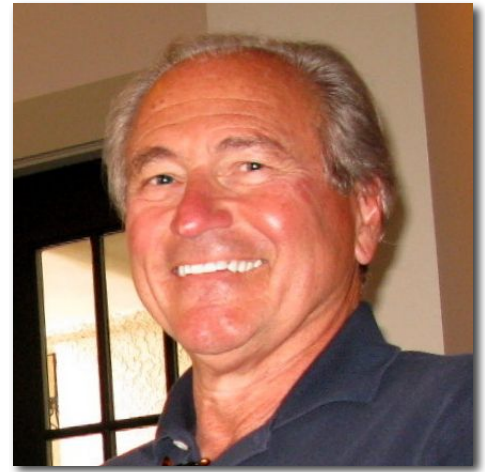
Tom, our hearts go out to you.

A celebration of life took place in Milwaukee, Wisconsin in December.





This month we hear from Gary Ottaviano. If you are interested in being featured in the Member Spotlight, please email me at boxsterdebi@gmail.com. This monthly column has received several positive comments, but I need more people to contribute! Thank you.



What do you drive? 1996 Porsche 911 Turbo (993)

When did you join PCA? In 2002, the Ohio Buckeye Region.

What PCA events do you enjoy most? Touring and social events.

What would you tell a new member? Great folks, a lot of enjoyable things to do with your Porsche.

What is/was your career? Retired Mortgage Banker

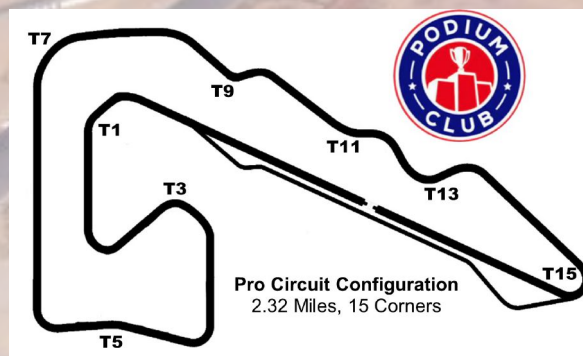
What else do you do for fun when you are not driving your Porsche? I enjoy finding new wineries while driving around Southern Arizona.

Favorite Porsche memory? Driving with the Sierra Vista Porsche folks to various places.

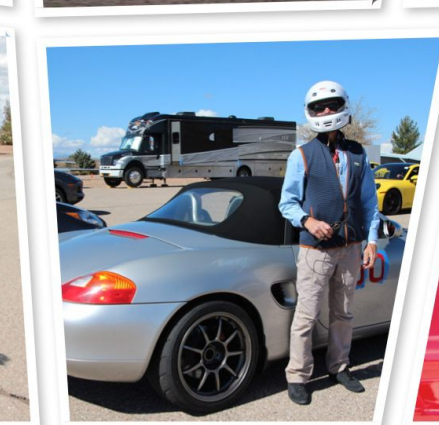
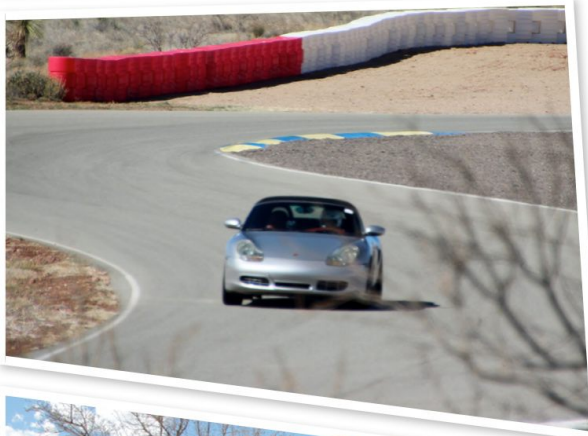
Last hurrah before summer break!

Please join us at the Podium Club in Casa Grande, AZ for a weekend HPDE event, and our last track event before summer break!

<https://www.motorsportreg.com/events/az-pca-track-weekend-tt-podium-club-at-attesa-arizona-264623>



March HPDE at Inde Motorsports Ranch - Photos by Jim Kendler



Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



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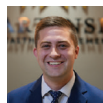
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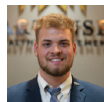
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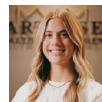
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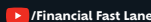
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