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August 2025

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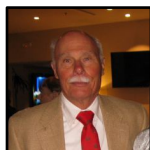
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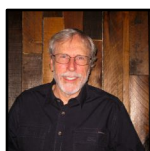
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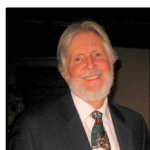
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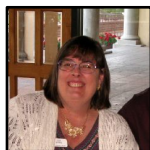
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ON THE COVER:

Reflection of St. Francis Cathedral at
Fiesta 2025 in Santa Fe, New Mexico

Photo by Barb Crowley

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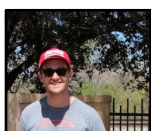
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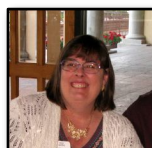
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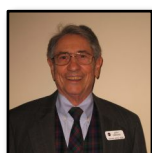
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President's Corner

By Greg Curtiss



Hi Everyone!

It seems like it has been a while since I wrote this column. For most PCA regions across the country summertime is a good time to get in a lot of Porsche-related activities. But for us here in the hot desert, we try and stay indoors out of the triple digit temperatures where hopefully the air-conditioning is working. Plus, the humidity level increases with the coming of the monsoon season. I am sure all of the vegetation outside have greatly enjoyed the 2 inches or so of rain that we have had in July.

We have had a few events in June and July. Our always popular monthly Saturday morning breakfasts kept going through June and July. I was able to attend one of those for the first time in quite a while, which I enjoyed greatly. Usually, I have not been able to make those due to a combination of recurring time constraints. Although we skipped our regular monthly membership dinner meeting in July, we had some great steaks (and non-carnivorous food, for those so inclined) at our meeting in June. Despite the heat, we had two brave tour leaders step up and bring us to interesting places in Southern Arizona. Our regular monthly breakfasts and dinners will continue in August and September and beyond. Other events are scheduled and more will pop up. Check our Calendar at pcasar.org for details and to register.

I spent some of late June and the first half of July getting ready for, and attending, the national PCA Parade, held in Oklahoma City from July 6th through July 12th. Some of us die-hards arrived there on July 4th so we could get our cars ready for the first big Parade event which was the Concours. This had the added benefit of making it possible to view fireworks displays around the city. Oklahoma City is somewhat cooler than Tucson but tends to be more humid. We had a lot of rain on the way there, and some while we were there. All in all, the weather in Oklahoma City was pretty good and there was no rain on our Parade (pardon the pun). But, enough about this; we should have articles and pictures about the Parade coming up in next month's issue. Until we meet again, keep the shiny side up.

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Editor's Column

By Debi Norris

As I write this, I just finished watching a very wet F1 race in Belgium where everyone was wearing jackets and rain slickers. Such a different climate! Whether you have escaped the Tucson heat or are hiding away the days in your AC, I hope you are enjoying your summer. The Summer of 2025 seems to be a little less oppressive than last year (no consecutive 100+ day records being broken) but the heat can still start to wear on you after a while.

Several SAR members have been journeying to cooler climates to enjoy some summer fun. You will read all about the Fiesta Event in Santa Fe, New Mexico, in this issue as SAR was very well represented. It sounds like it was a great weekend, and we will have to go some year.

Another group of SAR members headed to the Porsche Parade in Oklahoma City. While the weather wasn't much cooler than at home (humidity sure can make 90s uncomfortable), the hospitality of the Midwest and the excitement of 100s of Porsches from around the world all in one place made for a very fun week. You can look forward to reading all about Parade adventures in the September ZN.

August marks the end of our slow season in Tucson and as you check out the calendar you can see more activities ramping up in September and beyond. In the meantime, you can still join us at our monthly dinner and breakfast meetings, as well as the various early-morning Cars and Coffees around town.

Hang in there, Fall is almost here!

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Upcoming Events



August

05 - Membership Meeting - Casa Molina
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09 - Monthly Breakfast at Blue Willow on
Campbell

19 - Board Meeting

September

02 - Membership Meeting - See website
for details

13 - Monthly Breakfast at Blue Willow on
Campbell

13 - PCA's 70th Anniversary Event

16 - Board Meeting

21 - Drive Your 356 Day

27/28 - HPDE at INDE Motorsports Ranch

Upcoming Events

October 18 - Tucson Classic Car Show

October 18 - HPDE at Podium Club
Attesa

October 19 - New Member and F1 Race
Viewing Party

October 26 - Porsche Ladies -
Soapmaking

November 8 - Phoenix Flight Concours

Upcoming Events Around Arizona

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

Arizona Region

August

16 - Porsches and Pancakes

Arizona Mountain Region

August

9 - Porsches and Pancakes

28 - Private Wine Tasting

Fiesta Santa Fe 2025

Article and Photos by Barbara Crowley – Lifetime Member



It was thirty-seven years ago that we headed off from Tucson to Santa Fe in our little crème-colored bent-window 356. SO OLD was pristine – having been freshly detailed for that year's Cinco de Mayo. She didn't stay that way! As we approached Santa Fe, dark, ominous clouds were on the eastern horizon. Before we knew it, we were in a monsoon ... New Mexico-style. It was a downpour. The rain was so severe our tiny wipers on the bent windshield were next to useless. Could oncoming traffic even see the dim 6V headlights? Our hearts were pounding as loud as the big raindrops on the roof.

Thankfully the rain stopped about sunset as we arrived in Santa Fe. When we got out of the car, we saw a sad and filthy version of it. We found a streetlight, got out our cleaning kit and got to work that night. She had to be ready for the morning ride to the historic Santa Fe Plaza for the concours. We made it! When we got to the staging hotel, the Roadrunner Region organizers had positioned our car at the front of a police-escorted caravan to the Plaza because we had the oldest Porsche at the event!

It was such a thrill to be the first to enter the Plaza! It was crowded with summer visitors who whooped and hollered and applauded as we lead the 120+

Porsche caravan around the Plaza and into our assigned parking spaces. It was truly exciting! We actually won our 356 class trophy, but our biggest thrill was to have led the caravan and to have been acknowledged at the awards banquet with a special yellow ribbon that said "Oldest Car – Fiesta del Porsche."

We love Santa Fe – its architecture, history, artwork ... and food! Fast forward to 2025. We decided to attend this year's event. Like before, the 356 was nice and clean from its showing at Cinco. This time, we would trailer it. It is 72 years old and we are 77! We decided that the long drive to Santa Fe would be a challenge we just didn't feel up to. (Note: trailering is no picnic either! You will see Den's black eye in our photos ...the result of a tumble off the trailer!)



Richard and Leslie Kepner were our traveling companions. They towed their exceptional 959 to its first trip to Fiesta. We decided to break up the trip by staying at the lovely La Posada Hotel in

Winslow, AZ on Tuesday. We never tire of this beautiful hotel designed by Mary Colter (of Grand Canyon fame.) It is Fred Harvey's last Great Railroad Hotel. The gourmet dinner was delicious ... and the margaritas were to die for! The next morning, we headed to Santa Fe after a great breakfast in the Turquoise Room while train after train rumbled by.

Fair sailing this time ... not a cloud in the sky to dampen our travels. We arrived safely downtown to our hotel ... the historic La Fonda. If you have been to Santa Fe, you know how congested it can be. Now imagine trying to maneuver two trailers being towed by two white Cayennes! Then imagine having to unload the luggage out of two Cayennes at the entrance to the parking garage. Somehow, we managed it all and as Leslie and I checked into the hotel, the guys went to the nearby St. Francis Cathedral parking lot and unloaded the 356 and 959. From our room, I could hear them on the street below as they drove from the cathedral to the hotel's 2nd floor "Porsche Parking Only" parking garage. No streetlight to prep the car this time!! Some minor cleanup, a nap, a shower, and a nice dinner at La Plazuela restaurant in the heart of the hotel concluded our busy Wednesday.

Thursday was a 'catch-up' day. We recuperated from the drive and had a leisurely breakfast. The guys went to the garage to clean off more of the highway grime off the cars. As they prepped, Porsche after Porsche started arriving from all over the country. All models and colors. A small crowd of admirers gathered around the two unique Tucson



cars. As is often the case, there was more storytelling and visiting going on than cleaning!

A Welcome Reception was held that evening at La Fonda. We first stopped at the registration table, signed the release forms, picked up an autographed event poster and picked up our goodie bag. It included an ice scraper! We were so happy when we entered the banquet room and saw several familiar faces at one of the tables. Dennis and Mary Lou Correia, Richard and Leslie Kepner, Riley and Kay Jackson, and Pat and Carolyn Miller were just finishing the wonderful Mexican dinner provided as part of the warm-up party.



There were ten SAR representatives from our Southern Arizona Region. That's a nice turn-out. After a nice Mexican buffet and a few margaritas, we decided to check out some of the Porsches in the parking garage. When we arrived, again, there was a small gathering around the 959 and 356. I took advantage of some unique photo opportunities ... especially the reflection of the near-by St. Francis Cathedral in the rear side window of a sleek black Carrera. *(Editor's note – this photo is the cover shot for this month's ZN)*

Friday morning, we were greeted with a beautiful, sunny day ... wonderful conditions for the concours on the Plaza. No wind and a projected high of 75 degrees! Perfect! For some nostalgia, we had brought and displayed the yellow "1988 Oldest Car" ribbon on the windshield. A kaleidoscope of Porsche colors lined the historic Plaza. They

reminded me of M&M colors. Out of the 75+ Porsches entered in the concours, there were only two 356s ... ours and a familiar green 1958 Convertible D. It had belonged to old friends, King and Carol Clemmons who drove it all over the country for decades (usually with Rusty, their huge Huskey in the back seat.) After driving the car from Colorado, its new owners proudly displayed how many miles the 356 had accrued – almost a million miles! How awesome is that? They shared with us that when they acquired the car, the engine ran rough. They just couldn't get it to run smoothly. Finally, they found out why. When they took the carburetors apart ... they were clogged with dog hair!



The judges came around and did their thing. They were enthralled with being able to judge Richard's rare 959 with all the advanced technology it had when produced in 1987! The concours ended before noon so that entrants could go on scenic tours around Santa Fe. (See the Correia's article in this issue.) The organized tours continued all day Saturday. A fun Gimmick Rally was held on Sunday as the last driving event of Fiesta. (See the article in this issue of the ZN)



Later that evening, the Awards Banquet was held. The emcee did a great job. There was a silent auction followed by the trophy presentations. It began ... *"From the Southern Arizona Region, first place in the 356 class goes to the Dennis Crowley's 1953 cream beige 356!"* After Dennis picked up his award, the emcee continued ... *"From the Southern Arizona Region, first in class goes to Richard Kepner with his gorgeous 959!"* After Richard was given his trophy, the emcee joked ... *"Well, where have we heard this before? From the Southern Arizona Region, the first place in his class goes to Dennis Correia with his Macan!"*

Well *that* was exciting! The first three awards being given to SAR members! After the rest of the concours class awards were presented, the People's Choice awards were announced. The Kepner 959 was awarded Third Place. Second Place was the green 356 Convertible D ... and we were surprised and thrilled when our little 356 was announced as "Overall First Place People's Choice!" What an honor! The awards for winners of the Gimmick Rally were read by the emcee. Riley and Kay had their hopes up, but it wasn't meant to be. They seemed to have really had a fun time as you can tell by reading their article in this issue.

We had a great time at Fiesta in 1988 and an even better time in 2025. Our hosts, the Roadrunner Region put on an exceptional event. Their hard work paid off. We came home from Santa Fe with wonderful memories. If you have never attended a Fiesta, we strongly encourage you to do so. You'll be glad you did!



Fiesta Santa Fe 2025 - Gimmick Rally

Article by Kay Sullivan

We eagerly picked up our instructions on Sunday morning at 9:30 to begin our Gimmick Rally. After reading the instructions and before we left the check-in area, we had to make a guess of how many points we would have at the end of the rally. This would be used as one of the tie breakers.

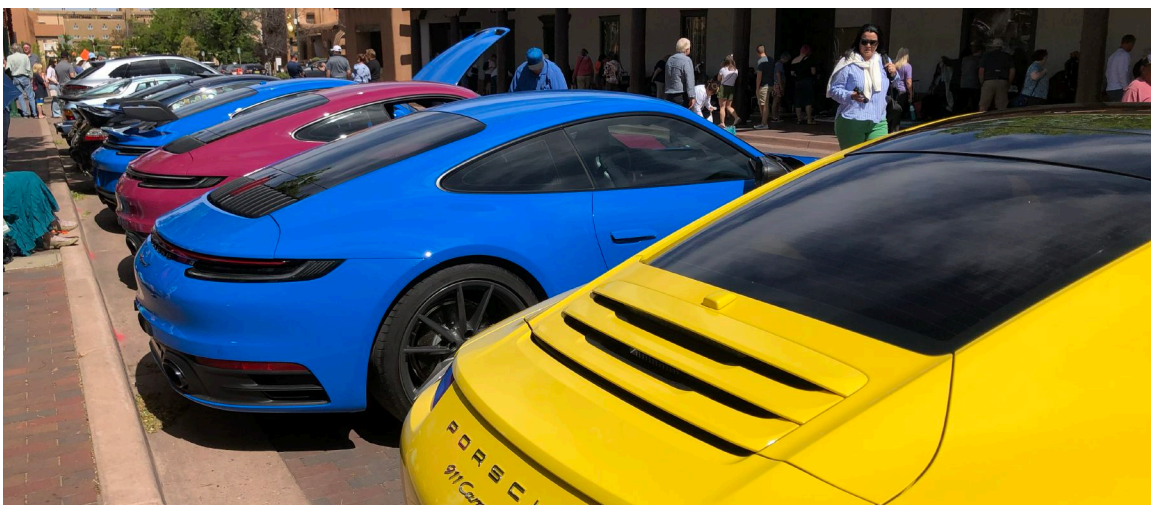
The rally was not timed nor geared to speed but it could challenge your basic math and observation abilities. We did have a deadline to turn in our results before 3:30 pm. The 60-mile loop took us up to Santa Fe's ski resort and back down, through a residential area to a cool little restaurant called Gabriel's for lunch and then back to the hotel. The gimmick was to keep track of the number of stop signs and stop lights and accumulate the speed limits and the advisory speed limits. We were to add all the speed limits (55 + 45 + 65 etc.) and the number of stop lights. Then we subtracted the number of stop signs and the advisory speed limits (-25 -35 -15, etc.)

Not only did the navigator have to read the driving instructions but he/she had to record all the information the driver was providing: Speed limit 55, stop sign, speed limit 45, advisory 25.....you get the idea. It required close attention but it was fun. Kay and Riley missed it by 90 points. We must have missed a couple of speed limit signs because the official final total was 1920, and we had 1830. We



really thought we were in the awards category when we checked in based on the reaction from the coordinators but alas there were more accurate counters. In case of a tie, the other tie breaker was a guess of the number of M&Ms in a small 3" x 3" clear cube. In the end there was no tie-breaker needed.

What made this fun was it allowed the locals, even if they knew their way around Santa Fe, to be just as involved as the out-of-towners. The drive to over 10,000 feet was interesting, seeing the change of foliage from lush green trees to trees just budding out as we changed elevation. Besides the car show, the gimmick rally was my favorite activity.



Fiesta Santa Fe 2025 - Driving Tours

Article by Dennis Correia

Turquoise Trail to Sandia Crest Driving Tour

All participants gathered at the De Vargas Mall on Friday afternoon for the mandatory drivers meeting at 1:00pm. We barely had enough time to load up the Macan with our chairs and cleaning supplies after participating in the morning Concours on the Plaza. Quickly, we wolfed down a take-out sandwich on the Plaza and headed for the nearest gas station to fill our tank. This was one of the most popular tours, as approximately 30 cars were entered. We stood out like a sore thumb in our 2024 Macan among a crowd of Porsche sports cars such as 911s, Boxsters, and Caymans.

We lined up behind our tour leader driving a Spyder, assuring we would not get left behind. Mary Lou kept the navigation instructions handy just in case. Quickly we were on the Turquoise Trail National Scenic Byway heading south toward Albuquerque. The natural setting was grand with forests of juniper and pinion pine, sagebrush-speckled hills, and rolling prairies. Soon we were passing through the somewhat unique town of Madrid. This spot of a hamlet in the high desert has had several incarnations over the course of two centuries, from coal mining boomtown, all but deserted ghost town, to an offbeat artists' community. It also was used in the filming of "Wild Hogs" starring John Travolta, a comedy about the midlife crisis of three men finding themselves on their motorcycles.

Eventually we turned off the Turquoise Trail on to the Sandia Crest National Scenic Byway, a 14-mile two lane twisty road with many switchbacks. A spirited drive to the top was much fun. As our Macan was equipped with Pirelli all season tires, they were protesting loudly in the execution of the posted "suggested speed limit of 20mph" switchback curves. We never lost sight of the black Spyder in front of us! Once we reached the parking

lot at the crest we took a moment to attempt breathing some mountain air at 10,678 feet elevation. There was a set of steps (it looked like about 100) to climb up to the observation deck, we declined, thanked our tour leader and proceeded to return to Santa Fe.

Pecos National Historic Park Driving Tour

This tour began at the De Vargas Mall location at 9:00am on Saturday. A much smaller group of cars participated in this tour. After a brief driver meeting, we proceeded to I-25 North (it actually heads in a southeast direction) to the Pecos exit SR 63 and the park entrance. A much more leisurely paced drive then Sandia Crest. The Park preserves the ruins of one of the state's largest ancient pueblos as well as two mission churches built by Franciscans in the 17th and 18th centuries. There were self-guided walking trails and a nice visitor center. After exploring the ruins, we were chatting with a fellow RRR-PCA member on the tour and decided to look for a lunch location in Pecos. We had a great lunch and conversation for about an hour and a half at Frankie's at the Casanova. After the tour, we headed back to event headquarters, the historic and beautiful La Fonda Hotel near the Plaza.



More Photos from Fiesta Santa Fe 2025



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How We Stumbled onto a Porsche Parade!

Article and Photos by Ken Hollett and Claudia Stone



We recently sailed on a Regent Seven Seas ship to the South Pacific—starting in Valparaíso, Chile and thence heading west to Tahiti, stopping at Easter Island, Pitcaran Island and many other islands on our way there. From Tahiti we headed south to New Zealand, first stopping at Samoa, American Samoa, Fiji, and again... many other islands before reaching the Bay of Islands. This was our first of four stops in New Zealand. Our ship then proceeded down the east coast of North Island and eventually stopped at Napier on March 16th. This is where our story really starts.

We decided to not to partake in an organized excursion in Napier; instead we headed ashore to explore on our own. As we disembarked from a shuttle that carried us to the city center, we noticed a lot of Porsches gathered in a local park and parked all along a lengthy stretch of beach. Curious as any Porsche owner would be, we queried a few of the people tending their cars and found that we had accidentally stumbled into a New Zealand Porsche Parade. As we chatted with various owners we learned that the New Zealand Porsche Club Parade is only held every 10 years.



What are the chances of stumbling into such a Porsche show!

The highlight of the show, as pointed out by the attendees, was the Singer-restored, light green 1991 Carrara 2. They further indicated that the restoration cost \$1 million New Zealand dollars (nearly \$600,000 USD). It was a beautiful car and we were certainly impressed.



So what are the chances for a couple of folks who love Porsches stumbling onto a show such as this? Slim indeed!

Cheers,
Ken and Claudia

PS: Claudia bought some gorgeous black pearls on Fakarava Island — producer of some the best “Tahitian” black pearls in the world. Fakarava Island is a stunning, environmentally protected atoll in French Polynesia, located in the Tuamotu Archipelago in the South Pacific Ocean

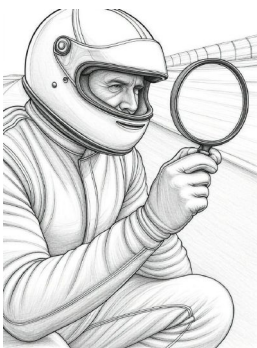
Driving Tour to the Tucson Military Museum

Article by Carolyn Miller and Photos by Jim Kendler



Patrick and I decided to celebrate our 51st wedding anniversary by going on a Porsche excursion and we are glad we did! We gathered at the Sky Rider Cafe at Marana Airport. We enjoyed a hearty breakfast with pleasant and speedy service. Our fearless leader, Jim Kendler, lead eight Porsches on a back road adventure to the newly opened Tucson Military Vehicle Museum. It was a self-led tour but was very easy due to the descriptive placards. You didn't have to be a military person to appreciate the exhibits. In our group, we had previous military, both men and women, and a seven-year-old boy who was in seventh heaven. Many of the vehicles are on loan to the museum. There was a group of vehicles donated by the family of Count Ferdinand Von Galen in his memory. He was Chairman of the Board of the Pima Air and Space Museum and was instrumental in raising money for them and also the Titan Missile Museum. Many thanks to Jim Kendler for a fun trip!





Looking for "The Line"

Instructors - you want to use them! Trust me.

Article and Photos by Pat Norris - Chief Driving Instructor

If you are reading this column, chances are you are not current World Champion Driver Max Verstappen (if you are Max, "Hi. Thanks for the read!") and that means your driving has room for improvement. One of the best ways to improve is by working with an instructor.

Recently, I returned to a racetrack that had given me some trouble in the past. There's a longer story behind it all, but it's enough to say it was my worst weekend club racing. (Note: I still had an incredible time that weekend, spent time with good friends, and got to go racing. If you see photos, you will see me with the biggest smile. Not bad for my "worst" weekend!) With all the challenges I previously faced at this track, I had a bit of a mental block I needed to get past. So, I went in with a plan: get help from an instructor.

Upon arrival on Friday, I asked a friend and rival racer who I knew was also an instructor if he could help get me successfully through the weekend. Cecil Morris was happy to help and here's how that all went.

Notes

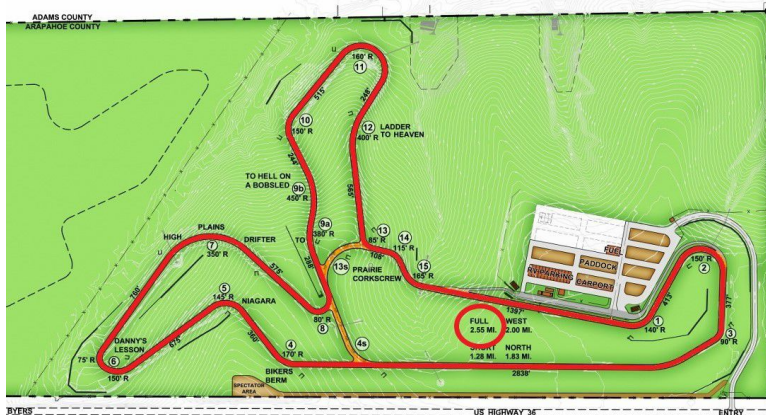
To start things off, I was handed a copy of track notes. One of the local clubs had put this together, along with a track map. This is very helpful for learning a new track. Not only do you have references for the names and numbers of the corners, but you have helpful information on how to best handle the corners.

Getting to review someone else's notes has been a help for me many times. If you ask around, there is usually someone who has driven that track. And if they are willing to share their notes, that is like finding gold. SAR member Norma Nada shared her notes with me for Pueblo Motorsports Park and once I had driven a lap to connect images with Norma's notes, I was able to focus on other issues, like passing the sound check.

Map Talk

After reviewing the track notes, Cecil talked me around a lap at the track map in the paddock. It's a little easier to visualize with a full map, especially when looking at how the turns connect and flow together. Even a smaller map on a sheet of notebook paper is helpful.

I also learned about one of the racetracks where I race from SAR member, John Duclos. John talked me around a map of La Junta before I traveled there for my first race. When I arrived and drove the track, it tied in John's map talk, giving me a quick leg up on the track.



Follow Me

The next thing Cecil did was offer to let me follow him for a few laps to help learn the line. This worked incredibly well as Cecil drives a Boxster with similar balance characteristics to the 944 I drive, and we have raced close at other tracks and know each others' driving style.

But the "follow me" exercise is more complicated than it sounds at first. You don't just 'follow' the other driver around the track. You follow close and try to put your tires in the tracks of the driver you are following. Feel how the setup is for the corners and how it feels to 'hit your marks' at each of the corners. If you are following someone in a similar car, braking points, shift points, and more all translate very nicely. And if you know how your car grips in comparison, you can even expect to have similar 'stick' to the driver you are following.

Following is my favorite way to learn a new track. I have asked instructors at several tracks if I could follow for a bit and pick up 'the line.' And, in return, I have been asked if I could hold back and let another driver learn the line from me. You will find that instructors are especially willing to help in any way they can.

More Help

Part of what Cecil did to help me was simply pointing out and introducing me to other drivers, who were also instructors, who could offer their input. Not only did I have offers of help from track stewards who knew the history of the track from the construction, but I also talked through the track with two of my direct competitors in my class.

Dan Mayer was driving his 944 and had many, many laps at the track; we talked over corners, car setup, and Dan let me follow him on the track as well. And Cameron Wogrin, who was driving a BMW and won the class both days talked cars, setup, and even held-back a little on Sunday so I could see his line just to help me improve mine. As I've said before, ask around and you will find help to become a better driver. I asked at the

start of the race weekend and it turned out fantastic.

INDE

Even if you are signed off to drive solo, an instructor can be incredibly helpful and there is so much to learn. There are so many ways to learn and the instructors can be a big help with your learning. A 'follow me' might not be available in all situations, but an instructor in your car can be even better.

Registration is already open for the next PCA AZ HPDE at INDE. Willcox, AZ isn't that far for most of our region members and INDE is a very nice facility. If you were even half-way thinking about giving it a try, now is the time to sign up. And I highly recommend you request an instructor if available. If you aren't convinced from my own account above, give it a try anyway. If nothing else you will at least find one way you don't like to learn.

Porsche Ladies Trip to Santa Theresa Tileworks

Article by Liz Sampsel

Our May ladies outing began with lunch at Corbetts, which is a restaurant, beer garden and live music venue with pickleball courts! After lunch, it was a short walk down the block to Santa Theresa Tileworks in the Historic Warehouse Arts District.

We were given a brief description of the process involved in completing our projects and then were on our own to choose a frame. Stock choices included metal or wood for wall hangings in various sizes and shapes or tables 10" to 24" square. There are also custom pieces that can be ordered. We were encouraged to grab any frame and start picking tile pieces from the hundreds of choices in bins lining the walls to help visualize the possibilities. Tile choices include holiday themes, celebratory ideas for birthdays, weddings and graduation as well as flora and fauna for any outdoor theme. As most of us struggled to figure out our designs, one adventurous soul was starting on her second!

Santa Theresa staff does commission projects for various clients, public and private. An adjacent area is open for viewing of the many large works in progress. After finishing our pieces and wandering

through this area, discussion began on what we'd want to do if we came back... If you see any tile murals, benches or signs around town, chances are they were made at Santa Theresa Tileworks!





Speed Bump - Slow Down For Some Automotive Tales

A Semi-Regular Column and Photos by Hal Tretbar

Cameras Designed by Porsche Design Studio A

(Editor's note: Sadly, we have just learned of Hal's passing as we are going to press. A proper Remembrance of all he has done for SAR will be included in the September issue. He will be greatly missed.)

In 1972 Ferdinand Alexander 'Butzi' Porsche opened the Porsche Design Studio. He was son of Ferry Porsche and grandson of Ferdinand Porsche. The two elders were engineers while Butzi was more interested in form and function.

There are some interesting stories when an industrial design company coordinates with a camera manufacturer to produce a significant product. The Swedish industrial designer Sixten Sason worked with the Swedish Car company SAAB and then fashioned the desirable Hasselblad 1600f camera in 1948.

Perhaps the designer best known for multiple venues is the Italian Giorgetto Giugiaro. He had many interests including the pipe organ in the Lausanne Cathedral, a commuter train, watches, firearms, motorcycles, and automobiles. It's hard to imagine but he influenced the design of at least 34 different automobile manufactures and maybe another dozen concept cars. He is responsible for the 1981, *Back to the Future*, AMC DeLorean.

He designed 10 production models for FIAT and 8 for Maserati. His own special Ferrari was the GG50, celebrating his 50 years of automobile design. It was first shown at the 2005 Tokyo Motor Show.

Wikipedia: *The Porsche Tapiro is a concept car built for Porsche in 1970. It was designed by Giorgetto Giugiaro... The chassis is based on the Porsche 914/6 and it features gullwing-style doors... The 2.4 liter, flat six engine, produced 220 hp at 7,800 rpm... With a 5-speed transmission, it had a top speed of 152 mph.*

The Porsche Tapiro was introduced at the 1970 Turin Auto Show. The car made its US debut at the 5th Annual Los Angeles Imported Automobiles and Sports Car Show in 1971... In 1972 the car was sold to a Spanish industrialist who used it as his daily driver. The car was mostly destroyed after it caught fire. Many sources say the cause of the fire was a group of labor activists... who planted a bomb under the Tapiro... The burnt shell was repurchased by the engineering and design firm company Italdesign, and is now on display in its Giugiaro Museum.



Speed Bump Continued

Giugiaro was fascinated with Nikon cameras. He designed 11 Nikons from the EM in 1979 to the D800 in 2012, and the Df in 2013. He is the father of the Red Stripe on the grip-handles of Nikons.

When the Porsche family owned Porsche A.G., Butzi Porsche designed the iconic shape of the 911 models. When Porsche A.G. went public in 1972, Butzi opened his Porsche Design Studio.

Porsche Design has had many interests. They have had a hand in developing everything from an apartment building in Turkey to the well-known watches, bicycles, sunglasses, skis and everyday objects. They have designed a camera for three film and one digital camera companies.

They created the Zeis/Yashica Contax of the early 1970s, Samsung in 1994, Rollei in 1997, and Fujifilm in the early 2000s. I think of the Zeis as classic, the Samsung as clunky, the Rollei as comfortable, and the Fuji as cute. I have examples of all in my collection and will have further comments about each one. The back-story of the Zeis/Yashica Contax is so interesting that I will save it for next month's story.



Some have described the Samsung ECX1 as a 'Dad' camera. He didn't want a little pocket camera; he wanted one he could get his hands on. One with a long zoom lens so he could shoot the kids and impress the neighbors, and had multiple modes (which were seldom changed). All-in-all, an average plastic-bodied camera with a good flash, and a sharp 38 to 140 mm zoom.

The Rollei company is a prestigious one that dates back to 1920. They are known for the top of the line 120 twin lens reflex and compact 35mm cameras. Porsche Design Studio worked with Samsung AeroSpace Industries in South Korea to produce the 1997 Rollei QZ 35T. The lens is a Rollei VarioApogon, a very sharp, short telephoto zoom (38-90mm).



The titanium body has softly rounded corners. On top are two pop-up dials. The left one allows a focusing distance from infinity to 0.7 feet, while the right one can set the shutter speed from 18 seconds to 1/8000 second. Both can be set to auto expose as determined by the aperture setting on the lens. This gives you the best 'Point and Shoot' camera ever made.



The flash unit has a battery handle that screws in, yet is connected by fragile wires!? The lens cover comes with a cloth bag!? Even Porsche Design can over engineer. They put an infrared release in the lens cap. It is so heavy it won't stay attached. So, keep it stowed in the bag. A design failure!! But still a fun camera to use.

Speed Bump Continued

It was the start of the digital camera age in February 2001. Fujifilm wanted a smaller camera that you would fit in large pocket. Porsche Design came up with a beauty. The FujiFilm FinePix 4800Z has a sleek aluminum-magnesium alloy body, the size that would fit in any large pocket. The lens is a sharp 8.3-24.4 mm SuperEBG Fujinon zoom, equal to 36-108 in 35 mm.

There are the usual multiple settings that any regular camera would have. There are auto and manual focus; shutter speeds from 1/2000 to 3 seconds; ISO of 125,200,400; white balance control; pop-up flash; movies with sound, plus other settings. Images are saved as JEG on Smartmedia cards. however, the images are only 3.4 mega pixel files (2400x1800 pixels).



The camera is easy and fun to use. The lens has a cover that says DESIGN BY F.A. PORSCHE that slides open when the camera is turned on. To take an image, just slide the power switch to the camera icon, press the shutter and the view finder goes from green to red. Then slide the power switch to the display icon and there is your full-color image on the 2-inch diagonal screen.



Most digital cameras now have around 25 MP sensors. So today, you might say that the FujiFilm FinePix 4800Z is an intricate toy. If it is, take it out and have fun shooting. I have a great time messing with it.

As noted previously, next month's story will reveal the secret negotiations that led to one of the best film cameras ever made: The Contax RTS.

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

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

Residing In Tucson

Tom Hadinger
Michael Hillman
James Meyer
John & Anna Vyborny

Outside of Tucson

Dennis Johnson
Tyler Pangerl
Robert & Lisa Powers

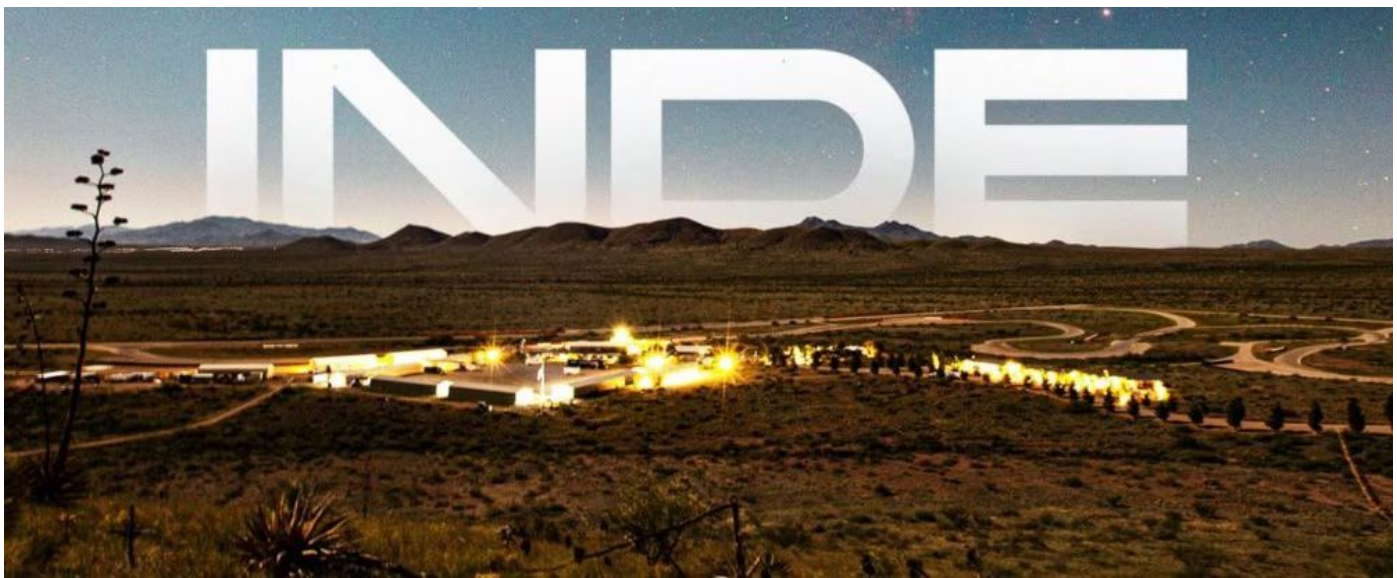
Marana
Marana
Vail

New Test Drive Members

Mike Bergen
Dennis Johnson

Welcome!





Track Weekend & Time Trial @ INDE September 27-28

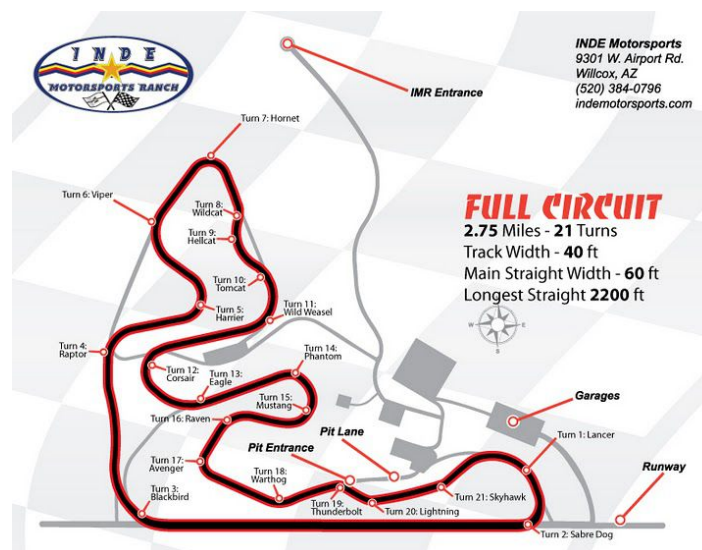
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There will be several different "run groups" which will be separated by experience/skill level: Novice, Intermediate, Experienced and Advanced. There is a run group for everyone- so don't hesitate to sign up if you have little to no experience on track. 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/>





SAR at the Movies

By Barbara Crowley – SAR Lifetime Member

Thanks to Joseph Maillard of Edward Jones Financial Advisors, SAR members were able to have a private viewing of “F1 – the Movie” the night before it was premiered to the rest of the public. This summer’s block-buster movie starring Brad Pitt was well attended. Indeed, all 50 seats at the Roadhouse Theater #2 had sold out. Gee, I wonder why so many SAR members of the female persuasion signed up ... oh yeah, it may have been because Brad Pitt was the headliner! But maybe, just maybe, it was because it was a movie about racing?



The theater lights dimmed and the movie began with scenes from a fictitious 24 hours of Daytona race. The winner was Brad Pitt (as character, Sonny Hayes.) He had an exciting end of the race ... winning it in a Porsche! ... of course! It was an unexpected



surprise because I imagined that the movie would just feature Formula One race cars.

You can read elsewhere about the characters and the plot. My take-away was the teamwork needed to be successful, the physical stamina needed of the drivers, as well as all the advanced technology and cost behind racecar development to compete in the Formula One circuit. The backdrop of exotic and spectacular locations used in the movie added to its appeal. The races themselves were expertly and accurately filmed, putting you on the edge of your seat as you watched the drama and action unfold.

Ultimately, the ‘good guys’ won because teamwork won over big egos and big money. This movie was a fun way to spend a hot summer night in Tucson with some cool SAR friends.



Reveal of Restoration Challenge 2025

Article by John Herold - Dealer Liason

Photos by Barb Crowley, John Herold and Pat Norris

On the evening of July 11th, more than one hundred of the local Porsche faithful were invited to the showroom of Porsche Tucson for their revelation of this year's entry into the Restoration Challenge. We knew that the vehicle chosen for 2025 was a 914 since back in January we were invited to come to their Cars & Coffee gathering to provide input on how to restore it. We gave our opinions at that time, but the dealership didn't give back any details on the polling they collected. No one knew which direction they decided to take the revamped vehicle.

When the covers were peeled off what was originally a fairly basic 1972 914, we saw something quite unexpected: a rejuvenated 914 in Baja/Rally form. Fender flaring was done (in metal, of course) to accommodate large off-road rubber. The suspension work raised the entire vehicle for a road clearance of 9-10 inches (not extreme, but still significant!). The original 1.8L engine had been refreshed and then fitted with a baja horn exhaust system designed to stay up and out of the dirt. The interior was completely refurbished and the seats



were in a vibrant black and orange color scheme. The body was painted in Signal Orange (right outta the '70s) and many felt it was the deepest Signal Orange we had ever seen. The paint job was just outstanding!

The roof was fitted with a metal rack (for carrying additional off-road equipment) that was painted black and trimmed with Porsche crests. The doors and hood had stripes in the Martini Racing (blue) colors and the hood included a large #5 to designate this 914 as Porsche

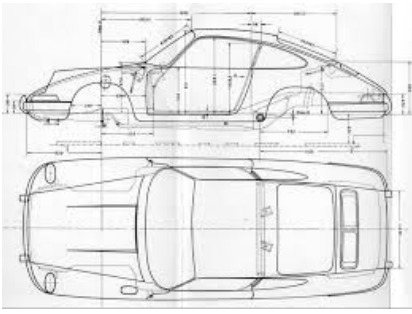
Tucson's fifth entry into the Challenge competition. Overall, the complementary black & orange color scheme with the Martini accents worked to perfection. The complete package is excellent.



The Porsche fans that attended the reveal were amazed at the presentation and many even got to sit inside the vehicle to add to the experience of the evening. We were treated to drinks and refreshments at the dealership's counter bar and to food from a Puerto Rican food vendor who was also invited to the event (the food was excellent and I've already driven through downtown looking for that food truck!).

Judging for this year's Restoration Challenge is scheduled to take place at Monterey Car Week, August 8th through 17th. The vehicle should be on its way there soon.

Best of luck in this year's competition, Porsche Tucson!



Project Corner

The Reward

Article and Photos by Pat Norris

The Reward for a Lot of Hard Work is...

After successful repairs to the axles, and installing a rain light, Thumbelina and I had a very rewarding weekend at High Plains Raceway.

Thumbelina ran well, we finished both races, and I even improved my results from Saturday's race to Sunday's race. Now I can move forward making improvements, not just searching for problems and making repairs.

... More Hard Work!

Now there is more work to do! To be really competitive on the race track, I need to squeeze a bit more speed out of Thumbelina; there are a few extras for creature comforts; and I can always improve my driving (see my "Looking for 'The Line'" column for more on driver improvement).

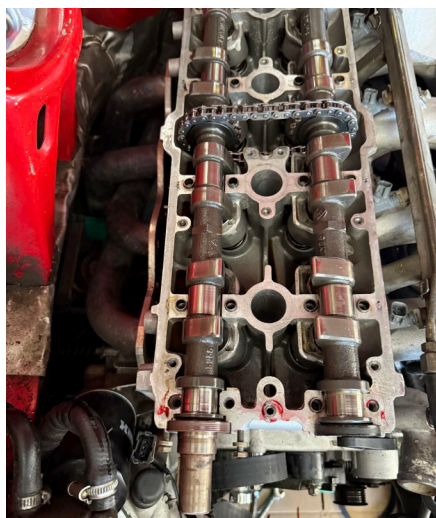
More Power

There are many restrictions on race cars to keep the racing competitive. You can find many such restrictions in the rule books. And in the paddock, you can find many interpretations of those rules in hope of taking the best advantage of those rules. But one thing that is always helpful is more power.

Camshafts

All the work on the cylinder head and camshafts I did to get Thumbelina running kept everything as stock as possible. The camshafts (cams) control the breathing of the engine; the better it breathes, the more power it makes.

After the last year and a half I'm reasonably confident I can handle a swap of the cams. They are right on top of the engine and I have successfully removed and replaced the timing belt - a key to changing the cams - three times now. Selecting which profile and the expense of the cams is another matter. But for more power, it might be worth the work.



Compression

In the most simplistic sense, the engine on the 944 is an air pump. The better the engine breathes, the more air that is compressed, the more you pump through the engine, and the more power you have to work with. There are multiple ways to achieve this, such as changing cams. But in the case of Thumbelina, about the most straightforward change is to reduce the area that the air and fuel can be compressed into. Same air goes in but is squished into a smaller space and the compression ratio is raised, delivering more power.

The best time to do this work would have been while the head was at the machine shop. However, I wasn't sure the rules would allow this change, so I passed on the opportunity. Now, with Thumbelina running, and completing a full race weekend successfully, I am looking at the idea of having the cylinder head shaved to increase the compression ratio. Of course, that would mean taking the head back off. Again. For now, this is an option, but not at the top of my list.

Electronic Fuel Injection (EFI) Improvements

The engine management computer on Thumbelina is not exactly the pinnacle of technology. There are nice features, including some programming, that are available on aftermarket EFI systems. These aftermarket systems work with differing amounts of the factory components and let you do a wide variety of upgrades.

One such system, from MegaSquirt, has features that will support the use of 'modern' fuel injectors, removing the very restrictive air flow meter (AFM), permit custom programming of fuel and ignition maps, and upgrading to individual throttle bodies; even closed loop self-learning is possible. Most of these would be helpful right now, so this is going to be one of the key areas to focus on to squeeze more power out of Thumbelina.

Driver Comfort

Keeping comfortable on the racetrack is critical to keep making good decisions while driving. Air conditioning isn't

exactly a feature on most race cars, so other measures need to be considered to keep the driver comfortable.

Cool Shirt System

You have probably seen the shirts with a lot of tiny plumbing attached, that can connect to a cooler with a pump. This helps remove the heat from your core and keep you feeling cooler overall. There are variations with cooling for helmets, too.

There are advantages to having a cooling system to keep the heat from messing up your driving, especially when wearing multiple layers of clothing designed to protect you from fire. The downside includes extra complexity, the need to keep the fluid chilled, and the chance of a leak causing other issues.

Better Ventilation

A much simpler option for driver cooling, that also doesn't conflict with the cool shirt systems, is better ventilation. Just simply directing air from outside to cool the driver.

When we first got Thumbelina, there was a small metal deflector attached to the driver's side mirror. It was simple and effective, until it fell off with the mirror on the racetrack. As an upgrade, I am looking to add NACA ducts to direct air in through the open windows. Once I add a length of hose, and a screen to catch debris, it will be a nice upgrade to ventilation that I have seen work well for other drivers.

Since at the most recent race I was acclimated to the 105+ degrees of Tucson, I was already pretty comfortable in a fire suit and underwear in the 90+ degrees of Colorado. With that in mind, installing extra ventilation seems like the place to start upgrading the driver comfort.

A Little of This, a Little of That

Some improvements touch on both better performance and driver comfort. These are especially attractive upgrades, and in some cases, reasonably easy to execute.

Wrapped Exhaust

As wide open as high performance exhaust may seem, with large pipes and little or no restriction from a muffler in the way, they can be improved for better flow. Theoretically, while the headers and straight through exhausts let the exhaust gasses pass through with as little restriction as possible, the temperature changes inside the pipes from being cooled by outside air causes a tumbling effect inside the exhaust, which adds just enough restriction to impact performance.

To keep all the heat inside the exhaust and eliminate the turbulence inside, many racers wrap their complete exhaust systems with high temperature wraps. As an added bonus, this keeps the heat from getting out and heating up inside the car. With the 944, the exhaust runs the full length of the tunnel and really adds a lot of heat into the cockpit. Better performance and cooler cockpit? That's a clear win-win that's worth the effort to implement.

A Little Bit of Bling

While I'm on the subject of heat, I thought I would point out where the 'brain-box', or electronic control unit (ECU or DME) tends to be located: right against the firewall where the heat of the engine can cook it! On factory race cars, they are often moved, or have simple stand-offs to let some air around them, but on most Boxsters and Caymans they are on the backside firewall. On the 944, they are right on the firewall where the exhaust headers run.

The 944 ECU is known to be damaged by excessive heat, harming solder connections and electronic components. But incorporating the simple lessons from the factory can help here, too. I will be moving the ECU out of the footwell and away from the heat of the headers. Eventually, the new ECU for the new EFI will end up in this new location, too. And, along with standoffs, this is a good candidate for a little shiny gold foil to reflect as much heat as possible.

One Last Little Thing

Once driver cooling is better addressed, and a plan is in place for more performance, there is one more thing to sort out - the windshield wiper.

There was a threat of rain for the Saturday race, but it held off until the post-race impound. And the Sunday race group ahead of mine actually had some rain during their race, after which, the drivers leaving the track stopped by grid to report conditions to those of us about to roll out. Luckily, we missed a race in the rain a second day in a row. That luck is unlikely to hold out forever, though.

While I have a single wiper to deal with rain, I have not been able to turn it on. It might be hardwired in and the fuse simply has to be replaced to turn it on, but what about turning it off? This is something I should really figure out. One more thing to work on.

Come Join Us for Breakfast

Our monthly breakfast get-togethers are becoming quite popular! Come on out on **Saturday, August 9th**, 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.



August Membership Meeting

This month we will be meeting at Casa Molina - 3001 N. Campbell

We will gather for dinner on Tuesday, August 5th, 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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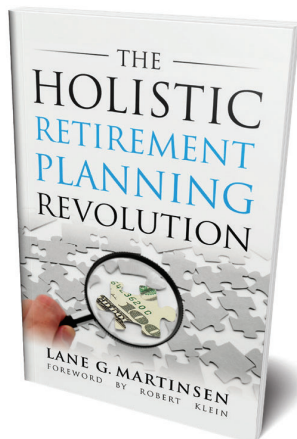




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