

der Auspuff



The Cascade Region's Quarterly Newsletter • October, 2019



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Prez Sez

from President Arne Berglund



Here we are, and the driving season has wound to a close. As I write this, both chapters have completed their last planned drive for the year. Many of us will be making plans to put our cars away for the winter months,

eagerly awaiting next spring to arrive. Even I myself, who typically drives my Porsches year-round, have decided to make the best of the winter season by disassembling my car for a much needed exterior refresh and paint. I hope I can have it put back together in time to drive it next spring!

But in the mean time, don't forget the other aspect of our club - the social part. There will continue to be gatherings and get-togethers through late fall and into winter, plenty of time to meet with our friends, and commiserate about not being able to drive.

And please consider joining in when the planning meetings for 2020 happen shortly early next year. This club is what you make of it. The more you help out, the better it gets. Stay tuned for the announcements of the planning meeting, plus a special request from me for a special planning group next year.

So take care of your car(s) over the winter, but don't forget to keep up with club doings. And we'll see you on the road again next year!

Arne

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der Auspuff is a publication of the Cascade Region of the Porsche Club of America .

On the Cover



Your editor watching from Turn 9 at the Monterey Historic Races.

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A Pilgrimage To The Car Care Mecca (and other fun stops)

Joel Kuhl – Central Chapter

The Car Care Faithful, consisting of Ralph Paul, Gary Proefke, Bruce & Becky Andrade, and, yours truly, Joe Kuhl, were assembled with their various machines early Friday morning in the old ShopKo parking lot in Eugene. Directions were given, signatures were obtained, and off we headed up I-5 to Washington State. Our favorite cheerleader, Rick Ohlson, joined us a little further up the road after a necessary stop at his favorite Mennonite bakery. (and, no, he didn't share.)



After the usual excitement of motoring through Portland, we assembled in Woodland, WA, for lunch at the Fat Moose Bar & Grill. The food and service were good and quick, then we headed east on Highway 503 for a twisty, winding trek through the mountainous terrain circling the east side of Mount St. Helens. Roads were pretty good for the first half of the 92 mile circuit but became treacherous as we descended towards Randle as we were having to constantly avoid sunken, cracked, and ill-repaired (and occasionally unrepaired!) pavement, frequently driving in the opposite lane when it was unoccupied to keep from damaging our cars! Ouch!

After a brief pit stop in Randle to stretch our legs and share opinions of the wild road, we headed west, then turned north onto Highway 7, through Elbe, and arriving soon after in southern Tacoma. After checking into our motels, and feeling hungry and adventurous, we hiked a block for dinner to Tako Koreanos, billed as a Korean-Mexican fusion restaurant, essentially Korean ingredients served in tacos and quesadillas. To make it more interesting, the décor was left over from a Western-themed restaurant. All agreed the food and service were excellent and we had lucked into a great place.

Saturday morning, we plunged into the insanity that is I-5 traffic from Tacoma to Seattle and, after an adventurous game of 'follow the leader', safely arrived at The Shop on 6th Avenue South in Seattle. Billing themselves as a 'Country Club for Gearheads', it is a facility for members to store, work on, and display their high-end cars. (I'm guessing many members do not have a personal garage.) Most of the cars are viewable up close (many are stored on lifts above other cars) through paid tours available to the public. They have several work bays and two lifts, along with paid and volunteer employees to assist members if needed. They also provide fabrication assistance and instruction. The Shop makes an effort (as much

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as possible) to group car brands together, so we saw rows of Porsches, Ferraris, Lamborghinis, and many other nice and occasionally unique high-end cars. They also feature (hidden behind a bookcase) a cigar and card game room, other areas for members to relax in, and



The Derby restaurant, where we had an excellent lunch following our tour. I had a 'Reuben Benne', which was a Reuben open-faced sandwich topped with two poached eggs, along with fried potatoes, all very delicious!

Daring to risk life, limb, and autos once again, we jumped back onto I-5 Southbound and soon arrived at the LeMay Family Car Collection at Marymount in

Tacoma. Started in the 1960s, Harold LeMay and his wife Nancy, both avid car collectors, amassed the largest car collection in the world, totaling over 3000 vehicles of all types, as well as antiques, toys, and other Americana. The Marymount collection on display includes approximately 500 of these cars. The cars are displayed in the former Marymount Military Academy, which was owned and operated by the Sisters of St. Dominic from 1923 to 1975. Purchasing the property from the Sisters in the 1980s, Harold Lemay did so with the agreement that he would preserve the property as it is as long as he had the means to do so. The cars we viewed in the main building were displayed in the academy's theatre, gymnasium, and other various schoolrooms. The collection is extensive and extremely varied.



We also toured a warehouse of vehicles that were not organized and many were stacked on racks two and three high. The final building we toured is organized into a history of American automobiles, starting with the earliest vehicles from the 1890s, providing extensive historical information next to many of them, and can be viewed in chronological order. I recommend that anyone who loves cars make an effort to travel to Marymount to see this collection. Following our tour, we adjourned to Marzano Italian Restaurant in Tacoma for dinner, another excellent meal! After dinner, Rick headed back to Eugene and had fun with downpouring rain in Portland as he made his way south.

Sunday morning, the remaining members of our merry group had a quick 10-minute drive in Tacoma to arrive at the Mecca for car care products, Griot's Garage. Gently muscling our way through a very active, and large, Mustang gathering in Griot's parking lot, we made our

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way to the main building and, having volunteered when this trip was first announced, I drove my 1985 911 Carrera Targa into the tech session garage to be the guinea pig for product demonstrations. Our car care specialist, Claire Mendenhall, was very knowledgeable, conducted a great presentation of their many products, and proved to be a good teacher when she instructed me on the orbital polisher with the Correcting Cream product. The results of the products were amazing and we all left large amounts of money as we departed with lots of goodies to be used on our cars in the months to come. I know I'll be busy!

Muscling our way out through the throngs of Mustang people, we said our goodbyes and headed off separately to our various destinations (though Ralph and I passed each other a couple times on the freeway in Portland). It was a great trip, a great weekend, and a good time was had by all!



Keep Cool! - *Joe Kuhl*



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Werks Reunion Monterey 2019

A Porsche Gathering

By James W. Hatfield III

The best laid plans of mice and men often go astray.

This famous statement by Robert Burns sums up what happened to me when I first attempted in 2018 to go the Werks Reunion Monterey put on by Porsche Club of America.

That year, I had a 1986 911 Porsche Carrera; but not really. I planned to drive my car down to the PCA event in Monterey (actually, Salinas), California in August of 2018. It appeared to be solid plan for the long trip from Ashland, Oregon, to Salinas but many things stopped that trip; not my fault.

PRISONER CAR

Every successful road trip starts with a good, solid plan. The 2018 plan for Werks Reunion required a car, which I had—but it was about to go into the shop for a redesign of the exterior look. On paper my car would be in the shop for what I thought was going to be about 2 months, meaning I could still get to Werks. But I added other projects on the car: air boxes in front of the huge rear turbo flared fenders to cool the brakes, Ruf front and rear bumpers for a smoother, sleek look and lighter weight, body rust removal and repair, and other smaller projects.



"Prisoner" car waiting for the 2019 release
photo courtesy: A.H. Iles

A couple of months before Werks Reunion began my car was in parts on the shop floor, and my desire to go to Werks had become like a cloud of bluish-white smoke coming out of an old P-car's exhaust pipe. I missed Werks 2018; I had no car to drive—"Deadsville!" But I started immediately planing for 2019 Werks Reunion, even though it was a year away. I wasn't going to miss it again!

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REHAB HELP

During this long wait for my car to get completed, I watched as many YouTube videos about ANYTHING Porsche I could find—every night, 7 days a week. I kind of felt like I was in prison without my car, and prisoners need relief. I watched “how-to” videos on tearing down 911 engines and transmissions, rebuilding them, suspension systems, fixing the car heater, a/c components, how to get the best paint job, and more. I never wanted to do any of these things myself, but I needed to know how everything works on my car so if something went wrong I could follow along with the mechanic's corrective comments.

And yes, I saw YouTube videos of Magnus Walker driving his old, lightweight 911 at 2 a.m. in the heart of the empty, ghost-like Los Angeles business district, ripping the silence into confetti with his LOUD exhaust pipes at speeds that looked and sounded like 5,000 MPH in the H/D format—showing that Porsche cars “rule.” These videos helped me survive the many rough months of not being able to drive my car.

Also, with the help from almost EVERY video ever made about the Luftgekühlt event and Werks Reunions, the videos offered deep if temporary relief until my car's release from prison in January 2019.

NOW, right then in January I made plans for Werks Reunion Monterey 2019. I sent an email to the organizers, who were very kind with their words but said... NO, you can't register in January, that's too early for the August event...you will have to wait. Many months later I got a notice saying “now” is the time to sign up, and I did.

THE DRIVE TO WERKS

When it came to drive down to Salinas, California, my wife Amanda and I decided I should break up the drive into two easy portions. From Ashland the first stop was Davis, California. The car ran great, it wasn't super hot outside, and the freeways had light auto traffic. As a bonus, the a/c blew cold.

Since I was driving fast I will also speed through the experience of the drive getting Salinas so we can get to the Werks story. The next morning was the start of a 3-1/2 hour trip to Salinas, mostly in the fast lane until the outskirts of San Jose, where the traffic crept or stopped for about 15 miles. Was there a wreck somewhere ahead, or was it just 2 p.m. traffic on a Thursday? And then all of a sudden the traffic was back up to the speed limit with no sign of anything that might have caused the slow down.

The only odd thing was a freak weather system that brought 107 °F temperatures. Boy was it hot, and in this slow/stopped traffic my car's temperature gauge kept rising into the

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dangerous red zone—I had not seen it this high before. Luckily by the time we hit Castroville (the artichoke center in the U.S.) the coastal breezes from the Pacific ocean were blowing our way, knocking my temperature gauge to the bottom. I noticed that my hands had released their choke hold on the steering wheel.

We made it to our motel, located about 8 miles from the Werks Reunion site. This being "Monterey Car Week" as we pulled up we could see the parking lot filled with great cars—Porsches, Ferraris, a jacked-up on steroids looking BMW and more. We knew then we were in the heart of it all.

WERKS REUNION

Do you remember as a kid the 3 days leading up to Christmas Day, the anticipation? I don't know about you, but at 6 years old that anticipation filled my world. That is close to how I felt now at the age of 74 years waiting in line to drive my car onto the golf course at Werks Reunion 2019.

The first Werks Reunion was in 2014, and since then there have been six in Monterey and three in Amelia Island on the East Coast. This year's Werks Reunion, the largest yet, was created as always to celebrate both the Porsche marque as well as the camaraderie of Porschephiles and general car enthusiasts.

To be exact, Werks Reunion is put on by Porsche Club of America (PCA) and is one head of a multi-headed world-famous bonanza called "Monterey Car Week" in the Monterey/Salinas area. Other events during the week featured cars like Lamborghinis, Ferraris, McClarens, hot rods, etc. plus talks on specific cars, designs, parts and philosophies.

Werks Reunion takes place on the fairways of the Corral de Tierra Country Club. This magnificently designed, stunning Country Club has verdant fairways that tend to be more rolling than flat for the avid golfer. Expensive houses are sprinkled on the rolling mini-mountains that overlook the fairways like jewels.

PCA says about Werks Reunion: "Expect to view a breathtaking array of Porsches at this free-to-spectators event, from rare classics to current models and everything in between. Display your own cherished car in model-specific Porsche Corrals or enter the Porsche Judged field and compete to win in more than 20 prize categories."

An estimated 3,500 to 4,000 people were on hand this year to witness the Werks Reunion, with cars from 22 states, three from Canada and 221 first-timers.

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Early morning before the gates open at Werks Reunion the fog still lingers, making the lone Porsche ghost-like as the sun makes itself know to the darkness. *photo courtesy: Tom Provasi, Werks Reunion Chairman*

THE CORRAL

This year a little over 500 Porsche cars showed off and celebrated their "Porscheness" in the Werks Reunion Corral. The word corral is typically used to describe an enclosure for cattle and horses, but this name made sense for Werks: The Salinas area looks like cowboy country, and we of course use "horse power" to describe the cars' potential for power.

The cars in the Corral were arranged according to model and spread out across the golf fairways, making it easy to view them and understand the progression of the Porsche brand over the years. Owners of the cars were encouraged to stick around near their cars to answer potential questions from inquisitive spectators.

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A little over 500 cars are spread out on this fairway for the Corral, P-car owners' personal cars are arranged by model type so that Porsche fanatics and other spectators can drool over them. *photo courtesy: Tom Provasi, Werks Reunion Chairman*

RENNBOW

As cars entered the golf course, Werks monitors picked out interesting-colored Porsche cars and directed them to one area on the fairway. There an artist arranged them side by side, with the different shapes of the cars adding to the overall "aliveness" of the Rennbow.

Rainbow is a real word, so why use Rennbow? Renn is a prefix attached to many aftermarket Porsche regular and racing parts and independents companies. Renn means to "race" in German. So it is kind of like saying "Racyrainbow". This is a German car event, so why not have fun playing with words and concepts. All that matters is... Did you get a little rush of fun bubbles inside you when you first saw all the colors lined up?

SIDE NOTE: look at www.Rennbow.org and come out of your colorblindness about car colors.

Sad story, get ready. I didn't see the Corral or the Rennbow exhibit in person at Werks Reunion; I only saw photos from someone who took photos of them. Again, "The best laid plans of mice and men..." Our original plan was to just float around the event and see everything and anything in a leisurely way. Then I thought, since I just had all of the leather interior in my '86 Carrera replaced + the exterior re-designed, my car would never be in a

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better condition—so why not experience having my car in a Judged contest? I didn't realize that participating in the judging would eat up all my time at the event; my fault.



About 40 cars were on the palette of vibrant colors jazzing up the collection for Rennbow 2019

Photo courtesy: PCA, Werks Reunion

SPEAKERS and VENDORS OF ALL KINDS

There were about 10 speakers throughout the day, vendors of all sorts and displays of Porsche-related products and art. The event combined German efficiency with Canadian friendliness.

Also, some VERY special guests flew from Germany and were FIRST-timers for Werks Reunion Monterey: Dr. Wolfgang Porsche and his wife Prof. Dr. Claudia Hubner. YES, Wolfgang is a grandson of Ferdinand Porsche, who founded the Porsche Automobile company.

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356 Zagato being introduced at Werks Reunion. They were just a drawing from the past, several years ago 3-D imagery made them modern and usable, then just nine cars were made. See details of this car in video format at: https://www.youtube.com/watch?v=O8_Tdm_hmxM

photo courtesy: A.H. Iles.

CAR JUDGING (this was non-concours Judging)

Judging at Werks Reunion takes place close to the Corral. The Porsche cars were placed according to their model types, making it easier for the judges so they didn't have to run all over the golf fairways trying to find the right cars. As a bonus, spectators got a sense of the progression of the Porsche car designs over the years—a great plan by Werks organizers.

"Porsche owners looking to compete will have the opportunity to enter their car in the Judged event. From original to modified outlaws, our goal is a welcoming event that will dazzle competitors & spectators alike," says the Werks Reunion website.

As the Werks organizers said, "This is not a contest of who has removed dust from the deepest crevices in their Porsche but rather a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field. The judges do not use Porsche

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Parade Concours score sheets but rather rank the cars according to certain attributes. This is a casual gathering of Porsche enthusiasts focused on having fun rather than solely competition." It may be a casual gathering but this was a big event, with 151 Judged cars, 14 different classes and an additional 9 Corporate Judged awards.

For me, being part of Judged cars was interesting and fun, and I felt special—it was a great experience. The interaction with the owners whose cars were being Judged made it better in every way. I was around them for almost eight hours, which allowed for longer, deeper conversations to appreciate the many varied interests they had. And of course we had time to go deep on all Porsche-related topics.

SIDE NOTE: To see a video of all the cars that were judged, go to:

<https://www.youtube.com/watch?v=53D0yLwP0NI>



Judges looking at the author's car. When the judging starts, a loud speaker announcement tells those getting their cars judged to stay near their cars. The judges look at the placard in front of each contestant's car describing the car in the owners own words, then they ask permission to open the car doors, trunk, and engine lid, or ask you to do that for them (probably for insurance reasons). Then they let you talk as long as you want about your car. They pay close attention to what you have to say. For the author, it was just a very new and wonderful experience. Perhaps you might give this a try in the future too.

photo courtesy: A.H. Iles

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BIG SURPRISE

I didn't expect my car to win anything. But all the redesign changes to the outside, plus all new leather with French stitching on the interior, meant that my car looked different from any other 911 of my model type I had seen. Because my car is a true "driver" I knew it would not present better sometime in the future. To those who question any changes to a classic, I say that my 911 redesign helped emphasize and invigorate the basic beautiful lines of the car. I consider it an ode, not a blasphemy to the spirit of the Porsche brand.

And someone else very important thought my car stood out from the rest and must not have minded my design changes. Yes, none other than Dr. Wolfgang Porsche, who I mentioned earlier. Dr. Porsche, at 76 years old, is chairman of the Porsche company's Supervisory Board and is known as the company's most important Brand ambassador.

The Werks Reunion judges determined the winners of the 14 classes of Judged cars. Then the nine Corporate Sponsors each chose a favorite car for an award. One of the sponsors was Porsche and another was Porsche Design, and awards from both were chosen by Dr. Porsche. The "Porsche Design" award went to Jim Hatfield; that's me!

As I recall, my first thought was, "No way!" But in fact it was "Yes, way!" To prove it, I now have that huge trophy in my office at home: a wood base topped with Plexiglas, with an etched 911 outline that lights up when you flip the switch in the back.

I have nothing more to say except, Thank you Dr. Porsche for appreciating the design of my car BK—MGIC!



If you found out that you had a blue, or purple rosette ribbon on your car windshield, you got in line with the other winner cars and moved toward the podium. Blue was Werks winners and Purple was Corporate winners. When it was your turn to go get the trophy the announcer (standing by the podium) would call your name and then the guy kneeling down would interview you. Behind him were folding chairs for people to watch the awards being given in the comfort of the shade covered area.

photo courtesy: A.H. Iles





This is the authors award trophy to show the creativity of the Werks Reunion event and how they gave thought to the full range of experiences here. The trophy is about 10" wide x 12" tall x 3.5" deep, with this year's logo below the tac with an etched 911 inside the top plexiglass part. The wood stand is 10"x3"x3.5". And, a drum roll please... on the back is a switch and when it is turned on, the edge of the Plexiglas lights up like in this photo!

photo courtesy: Jim Hatfield (author of this article)



Everyone that had a car being Judged was asked to write something about their car or the relationship with the car but, they didn't say what it was for. The words were eventually put on a thin plastic placard about 12" wide x 16" high that sat in front of the judged vehicle. The Judges used this information to get an understanding of the owner's car before they asked questions about the car.





Creative description, written as though the car is doing the talking.



This is the youngest Judged entrant; the first line tells you his age.





Really, it's his girlfriend.

Upcoming Events

Southern Chapter – 4th Saturday Cars & Coffee.

October 26th and November 23rd Black Rock Coffee Bar, 9AM

Central Chapter – 1st Saturday Coffee

November 2nd and December 7th Market of Choice 11 AM

Southern Chapter – Annual Potluck

November 16th 5:30 PM (more info later)

Southern Chapter – Annual get-together at Kaleidoscope Pizzeria

December 14th Kaleidoscope Pizzeria 4 PM

(If times and locations are not listed here, check our website at www.cascade-pca.org or contact your chapter representative for the most current information.)

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