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# der Auspuff



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## July 2007

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July 2007



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**Cover** - Porsche race car on flight deck of USS Midway - photo by John Le Bel

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# **Greetings from the Southland!**

**By: Dave Hamann**

**Well here we are nearing the end of July already. Man time flies. We had a great trip out to Galice last month. I know that John Hemingway, I mean Gritsch, will be writing about that event and he'll tell you about it much better than I ever could. Also 4 or 5 couples from our Region attended Parade so an article will be in this issue for those of you who missed it. Wayne & Zorah have a fun event planned up to the Lakes on 7/29 and then Bob & Anne King plan to flummox us all with their confusion Rally on 8/11. Hope to see you all at both events.**

**I was talking to a member at the last event and she brought up a point I hadn't really thought of. She mentioned that every time she saw another car club on the road they only had 4 or 5 cars and every time she came to one of our events there were 15 – 20. Made me smile. And since then when I've been on the road I notice she's right! I recently drove down to the Bay area and saw 2 or 3 Corvette groups, a MG group and a hot rod group. None of them had more than 5 cars. We went on a short tour to Galice for brunch and had 15 or 16 cars! I think it not only shows that we have a great Club but that we also have members who genuinely enjoy each others company and look forward to seeing each other each month. Pretty cool if you ask me.**

**I know it's only July but Laurel mentioned that Joanna at the Applegate River House was already filling up January with reservations. Everyone seems to enjoy it there, so I called Joanna and booked the Party. The Welcome the New Year Party will be on Saturday night January 5<sup>th</sup>. She also promised that she will have the Lodge warmer this year! (For those of you who didn't make it last year, the party was during a real cold snap and the Lodge was empty so the heat wasn't turned on till the morning of our party. Can you say Brrrrr?)**

**That's about it for now.**

**Take care and I hope to see you soon.  
Dave**

# Prez Sez

By: John Thompson

*The phrase “a kid in a candy store” could not have been a more accurate description of my (and my wife’s) visit to Stuttgart in May. Our visit to the factory was my wife’s concession to me in return for my spending the day with her at the Chelsea Flower and Garden Show in London a week earlier. I will attempt to replay for you what my experience was like during our short 2+ hour tour.*



*First let me start off by saying if you want to take the factory tour, you must notify a local dealership (I went through Carrera Motors) many months in advance. I thought three would be plenty and I had to settle for a date which made us revise our travel plans.*

*The tour departed from the current museum. It was a pack of ten led by one very informative guide, a factory sherpa of sorts, who safely returned us to the museum over two hours later. Each member of our group received a very nice “PORSCHE” ID sticker to proudly display letting all of the workers know we were there only for the tour and that we should not be attempting to “help out”. I tried to keep my hands in my pockets and simply mentally help assemble things.*

*One of the first facts that came out was that Zuffenhausen has both strict codes for saving historic buildings and is also limited on space. Both these became factors when Porsche was looking to expand its production and storage facilities. So the creative minds came up with a factory whose production not only takes place over three floors, but also in two separate*







***buildings separated by a very busy public road. This arrangement is very apparent when one visits and can see the connecting bridge loaded with naked, just-completed 911 bodies. It was explained to use the on one side of the street is the area where they put together the basic structural body components along with door, hoods, and other attached metal which will get painted. These naked bodies are then transported across this bridge awaiting the paint booth on the top floor of the second building. It is interesting to note that while computers are heavily used to keep track of the car and its correct components, only one robot is used during the assembly; for installing the front and rear glass.***

***Our tour guide then took us to where they were putting together the components for the dashboards and we could watch as the workers, who at 5 minute intervals, would complete their task and move on to the next vehicle. This is a true production line where the car body is on a motorized dolly and the worker is working on it as it slowly moves along. One member noted two cords hanging down near the separate stations, the yellow one was to be pulled if the worker needed a "floater". I was ready and willing to jump in, but no one pulled the yellow cord while I was around. The blue one was a bit more serious in that it stopped the production line. A worker would only pull this once, his/her first and last time. Everyone laughed, but I think there was***

**more validity to this than led to believe. Every so often we would need to make way for computerized carts that were delivering parts to different stations. After Porsche did some re-organization, they took on the idea of just-in-time delivery. They found they had a huge amount of money tied up in keeping a building stocked with all the parts. They freed up some of this cash by keeping fewer in-stock parts and relied more on suppliers delivering them parts in smaller, quickly-used quantities. The old Reutter building (where the prototype Beetle was built) is now considered their “supermarket”. It is here where they keep most of their in-stock parts and where the computer-controlled “shopping carts” are loaded. All of the components for a specific task on a specific car are loaded onto these carts which then follow a black line on the factory floor to their destination. Porsche found it was more efficient to give the worker this “shopping cart” which was filled with exactly what would be needed for assembly rather than surround the worker with a variety of parts and make them pick and choose what would be needed. As I stated, each station had a 5 minute work period. I asked what if they went over and I was told that research showed 5 minutes was actually more than what was needed. The idea was to give the worker more time rather than less in an effort to reduce the chance of something being done hastily simply to push it through in a shorter period of time. I must admit none of the workers looked over-worked and all seemed to be enjoying what they were doing.**



**We paid a short visit to the engine factory and watched as the 20 (I think) members each conducted the complete assembly of an engine. Once completed, the engine is taken to a room where it is test**

**run and must meet or exceed the stated power output. Any engine which doesn't is taken apart and examined for why it did not perform as it should. Our guide said a high percentage of the time it is not due to assembly issues, but from parts being supplied that are not to specification. I imagine there would be quite a bit of shame if you were responsible for putting together an engine that failed.**



**We then traveled to the point of "marriage". This is where the chassis and engine are joined. This was pretty fascinating to see a line of new 911 GT3 RS's having their body and soul joined.**

**One thing noticeably absent were females. I asked about this and was told most worked in the interior department which is where we headed next. There the mix seemed to be about 50/50 as opposed to 99/1 as seen in other parts of the factory. The first station we came to was a huge multi-rollered support table where hides were placed and a computer would trace the outline of the hide and save the image for use later. The worker would then use a mouse-like device and trace the areas on the hide that had defects. Once complete the computer would spit out a bar code which was affixed to the hide. There were racks and racks of hides waiting to be turned into seats, steering wheels, shift knobs, or any part you want to put leather on. We then moved on to the cutting area. This consisted of two groups of two very large "tables". The worker would take a hide and scan its bar code. An overhead computer would project a laser image of the hide as it was first scanned. The workers would maneuver the hide until it lined up with the image. Then the laser would map out the parts which could be cut out most efficiently based on where its defects were. Once all was set, a huge sliding cover rolls off of one of the pair of tables and over this table. This cover is actually part of the cutting system: a water jet. A high pressure stream of water is used**



*to cut out the parts. While the hide is being cut, on the just uncovered table the worker is removing the newly cut components and prepares another hide for cutting. It was mentioned that there were only two areas in the factory where the workers had 100% training: here in the leather-works area and in the engine assembly. This meant the workers had completed an internship and were capable of working at any one of the stations in the process.*

*While Porsche was very adamant that pictures not be taken in the factory, I tried to take as many mental pictures as would fit in my non-downloadable brain. Overall, I was amazed at how efficient the factory was, how relatively quiet it was, how clean it was, and how the workers seemed to care about the product they were producing. I think back to 40 years ago when my 912 was produced and I can't image its creators thinking they were building something that would have a tremendous part in shaping the life of an 17 year old boy living in Lake Tahoe who would take ownership of his first car. I just wonder if one of those cars I watched being assembled is going to have the same impact on someone in the year 2047.*



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## **2007 Parade - San Diego**

**By: John Le Bel**

**Even though we've owned seven Porsches over the last 25 years this was our first Parade. We loaded up the Cab with enough sup-**



**plies to have sustained the Donner Party and were off. Straight down I-5, a trek we'd made dozens of times in the last 14 years since moving here from Orange County. We passed all the familiar haunts, Harris Ranch, Magic Mountain, Dis-**



**neyland, the twin containment domes of the decommissioned San Onofre Nuclear power plant (known to local pilots as "Dolly Parton's bra" for**

**its distinctive appearance from the air) and finally arrived at the Town and Country Hotel for registration. The process was smooth and well handled by courteous, knowledgeable staff and we found their enthusiasm and festive attitude contagious. ID badge and goodie bag in hand we were off to our room to drop off our luggage and get dinner. We were fortunate enough to be on the 10th floor overlooking the main courtyard**



***area to take in the live music from the group Rockola Sunday night long after we were too tired to enjoy them up close. Monday morning we were off to stage for the***



***Paddock where one of the more unusual cars drawing a crowd was a barely recognizable 914 sporting a hand fabricated stainless steel body and Chevy V8 engine. Viewing the amazing array of cars at the Concours in such pristine condition left me in awe while the going over they were receiving from the judges reminded me of my last proctology exam. I should have been paying better attention to the Historic Car Talking Tour which was both informative and filled with useful information that would come in handy for the Tech and History Quiz several days later.***







***We didn't participate in the Rally event, opting instead for the Gimmick Rally as our introduction to this form of automotive mayhem. Having studied the official rules and nomenclature of rallying on the PCA web site the night before we were relieved to find the instructions written in plain English. Following the designated route took us through some lovely scenery and countryside one would be surprised to find so close to a ma-***





***for city. Using the unofficial scale of success for rally participation, I can conclude we had fun since no metal was bent, small children or animals harmed or divorce papers filed.***

***There was something for all ages and interests with a youth room, slot car racing and an art show with many different art forms paying homage to the marque we all love. With classes ranging from toy cars to very pricey gas powered scale models the radio controlled auto-cross event was fun to watch. We didn't attend the Sea World outing but were able to get a great view of the 4th of July fireworks extravaganza at the park and several others in surrounding communities from our hotel balcony.***

***The Victory Banquet aboard the USS Midway was first rate in every regard, starting with the transportation to and from to the dinner. There was a museum tour, flight simulator rides and walking tours of the aircraft on***





***both the hanger and flight decks. I personally enjoyed the details on the aircraft catapult and recovery systems provided by the tour guide.***

***If a picture is worth a thousand words I can cut down on further excessive verbiage by showing you some of the 783 pictures Kathy and I took while at the event. The volunteers did a great job of keeping everything flowing smoothly and while this was out first Parade, it won't be our last!***



## ***Can you identify this month's car?***

***The engine and other mechanical components to this elegant Roadster were made in USA by a now defunct car Co. and shipped to Britain. The bodywork was made by Pinin Farina in Italy and shipped to Britain where the cars were assembled and shipped to USA. The engine was a 6 cylinder OHV 252 CID producing at first 142 Hp. Please provide full model name and make.***



***Email or call Ole before Aug 25th with your answer  
NIMBUS@CHARTER.NET or 541-472-1537***

***And from last month, the answer is ....***

***Mercedes Benz 300 SL Roadster***

***Dave Duarte, John Crisalli and Richard Lane had the correct answer.***



*Mercedes 300 SL Roadster - 1957*

## **Southern Chapter BlackJack tour June 30 2007**

**By John Gritsch**

**The June 30th tour started with a barrage of emails between myself and Dave Haman, our venerable chapter rep. The seasons schedule had already been worked out but there seemed to be a gap between**



**the Gymkhana and the Mountain Air & Gourmet Fare Ride by Wayne and Zorah. Dave and I threw out some ideas and settled on a tour to Galice. We split up the responsibilities and were on our way.**

**The tour started in Jacksonville at the Calvary church where we met up with old friends and got acquainted with some new ones. 15 cars showed up carrying 28 passengers!!**

**Everyone picked one card to start the Blackjack tour. We headed up 238 through Jacksonville past Ruch and into the town of Applegate. From there we meandered through the**

**beautiful Applegate Valley until we came to our first "Pit stop" at Fish Hatchery Park. Fish Hatchery Park is a quaint little park along the banks of the Applegate River. After some visiting, general conversation, and visits to the porta potties we continued on our tour. The scenery from Fish Hatchery Park to the Galice Resort was beautiful and surpassed only by the perfect weather. We arrived at the resort around 11:30 to very challenging parking**



**conditions. It was each man for himself and we scattered to find parking spots. Somehow we all managed to find a spot and met up on the deck overlooking the gorgeous Rogue River. The resort had a lunch buffet ready for us and a few garden burgers for those who weren't carnivores. The food was..... filling. We ate, drank,**



**talked and everyone seemed to thoroughly enjoy themselves. I know Helen and I did. Dave handed out a second card for Blackjack and the big winners were Ted & Sue Voulgaris with 19. Their prize was a book on the 356 & 550 Spyder . Jim and Jan Chambers & Steve and Diane Gervais, both tied for second with 18. Jim and Jan received a club tee shirt and the Steve and Diane were the lucky winners of a Porsche crest hat. After more conversation and camaraderie we said our goodbyes and headed home. All in all it was a great day with good people and fantastic cars. Hope to see you at the next event!! On a personal note: Ted I hope you found your way home and Jessica I know you enjoyed the trip home driving Doug's new 997!!!**



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## ***From the Editor - John Le Bel***

***It was the best of times, it was the worst of times. Ok, it's not original, but in our case it was certainly true. Every Parade has that guy in the back with the shovel and wheel barrow following the livestock ... that was us.***

***I should have learned by now that any minor mechanical annoyance will become a crisis at the worst possible time. A few days before the trip to San Diego I had noticed the ignition key was occasionally difficult to turn or remove, a symptom I foolishly decided to ignore. Although the car behaved flawlessly during our entire parade experience, things were about to change during the return trip. We spent the night in Santa Nella, about the half way point in returning home. After a good night's sleep and a quick continental breakfast we went across the street to the gas station to start out the day's trek with a full tank. Once due payment was rendered for the quantity delivered I inserted the key into the ignition lock and ... nothing. The key went in but no amount of effort or creative speech on my part could coax it to turn in the lock, or come out. So there we sat, key stuck, Tiptronic locked in park, steering wheel locked and windows down. After some assessment of our options a call was placed to the patron saint of the stranded automotive wayfarer, AAA.***

***The first driver arrived with the requested flat bed and quickly determined the car was too low to load. The second driver arrived with the traditional hook and dolly setup which I refused so a supervisor was summoned, arriving with another flat-bed. After much discussion, a plan approaching the complexity of the construction of the Great Pyramid was agreed to. After some creative use of planks and jacks***





***the front of the car was elevated sufficiently to get the front wheels of the car safely onto the tilted truck bed without damage. The truck was then slowly backed up under the car until the***



***ramp was just touching the rear tires. Liberal amounts of WD40 sprayed onto the bed and tires allowed the car to be pulled onto the truck without placing too much stress on the transmission or flat spotting the tires.***

***We arrived at the dealership Saturday evening at closing and reversed the process to drop the car in the service yard where it would be locked up until Monday. After paying \$216 for the mileage over the 100 allowed by AAA we called for a cab and took the \$75 ride to Sacramento airport to rent a car for the trip home. Wanting the cheapest acceptable form of mechanized transportation for this already expensive detour we settled on a Hyundai Accent. While it was an acceptable vehicle for the task at hand, it was not the way we expected to return home after our first Parade experience.***

***Monday I got the dreaded call from the dealership. While I was expecting to pay several hundred dollars to install a \$50 part, I didn't expect to be told everything associated with the ignition lock would have to be replaced, for \$1058. Of course I would have the pleasure of paying the bill and getting the car back only after the required parts arrived from the Fatherland, in about a week.***

***Fast forward two and a half weeks and I'm now driving to Sacramento airport to pick up our son who is flying in from Minnesota, having changed his destination from Medford to help us with the car retrieval. After arriving at the dealer I***

*present the American Excess card for payment of ransom and they pull the car around for our reunion. Horrors! There's a 6 inch long black mark and two small dents just over the driver's side rear wheel arch. The service manager is summoned and to his credit, he quickly leaps into action. With the magic of modern chemistry the mark is removed and the contracted Paintless Dent Removal guy makes the flaws disappear. How do they do that? Since this missive has already grown too long I won't go into the details of the hole in the dash (wiper speed control fell back into panel) or the non-functional clock, temperature display or shift indicator (blown fuse) that also had to be addressed before I could return home.*

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## **Cascade's 2007 Upcoming Events:**

**August 11th - Random fun tour/rally**

**Tour directors: Bob & Anne King, 773-7119**

**[rking356@msn.com](mailto:rking356@msn.com)**

**September 29th - Oktoberfest in Wolf Creek**

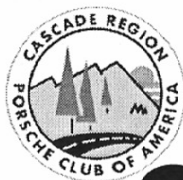
**October 27th - Autocross day in White City (please note the change of date from that posted earlier in the year)**

**November 10th -Tech session at Specialized Auto and lunch**

**January 5th - Welcome the New Year Party at the Applegate River Lodge.**

## **Some plates spotted at Parade**





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