



Prieta POST

Sept Oct 2023

Publication of Loma Prieta Region, PCA



2023 WERKS Monterey Remembering Ken Iles





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Prieta POST

Sept Oct 2023



Pg 14 Ken Iles: a Remembrance

It is with sadness we share with you that one of our LPR founding members, Ken Iles passed away on July 5th, 2023. Kris Vanacore brought together a number of remembrances by fellow LPR members, and his legacy in photos.



Pg 19 Interview: Tom Provasi on WERKS

Tom Provasi was at the beginning of WERKS, both for WERKS Monterey and Amelia Island. We talk about WERKS' beginning and challenges on executing the event.



Pg 22 WERKS Monterey, 2023

WERKS celebrates Porsche 75th with early 911/912 models as the featured model. Was this year's edition the best so far?

Judge for your self!



Pg 26 Rebirth of a Historic 914 Racer

Local Zone 7 member, Dave Boyd, resurrected a historic 914 racer. At WERKS, it was almost too pretty to take to a race track!

Departments and Special Items

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Prieta POST Sponsorship Rates

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Back Story The Prieta **POST** Cover Photo



Photo by Gary Lieber

Camera: SONY A6400, Lens: Sony E-mount 18-135 F3.5-5.6 OSS 27 mm, f8, 1/124 ISO 100

This photo was taken by Gary Lieber in August 2022, during a western US National park tour with his wife Julie. The tour started in San Jose and traveled through Yosemite, and into Nevada, partly on Highway 375, which is known as the Extraterrestrial Highway because it borders the infamous "Area 51". This road is known for its desolation, flat straight roads, and non-existent speed control.

The tour continued through Utah and Zion, Bryce, Canyonlands, Capitol Reef, and Arches National Parks, with a stopover in Moab Utah on our way to Rock Mountain National Park in Colorado. It was a whirlwind tour for the Liebers and the Targa.

The car is a 2022 911 Targa 4S, painted in Aventurine Green Metallic, with a Truffle Brown Club Leather Interior, and brown Targa roof. It had been special ordered a year before to use as a long distance touring GT, and this was its maiden long-distance tour, in which the Targa did not disappoint. It is a very fast car, but still managed 30+ mpg at mostly illegal interstate speeds.

Gary always felt that the current style Targa was a dream car that he has admired since he first laid his eyes on it and is proud to be its owner.



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Loma Prieta Region



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Miscellaneous Rambling and Back Story

Don Chaisson, Prieta POST editor.

This issue is special. It has remembrance of a special person, Ken Iles who recently passed and it has a review of a special event, WERKS Reunion Monterey.

So “why” spend so much “ink” on Ken Iles and WERKS.

First Ken. I admit that I never knew Ken, never even met him (though we almost got together for an interview for the “Big Bang Theory: A History of Loma Prieta Region” Mar/Apr issue.) Those that knew Ken knew him as one of the originators of Loma Prieta Region and a pillar of the early times of the region. Kris Vanacore was one of the people who knew Ken. She volunteered to bring together a “remembrance” through other people’s remembrances and assemble photos of Ken’s activities in the region. Make sure you spend some time going over Kris’ article on page 14.

In a living history, Ken provided a look back at the LPR early times in a speech on the occasion of the region’s 50th birthday. Check it out by going to the LPR website archives for the Mar/Apr POST and reading Ken’s speech. Enjoy looking back on Ken’s accomplishments and why he was so special.

So why do I, as editor, choose to spend so much “ink” on WERKS and (spoiler alert, maybe even more “ink”) on Rennsport 7?

Interestingly, the “why” dables in the same feelings of why we are spending so much time on Ken Iles. We all are rabid Porsche fan boys and girls because Porsche history is so rich, so interesting and so exciting. Speaking for myself, though a recent Porsche owner by mosts standards, I still remember my first rides in my supervisor’s 912 back in 1972. The way he would pull out of the parking area at 5000 rpm in 1st gear while looking over that deliciously low forward hood, then turning onto Page Mill Road, shift into 2nd gear and again tack out to 5000+ rpm. His Irish Green 912



would be totally at home at this year’s WERKS, celebrating Porsche 75 years and honoring the early 912/911 models. Check out Irish Green’s history in Rennbow wiki.

I’m looking forward to going into nostalgia total overload in the WERKS Juding Corral and those 912/911 examples. And checking out the new 2024 Club Sport owned by LPR’s own John and Honore D’Angleo to get a sense of how the old morphs into the new, how the new harkens back to the old. Sort of like how LPR’s “old guard”, like Ken Iles, morphs into the vibrant modern Loma Prieta Region.

And, looking ahead, Rennsport 7 is a celebratoin of a particular part of Porsche old and new history, the history of its autosport, racing at the highest levels of sports car competition. At Rennsport, you will be able to experience museum quality examples of the earliest Porsche racing cars, which figuratively speaking, morphs into the most current examples of Porsch motor sport. We will be able to see, hear, smell this transtion from early 550 spyders, to CAN-AM dominance and to the 963 IMSA racer.

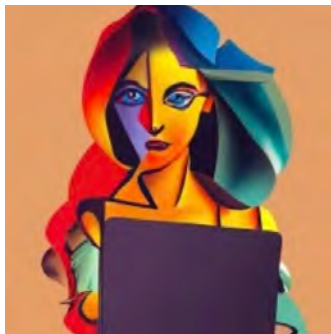
All reflected in the event’s art poster!

Tickets still available at Laguna Seca, click [HERE!](#)



Dear Poloma: A new Column for the Prieta **POST**

This issue premieres a new column, "Dear Poloma". It is an advice column for all your Porsche culture and lifestyle questions. While not a technical column along the lines of long time NPR "Car Talk" program (may Tom Magliozzi rest in peace), *Dear Poloma* will offer interesting advice to questions you need answers to. So, without further ado, here is the first "Dear Poloma" by Poloma Picarsson. Enjoy!



Dear Poloma,

This Porsche problem has me perplexed. Please help! At a recent friends get-together at a friend's house, I made sure to arrive early to get a safe parking spot for my Cayenne. I was over-

joyed to find a prime spot next to one of the homeowner's vehicles with no parking space on the passenger side of my car. My hopes were dashed to the ground when a friend of my friend (FOMF) arrived and told me he had scratched my rear bumper while he was parking! It's a small scratch but it's deep - all the way down to the metal. I want to be a nice person about it, but I don't want to be a pushover. FOMF says he's "got a guy" who does quick and easy body work, but I want to use my usual body shop. What should I do?

Perplexed Parker

Dear Perplexed ,

First of all, congratulations on knowing someone that has enough integrity to confess to their crime! And kudos to you for not going ballistic on FOMF. I say treat FOMF the way you would treat anyone else who came forward about damaging your car. According to CA state insurance rules, you have the right to use the repair shop of your choice when filing an insurance claim. We all know Porsches are expensive to repair and you shouldn't have to pay for someone else's mistake. Be sure to thank FOMF for coming clean and let him choose whether he wants to pay for the repair himself or go through his insurance company.

Dear Poloma,

My husband's 1980 911SC is his pride and joy. It looks great but it burns oil and smells terrible! I hate riding in it because I smell like burnt oil after a long drive. Please help!

Hell's Smells

Dear Hell's,

First, make sure your beloved's car isn't having any technical troubles that are causing the smell. Gently tell him the smell is so strong that you don't want to ride in his car. He may be spending so much time with his car that he doesn't notice how bad the smell truly is. Buy him a detail cleaning to help get rid of some pesky odors. Some of them even have ozone machines to stop smells. If there's nothing a mechanic or detailer, I suggest spraying the inside of the car (with your husband's "ok") with an air freshener made for cars. Strong scents such as tobacco or coffee should help the issue. Good luck!

Dear Poloma,

Mywife refuses to drive myPorsche! She says she'sintimidated by it and afraid she'll do some serious damage by getting into a wreck with it. I want her to be able to share my enjoyment of my amazing car and to be confident enough to drive it in case of an emergency. What do you think? Should I insist on teaching her to drive myPorsche?

Not Afraid to Share

Dear Not Afraid,

I understand your wife's point of view as well as yours. You are fortunate to have a spouse who cares so much about your precious possession. Porsche has available private lessons with professional instructors on a track. These "Porsche Experience Centers" are a safe and fun way for your wife to get comfortable driving your car. It's a great way to put more peace and (Porsche) passion into your marriage!

**Send your questions to Poloma Picarsson at:
DearPoloma@lprca.org**

Driving with Friends

“Driving with Friends” - How Did it Happen, and the “Secret” in the Title -

In September 2022, we went to the PCA Treffen thing in Bend, Oregon. We thought we would try it and visit one of our best friends from work, Bob Ingram.

Bend was different. There were people we know, really know. The activities were amazing – Clearlake, Oregon canoeing, driving over McKenzie pass – never would have found them alone. So... PCA is like “being on a cruise on land with our friends and driving cars”. Or the short version, “Driving with Friends”. On top of this column every issue are the people who inspired the idea for “Driving with Friends”. Here is that secret picture – thanks to Russ and Doris Britschgi for the shot!



Counterclockwise from right: Russ and Doris Britschgi, Kris and Tony Vanacore, Honore and John D'Angelo, Missy and Dana Drysdale

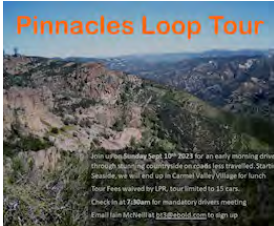
Fun at Werks – So many LPRs at Werks and Werks is big, it was impossible to see everyone. Thanks for volunteering and being part of Werks goes out to (missed or imagined some, sorry!): **Barry Pangrle, Bob and Tess Ogle, Bob Uenaka, Chris Glozowski, Chris Markham, Chris Schaut, Dave Dunwoodie, David Kawashima, David and Alison Palic, Jeanne and Don Minami, Doug Ferrari, Dusty Hookey, Eric Fujishin, Eric Rojko, Fred Bianucci, Gary Lieber, How-**

ard Watkins, James Serrano, Jim Turk, Jeffery Jones, Jeremy Siemon, Joe Maleti, Honore and John D'Angelo, John Eiskamp, John Gould, Jonathon Simmons, Ken and Debbie Rodrigues, Keven Homewood, Kevin Hill, Maurice Eckley, Michael Drury, Mike Koozmin, Paul Griep, Rick Cannon, Robert Ross, Sandy and Tom Provasi, Scott Weyland, Steve Douglas, Steven Korn, Todd Todd, Kris and Tony Vanacore.

Fun Coming Up at Rennsport – Rennsport is super rare stuff, and it is commutable for us! There are great opportunities for photographers and seeing and making friends. The car “racing” photo is the one **Ken Iles** said to send to The Post. And the picture just below it was taken by a nice man we met through our friend **Paul Young**. Paul introduced us to his friend, we visited for a while, and we had Paul's friend take our picture. That picture of Missy, Paul and me was taken by Paul's friend and a good photographer – **Hurley Haywood**. Rennsport is magic – tix are still available through Laguna Seca.



Loma Prieta Calendar



Pre-993 Pinnacles Perk-Up Tour Sun Sept 10

Join us on Sunday Sep t 10th for an early morning drive through stunning country side on roads less traveled. Start: Seaside, ending in Carmel Valley Village for lunch
Tour fees waived and limited to 15 cars. Email Iain McNeill at bt3@ebold.com to sign up



Rennsport 7 is not just any "historic" race, it is a celebration of the Porsche brand.

It only comes around every 3 to 5 years, in this case, 5 years. Rennsport VI was 2018. Join the Grand Marshals, the first ever Porsche Motorsport North America CEO Alwin Springer and the three time IMSA GT@ champion Patrick Long.

Tickets are still available through Tix.com, click [HERE](#).

Watch the LPR email blasts for information on meeting up at Laguna Seca, Sept 28 through Oct 1, 2023.



Ole Amigo Tour Oct 21st

Need another tour in October?

You can't go wrong with a pleasant drive in the Santa Cruz Mountains and then lunch at El Jardin restaurant in Santa Cruz.

Watch for complete details in the September email Blast Update! |



Fahrspaß Tour 2023 Sept 27

This tour is limited to 993 models. It is the same tour as the "Pre-993 Pinnacles" Tour. Registration is through MotorsporReg. [Click here](#) if interested with your 993!



Loma Prieta Board Meeting Tuesdays: Sept 17 and Oct 10th 7:00 PM

The POST calendar starts posting the LPR Board Meetings with this issue. The meetings are either totally virtual or a matrix, with a physical meeting with others joining via ZOOM. Contact President Drysdale if you would like to attend. *You are WELCOME to attend and would love to see you there!*



Jacobs Heart Tour Oct 14

Join the Charity Committee on the 2023 Jacob's Heart Charity Tour. Travel the back roads of Santa Clara and Santa Cruz Counties followed by a tour of Jacob's Heart's new facility and enjoy alight lunch.

Watch for complete details in the September email Blast Update! Note new date!



Loma Prieta AutoX # 8: Oct 28-29th: Salinas Airport

Autocross #8 Registration through MotorsportReg.com.

This is our annual **Kill-A-Kone AX** fund raiser for the Morgan Autism Center. This maybe the only time kone penalties are worth it!

Click [HERE](#) for the Website flyer.



Save the Date

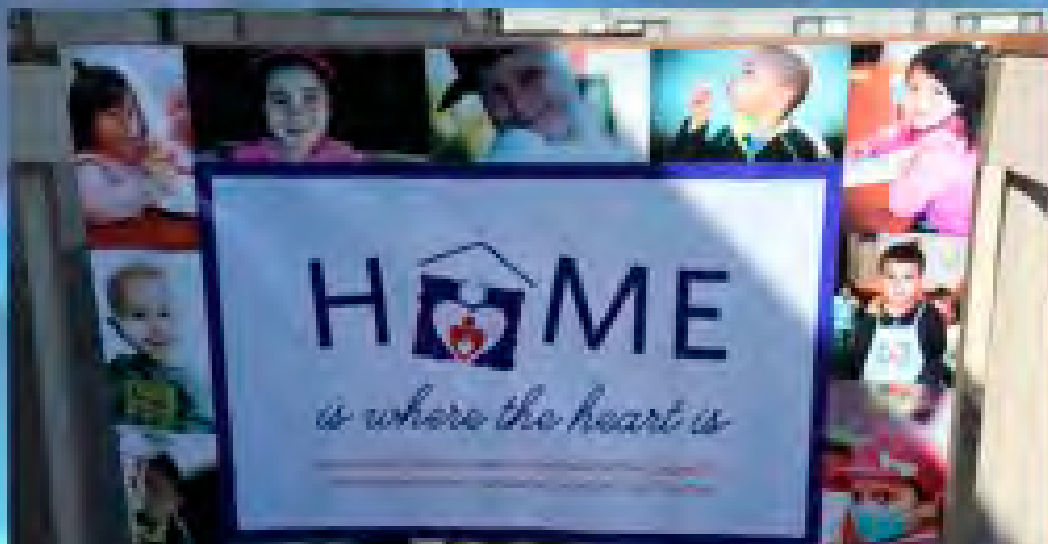
Jacob's Heart has moved!
Join the Charity Committee on
the 2023 Jacob's Heart charity
tour.

Saturday, October 14, 2023

We will travel the back roads of Santa
Clara and Santa Cruz Counties, fol-
lowed by a tour of Jacob's Heart's new
facility, and enjoy a light lunch.



Complete details will be in the September *Blast Update*.



KILL - A - KONE for Autism !!



SAVE THE DATES

“Kill-A-Kone for Autism” 2023 Auto-Cross Fundraiser

What’s better than a day of Autocross? A whole weekend of Autocross with a cause! On Saturday, October 28 and Sunday, October 29, join your fellow A/X drivers for an opportunity to contribute to the Morgan Autism Center. Cash, Checks and a method for credit card use will be available on-site.

Salinas Airport opens at 7:00am. Tech from: 7:30 - 8:20am

Morgan Autism Center's (MAC) mission is to help children and adults with autism or other developmental disabilities maximize their potential in a dignified, positive, and loving environment.

For additional information or to donate directly see their website <http://www.morgancenter.org>

Ken Iles: The Man, The Myth, The Legend

A remembrance by Kris Vanacore

I found it a challenge to put this article together. There is so much over the 53 years that Ken was part of Loma Prieta Region that it made it difficult to review it all. Tony and I were lucky to have joined LPR in 1992. There were and are so many wonderful friends that we've made over the years, Ken and June being especially appreciated.

I have to say the more I reviewed old POST issues I was blown away with all our early founders managed without the internet! All the more credit to Ken.

John Reed Remembrance:

My thoughts about my pal Ken Iles. What can I say about a friend of 53 years that hasn't already been said?

I could say that Ken was one of my best pals on the planet. I could say that Ken was truly one of a kind. I could say that Ken was an inspiration that made me, and numerous others, very happy to be around him. I could say that Ken had a way of bringing out the positive in any situation and scoffed at the negative. I could say that I'm talking about



Ken and John 1978

a true legend and gentleman whose time among us was more than just plentiful and rewarding. Ken made our days and nights together full of fun, laughter and a pleasure. Ken had a way of making those he met, either for the first time or many times, feel like he was their best buddy...and this was genuine and always one of Ken's best attributes. Our time together began in early September 1970 with a phone call from me to Ken inquiring about the Porsche Club (that was the best way of communicating back then). And communicate we did! Ken's LPR/PCA enthusiasm was obvious and I knew that I was talking to someone special. After meeting Ken and June in person I knew I had found pals for life, something just felt right and exciting. We

were invited to an upcoming LPR weekend tour which sealed the deal. We joined the ranks of fledgling LPR's 34 members and the rest is history - after all, I met Ken Iles who made that history extremely memorable. What can I say about a friend of 53 years? I could say goodbye, but instead let's leave it at...we'll meet again. Cheerio, old chum.

Bob Frosthalm Remembrance:

You'll likely get many responses to your email praising Ken for his sense and sensibilities, calm demeanor, wonderful human being, etc .and there's probably nothing I can add here. So, I'll make two comments, unique to Ken and me.

First... 5+ years ago when he sold his blue Cayman S to me, I shared with him that every Porsche I had owned (6 prior to this one) had a name. My favorite was a rare 1963 356SC that I had owned for 30 years as a daily driver. Her name was Agatha, because in her own way she was a bit ornery, (like a little old lady) and Agatha fit the bill nicely. I told Ken that his car was going into a good family and that she'd be my daily driver and the last Porsche I would ever own. Before handing me the Keys, I told him I had already named her"June". He smiled and started to tear up. For the past 5 years when we see one another, he's always "How's June?" and I'd reply, "Fantastic, how's your June?" ... and we'd both laugh.

Part 2... A couple of weeks before he passed, Deb and I visited Ken and June (his June) at the care facility. We were surprised to find Ken in his living room, sitting on the sofa, the picture of health. He was alert, chatty, sharp as a tack, and very energetic. Emilie suggested we not stay too long, but Ken was not about to let us leave. While June inhaled oatmeal chocolate chip cookies Deb had baked for her, Ken and I talked and talked about things we never knew we had in common. It was amazing how much our childhood and early teen experiences paralleled each other, albeit one generation and a half a world apart. We compared memories of building wheeled contraptions and racing down hills, playing with mercury from broke thermometers (don't try it), and the dangerous things we both did (while unsupervised) when we each discovered (20 years

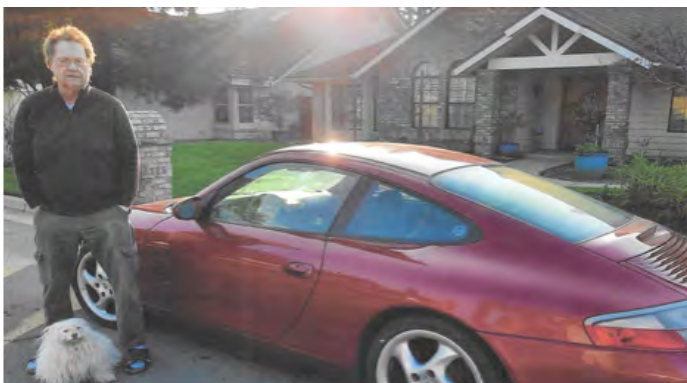
apart) that calcium carbide (which then was available in any hardware store in Oakland and the UK) was combined with water.... it makes acetylene gas. We spent a good half hour telling each other of the things we blew up... each trying to recall a story to out do the other... Ken won, of course. Everyday, when I take my June out for short jaunt, I am reminded of the two of them.



Ken, Bob and "June"

Kevin Bennett Remembrance:

Ken was a keen and inciteful observer of people. I remember once having a conversation about the Mediterranean with him, wherein I commented about my surprise at how serene the Greek Islands were. His reply was to compliment me on, what he felt was, my extensive vocabulary. The comment was unquestionably sincere because on at least a couple of occasions, he in-



roduced me to his sister, and others, with reference to my command of words. He once offered the praise that he thought I was the best POST editor since John Reed, but also gently chided me by adding that the publication would be even better if I could manage to say more about the cars and the club in my columns. At the legendary

luncheon, where the Bennetts and the Iles were celebrating the agreement to purchase the Iles' 2001 911 and, with no prodding or input from the Bennetts, Ken and June negotiated the price lower than their original ask, when my lunch, of burger and fries, arrived, I immediately took a big bite of the dill pickle spear. Ken's response to this action was to say that everyone takes a bite of the fries first and that my choice was, again, evidence of my maverick nature. Whether he read this somewhere or it was just a personal observation, he made me feel unique, something everyone enjoys. Ken was always looking to compliment people. He often stroked my wife... well, not literally... it was just the nature of the man. He will be sorely missed.

Jim Bryant Remembrance:

Ken loved mental puzzles; puzzles that required mental gymnastics to figure out. He would always be giving me one or two to figure out, and I would do the same in return. I mostly recall one particular puzzle neither of us could solve. I sometimes pull it out just to think about it or to challenge my friends. I will miss him dearly.

Dana Drysdale Remembrance:

Ken Iles and I met through Ken coming to AX and taking pictures. He did this pretty consistently my early years with LPR, especially if John was not available. Ken did not say much about his history with LPR, he just took an interest in me and asked about where to take photos. We just conversed, talked about photography, cars we know of, where we lived and all. Like an old friend, but new. I gave him a photo and I think it ended up being the cover of the POST, and there was an article with us in our car – this must have been around 2013 – 2014.

"Like an old friend, but new" might describe how Ken treated everyone. We didn't have enough overlap for me to know that. But he seemed like that kind of person to me. We exchanged emails periodically, Ken checked in on me. I always wished him well, and told him what I was doing and what I was learning in LPR and PCA.

The last time we emailed Ken was December 2022. I sent an LPR "BLAST" to Ken and wanted to make sure he saw it to see what he thought. Both of us have trouble receiving email from PCA's system! He sent back that he really liked it, that he is very happy about LPR's activity level, and, well, greetings for the new

year and our usual hugs and kisses from and to everyone. Just this last Parade, I had dinner with Hank and Caroline Malter, and worked on Concours with Bob Rasso. Both remembered helping charter LPR with Ken Iles. Bob came from national to issue our charter.

Ken Iles over the d

Hal Hallock Remembrance:

I was one of the five Loma Prieta members who purchased one of Ken's former Porsches. The Panamera had just 1500 miles on it and it looked just like it was when Ken drove it off the dealer's lot. Ken really took care of his cars! With such low milage I had to have the injectors cleaned out, but now with no hassle motoring, I think of Ken every time I get into the car and drive it to the store.



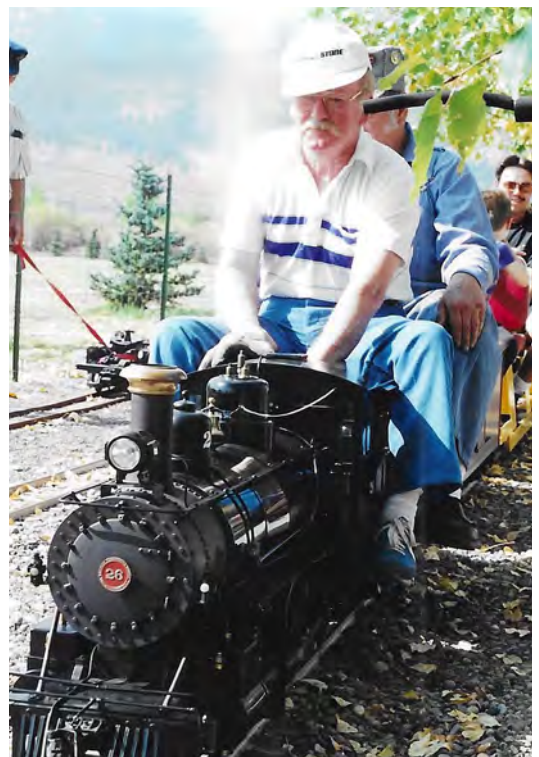
Ken will be missed.



Decades: A Photo Essay in Rememberance



*"Father, at last I've found you."
"Pinocchio?"
Kevin Bennett & Ken Iles.*





An Interview with Tom Provasi, Chairman WERKS Reunion

With Prieta POST editor, Don Chaisson

As WERKS Reunion Monterey gets underway, the Prieta POST had an opportunity to interview Tom Provasi, long time Loma Prieta member (but now living in Nevada) and Chairman for WERKS Reunion. We explored how WERKS got started and what is so special about WERKS.



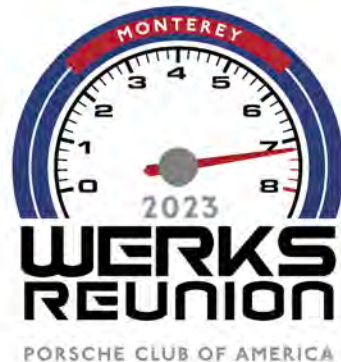
POST: WERKS Reunion events have become major events on the PCA calendar. When did the idea of "WERKS" pop up and how did it get started?

Tom P: How did it get started? How did I get involved? I was the last man standing! (Tom joked!) WERKS traces its beginning to an event called "Legends of the Autobahn" that was held in the Monterey area. Legends was an all German Marque "show" including clubs of Porsche, BMW, Audi and Mercedes combined to make the event happen. It started in 2009 or 2010. In the early days, the BMW club was the primary player in organizing and execution. The event was held at Rancho Canada Golf Course but Porsche was pretty involved in the auctions at Quail Lodge. 2013 was the last year of Legends at the Rancho and Legends decided to move to another site. So a bunch of Porsche people including Manny Alban, PCA President, got together and thought that Porsche could do a Porsche only event at Rancho Canada. The group looked for a leader and everyone else took a "step back" and I was the last man standing. The first WERKS was conducted in 2014.

Frankly, I had been very active in LPR, Zone 7 representative and PCA executive council, national committees and was actually ready to try something new. The perfect storm. Sandy (Tom's wife and former Zone 7 rep) and with help of PCA HQ, did all the initial work, starting from scratch, for all the contracts, got Michelin Tires as primary sponsor, organized vendors, tents, you name it.

I wanted the "show" part to be different from a traditional "concoors", not looking for every last spec of dirt and year correct fasteners. I came up with a new set of "rules" for a non-concoors concoors. We evolved the scoring sheets year over year. To help differentiate the event, we emphasized that it was supposed to be a "Porsche Gathering".

In early 2014, I met the PCA executive council in San Diego and that's where we came up with the name: WERKS Reunion, the logo, etc. The committee met with several of the artists from Panorama for the logo, and that's were the logo with "the two gears" came from. The final design was chosen and awarded to Hunziker Design who owned the logo rights. WERKS continued with this logo until 2019 when a new logo, owned by PCA was introduced. That new logo featuring a Tachometer with the site at the top of the gauge. Since PCA owns this new logo, the committee can now source merchandise from any vendor.



POST: Can you go over the "scoring" for the "concoors" part of the event and how it evolved?

Tom P: I wanted to get away from judging cars by high level PCA Concoors criteria and didn't want to focus on things like, "... is that bolt original", "deductions for any spec of dirt found" that sort of thing. We wanted the competition to be a prestigious level, but different from Parade Concoors competition. So we changed scoring to

a “forced ranking” of cars within a group without numerical computations. The criteria evolved to more emphasis on “the story of the car”, the owner, the usage, the uniqueness, while still needing the car to present itself well!

POST: How was the first WERKS received?

Tom P: In 2014 Car Week, Porsche had a “Porscheplatz” where special Car Week attendees and Porsche dealers could gather for hors d’oeuvres and drinks. While attending the Porscheplatz, some of the factory executives came over to Rancho Canada and toured our first WERKS. They were so impressed that they didn’t believe it was the first year of an event “fueled by volunteers”! They thought it had to have been organized and executed by professionals.



POST: How did WERKS become “bicoastal”?

Tom P: The PCA executive council heard grumbles from East Coast members asking “..... why can’t you do something like that on the East Coast?”

So the council invited me out to Amelia for the Amelia Island Concours. The location made sense; WERKS Monterey had Car Week, Pebble Beach Concours and Historic Races to feed off of. Why not use the Amelia Island Concours to similarly partner with a Porsche gathering? I sent an email to the local PCA region, Florida Crown Region, that we were meeting in Amelia Island and if interested in helping, come on by. Eighteen regional folks showed up at the Omni for the meeting and formed a solid core of volunteers to develop the WERKS formula on the East Coast. WERKS Amelia Island ran at the Omni for three years, but had to move to another site in 2020. It has been run at the Amelia River Club, next to the regional airport since.

POST: Speaking of moving from the original site, WERKS Monterey has moved to several sites in recent years. How difficult was that?

Tom P: Rancho Canada lost its golf lease and 2017 was the last WERKS event at Rancho. We had to find a new site for our fourth WERKS. We ended up at Corral de Tierra Country Club off Highway 68, close to Laguna Seca Raceway. It was a lovely location but it was difficult to get in and out of. WERKS was there for three years but then came COVID and WERKS 2020 was canceled. After a year’s hiatus due to COVID, WERKS was back on the calendar, but Corral de Tierra wasn’t ready to open up yet so they did not offer the property for the event. We had to find another site, FAST. Bayonet Blackhorse golf course was an option we heard about while at the WERKS Amelia Island in 2020. Blackhorse was already hosting another Car Week event, Concorso Italiano on the Saturday of car week. So with the infrastructure already there, it was an easy lift to run WERKS 2021 on our traditional Friday date of Car Week weekend.

Blackhorse wanted WERKS back for 2022 but the property was getting congested because they were starting to build houses right between the fairways on the golf course, right on the fairways we would have used. That just wouldn’t work, so we arranged to hold the 2022 event at Monterey Pines Golf Course just down the road from the convention center. Actually, I had looked at Monterey Pines after leaving Corral de Tierra but Monterey Pines just didn’t have enough time to consider holding WERKS in 2021, so that’s when we did the deal with Blackhorse and Concorso Italiano team. But Monterey Pines told me to come back in a year and they would reconsider. So, when Blackhorse had its housing problem we went back to Monterey Pines and struck the deal to hold WERKS 2022 there. We are going back in 2023.

POST: Here is a “loaded” question. Which site has the better WERKS Reunion?

Tom P: Amelia Island site is easier to put on because California has so many requirements that it adds difficulty to organizing and executing the event in Monterey. Both sites sell out. There are differences in the ambiance though. At Amelia Island, WERKS is a

bit isolated at the River Club course — but our event dominates the area for the day — all Porsche. At Monterey, we are part of a big Car Week happening, not just the Pebble Beach Concours, so everywhere you go in the area you see all sorts of exotic cars on the street. We have a great core group of volunteers at Monterey with a number of Zone 7 members, including Loma Prieta members, volunteering for all sorts of jobs from check in, to John D'Angelo running the Judging Corral, Dave Dunwoodie organizing the corrals, to picking up the trash, etc.



POST: What will the featured model be for WERKS Monterey 2023?

Tom P: We are linking the event to "75 Years of Porsche", so the classic short wheel base 911/912 model.

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Was the 2023 WERKS

Story and



Those of us that have spent a lot of time in the Monterey area have learned one thing. The fog rolls in, the fog rolls out, then back in again. I've learned this in several visits to Ft Ord my early years in the USAR. More recently helping to conduct golf tournaments at Poppy Hills, Spyglass Hills and Monterey Peninsula CC. Sometimes, you'd tee off into the mist hoping that the players in front of you had moved out of the way. Even happens at Laguna Seca!

What you also learned is that if you stepped out of your "quarters" at Ft Ord, or out of your car at the area golf courses and the sky was clear, the temperature moderate and the sun shining, it was going to be a GREAT day!

Such was the case for this year's WERKS. The early arrivals, e.g. 6:00-6:30 AM, were greeted with clear sunny skies and moderate temperatures. Everyone seemed to be just a bit more friendly. The cars didn't need dew wiped off their fenders. The grass wasn't a bog. Yep, today was going to be a wonderful day. Even Damon Lownery (PCA Online Editor) was enjoying catching B-roll background shots before the crowds descended on Monterey Pines Golf Course. See photo to right. LPR folks and emeritus members like Sandy Provasi were on duty, as usual, directing incoming cars to their prospective "corals" or "judging loca-

tions". The staff seemed a bit surprised that attendees were showing up a bit earlier than usual.



Monterey the best EVER?

Photos: POST Editor



The “featured” models for the 2023 WERKS were the early 911 and 912 cars, honoring Porsche’s 75 celebration. Of course, 911 were given premium placement on the corral and Judge fields. The early cars were representative of the period, meaning they were of various colors.

moved the AC compressor to the front of the engine via a custom shaft, then moved the oil reserve tank to the front “trunk”, installed an oil cooler from a helicopter, replaced the 2.4 CDI motor with a 3.2 Twin Plugged EFI short stroked flat 6, moved the 915 shifter back towards the driver like a G50 tranny, you know, simple modifications! There were no warnings about driving the car at 62 MPH, activating the flux compacitor and



Not all the early 911’s were merely superbly restored to their youthful glory, there were numerous examples of cars that were, well, modified.

For example, the 1972 911T built by Phil Troiani (Santa Cruz local) and presented by Chris Purpura of Incline Village, NV had some interesting “mods”. Phil



traveling back in time, but the build was almost as extreme as “that” DeLorean!

I spotted a “St Christopher” medal (patron saint of travelers) mounted on the dashboard.

So ... maybe....?

Then there was this 1977 911 in the Sport Purpose class that was really modified -- **can you tell?**



The modifications on this 911 were done so well it may be difficult to pick up right away. No, its not the bespoke tail fin, the wheels are pretty stock, but if you look closely, you can start to see that the roof line is a bit lower than normal. In fact the roof line is 3 inches lower than other 1977 911's. Yes, it was CHOPPED. Look at the profile compared to the "normal" 911 in the background. **Can you see it now?**

The body came with a 3.2 long block and boxes of other parts. John's contribution was to put everything together and to make it a total package!

The seats had to be scaled to the new roofline and were "short" buckets. John is a tall fella and still can comfortably sit in the car without his head touching the roof. Helmets won't fit however!



The owner, John McNamee, saw the car on eBay as a roller that had been stored for some time, 20 years to be approximately accurate! (Yes, the paint was 20 years old but looked great despite its long time storage). It was a project that took conviction to take on and conviction to take on Porsche purists!

The build included 996 turbo brakes, front oil cooler and complete interior.



John did a lot of research on the origins of the body and concluded that it was done by renowned fabricator Dink Farmer, famed for treating 356's similarly. This is his only 911 project. The lines flow amazingly well with all the customization done with lead solder, no Bondo! The front windshield is from a speedster, side windows Lex-

If you want more details, check out the September issue of *Excellence*. John hoped that the article would run before WERKS, but seeing the car in person was a completely difference experience than just "reading" about it .. or looking at the magazine photos (impressive as they were).

Then there are cars that are epitome of elegance, classic design but updated by Porsche factory of-ferings. Look no futher than Loma Prieta's John and Honore D'Angelo's 992 Sport Classic (photos below) with personal touches by collaboration of the D'An-gelo's and Porsche Exckysubve Manufaktur depart-ment. Its a 992 Turbo S the way it should look!



This year's WERKS arguably overflowed with all manner of special cars, whether by modification, renovation or careful configuration and preparation. But the people who put the event on, who attend as support or as con-testants are the never ending blood line of the event.

Loma Prieta members are part of the team that puts the event on, from LPR emeritus members Tom and Sandy Provasi, to John D'Angelo head of Judging, to Dave Dunwoodie Chair for set up, to numerous oth-er behind the scenes support. Below LPR assem-bled in front of the stage for an annual photo op!



To the question of "Was this the best WERKS yet?"

For sure there were the best in classes, remarkable cars as hightlighted here. They were all over the "lawns", even in the model specific corrals (3 GT4RS's in a row merrit mention). But did they make this the Best WERKS Yet?

There was Dave Boyd's complete restoration of a his-toric 914 Racer... a race car the way it should look! You can follow the complete time line and story of Dave's restoration in the following article "A Rebirth of a Histor-ic 914 Racer" on page XX. The judges were impressed enough to award Dave a 1st Place Award for his efforts.



Here is my take on this question.

Meet Ravi and his daughter with their 2022 992 Turbo S. Ravi was doing a wipe down with his daughter in advance of judging. Both had their micro-fiber towels and detail spray bottles; Ravi's full sized bottle, his daugh-ter with a "pint" sized spray bottle. Both sharing the moment. So, what do you think?



At least for Ravi, this was the best WERKS ever!

Rebirth of a Historic 914 Racer

As told by Dave Boyd, Owner, to Prieta Post Editor

Photos by Dave Boyd and Don Chaisson

Preface:

Don knew Dave for several years when he was in the Yosemite Region, where Dave is currently region President. Don had the opportunity to watch the build over the three years it took to restore the car. Dave has been a "Porsche" guy for some time, even posing with his new bride, Marianne, in front of his Guards Red 944 at their wedding in 1985. Dave and his wife, Marianne, are the proud owners of a 911 Carrera S, two 914's, and a 944 like the one they started their married life, just a different color. Dave has been involved in racing off and on for many years. As a 60th birthday present from Marianne, he tuned his racing skills at Porsche Track Experience at Barber Motorsports, where he quickly was assigned to the small fast group, kept up with the instructor and a ringer student who had been hired as an instructor and was learning the protocols. Quick indeed. All he needed was a new racecar!

Dave B: I bought the car because we knew the owner and its racing pedigree. It was owned and built by Jesse Rhodes and driven by Ken Meyers of I/O Port Racing Supplies. Ken piloted the 914 to a regional SCCA EP championship and once held a lap record at Sears Point Raceway.



When we got the car in the shop, it was hurting a bit. With the major damage removed and mounted on the



alignment rack, we discovered that the tub was roughly $\frac{3}{4}$ of an inch out of square. After tons of pushing and pulling to get the tub within 1-millimeter square, the prepped replacement clip fit as well; it was like putting the last piece into a puzzle!



It looked like a Frankenstein car with the car in two pieces. All the long hours of prepping it paid off in the end. It came together beautifully.

I spent hours welding the panels, filing off the burrs and designing and updating the roll cage system. Safety was our number one concern. The key was to lock in the tub and the new front clip with triangulation. Both front and rear suspension points are triangulated into the roll cage.



A lot of thanks go to Rick Freeman of RF Racing Services, a good friend and neighbor, for helping with the updates.

Once done, the "complete" tub went to American Striping for media blasting and primer. Many hours of sanding every inch of the body took place with help from regional PCA member. With the busy work done,



The base red color applied "everywhere".



The roll cage in black.

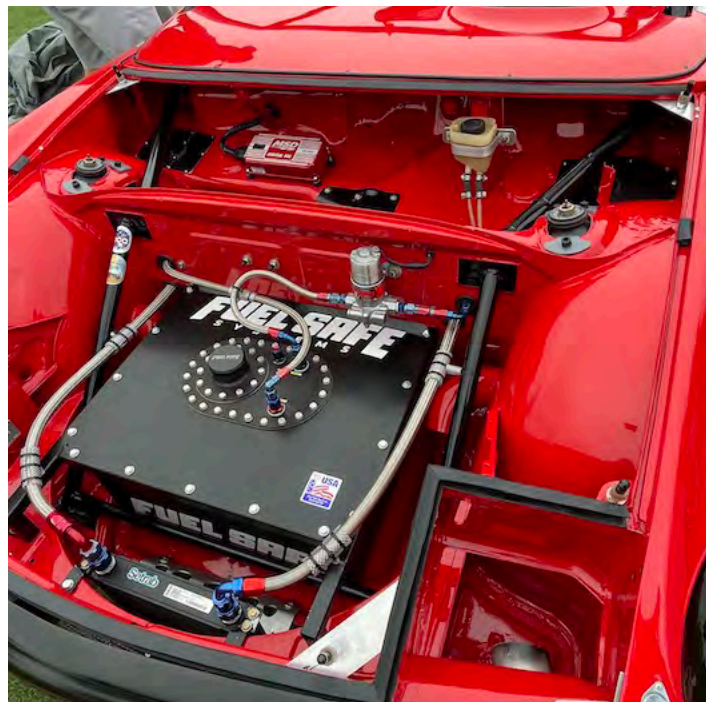


Back home in the shop

next stop was Frank Zucchi Carrozzeria for finish body work and painting. Frank learned automotive restoration from his father who was formally trained in Switzerland. Frank put his long experience to work on the body and on the paint, the full "rostitseri" treatment.

Next came putting the "car" together. The suspension is all 911; struts, SC brakes in the front and 914-6 rear. All production parts. The motor is a correct in period 1900cc Type 4 engine, but also got the "full" treatment with high compression, big carburetors, and race ready internals.

The tub and doors are metal, but the fenders, hoods, etc. are NOS AIR composite pieces from the early 1990's -- just as it was originally raced back in the day. We had to make some changes though. For example, we



couldn't use the hood hinges because the new triangulated roll caging in the front interfered with them, so the hood is a lift-off piece. Then the front bumper fog-light housings were converted into brake-cooling ducts. We put a lot of detail into the fit and finish of the whole package and brought the car up to racing spec as needed.

The goal was to get everything together in time for WERKS 2023. With only two weeks before WERKS, we completed the 3+ year renovation.

Just being at WERKS and sharing the car with friends and the crowd, was enjoyable, and I was very pleased to be recognized with a class win. It was a thrill to drive up to the stage and get interviewed at the presentation. I was happy that the high compression motor started and stopped while in the queue and made it on and off the stage green!

Next stop:

Our goal is to work for an invitation to a future Rolex Historic event.

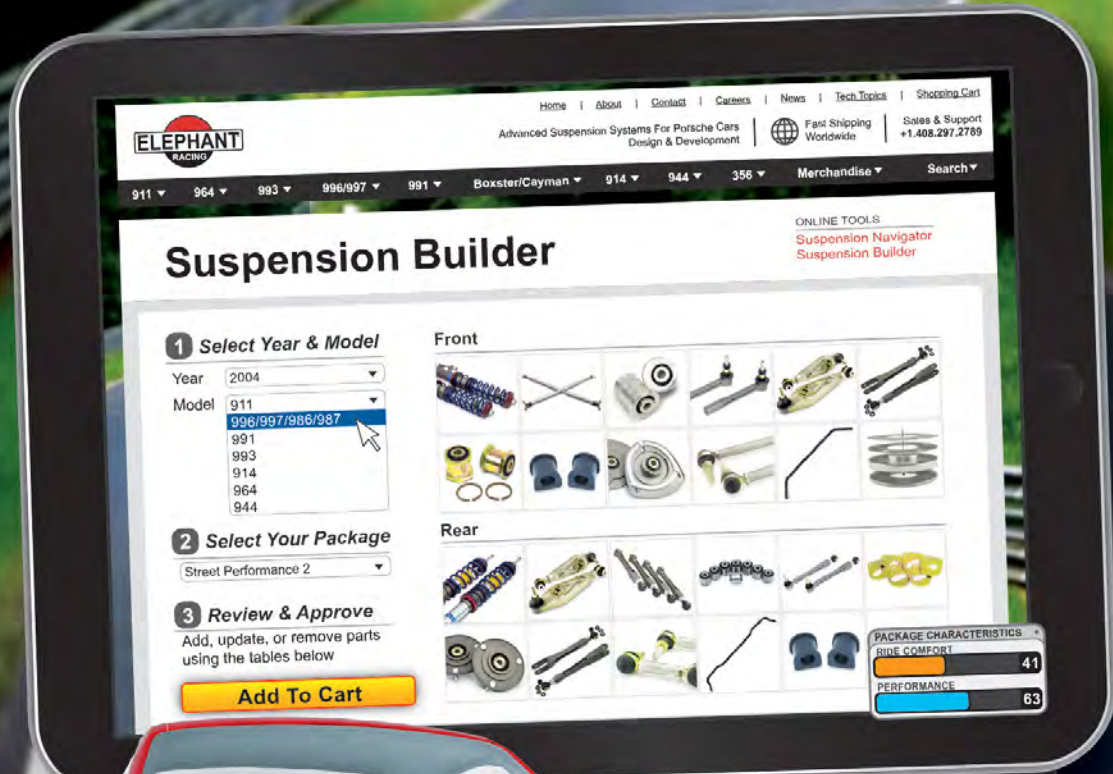


Top to bottom: Dave taking it all in at WERKS
Dave being interviewed at the stage for his First Place



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New Members

Margery Estberg from Aptos, 2019 911 Carrera 4S
Chris Glazowski from Santa Cruz, 1974 911
Stepehn Green from Santa Cruz, 2015 911 Carrera S
Irwin Liaw from Hawthorn East, Victoria, 1984 911 Carrera
Chris Lussier from Scotts Valley, 2006 Boxster
Wolff Bloss from Aptos, 2017 2017 Cayenne S E-H

Transfers In

Michael Mahan from High Desert, 2019 911 Carrera
David Bryan from Diablo, 1983 944
Howard Glaser from Golden Gate, 2026 911 Carrera
Chris Haringer from San Diego, 1987 911 Carrera
James Schultz from Monterey Bay, 1990 944 S2, 2013 911 Carrera, 2022 Taycan 4 Cross Turismo

WELCOME TO ONE AND ALL!

MEMBERSHIP TOTALS:

Primary Members 365 (like the # of days in a year !)
Affiliate Members: 231

Anniversaries

5 Years: Brian Brown
Larry Brown
David Davies

10 Years: Dana Drysdale
Jeffrey Jones
Stephen Stein
William Hostrop

15 Years: Jim Sorden

25 Years: Vince Vincent

30 Years: Lyn Mehl

Member Corner

New Member Photos!

As the POST gets photos of new members, they will be included in Member Corner. These three new members (reported in previous issues of The Prieta POST) attended the Forest Bathing Tour. Great to see new members getting involved in LPR events!!

If you are a new member, send in a picture of you and your Porsche and it will be included in a future issue of the Prieta POST!



Don and Jeanne Minami with their 2016 Boxster GTS. Don tried AutoX but found out going fast in AutoX is not that easy! But they enjoyed the tour!



Warren Reed with his 356 "60" Warren continued the family ownership for the 356 from his father about 20 years ago. His dad used the car as a daily driver to Campolindo High School in Moraga. Warren has since then done a restoration to what you see here!



Patrick and Mani Kuhn and their Carrera Cab transferred into Loma Prieta from GGR. They found that LPR tours are fun and are more accessible than those of GGR (which "sell out" in minutes when posted, or so I "hear"!)

In Case You Missed It...

A Review of recent LPR events

Forest Bathing tour is NOT what you think!

Report by Peter Ridgway, Photos by John Reed

I promised Nancy I'd try to keep it PG but I can't help thinking that Forest Bathing would save a lot of water and be more environmentally correct than showers. So now that I got that out of my system.....

LPR's Forest Bathing Tour was the perfect Porsche tour. The weather turned out perfect. The roads were decent with only a couple Santa Cruz mountain 'one lane' restrictions and the lunch was great. The start worked out perfectly; especially for those of us traveling to Santa Cruz from the valley. We hit 17 between the Wharf to Wharf Foot Run traffic and the typical beach traffic. No slow downs. Everyone was early for once. We started in the Tannery Arts complex parking lot on Highway 9 and River Street, just off Highway 1. Nancy and Hugh picked the perfect starting spot. As with many LPR tours I've been on, the Tannery Arts Complex was a place I would never have known existed without taking the tour. It's a center for Santa Cruz artists with loft living spaces, workshops, a theatre (which I understand presents live performances), plus art and sculptures all over. They were running a yoga class while we were there and in typical Santa Cruz fashion, barefoot children (and adults) were dancing in the sunlight all around the bathrooms. Welcome to Santa Cruz!



The gang got some disapproving looks as the Porsches filled up the parking lot spaces normally used for the early morning yoga participants and groupies. 17 cars in all from Warren Reed's sweet 356 to John D'Angelo's new Linden Green Sport Classic and all models in between. 31 enterprising "tourist" in all. Nancy, Judi Jones and Kathy Musser collected waivers and passed out goodie bags. Again this year, Nancy's flair for creativity showed as peo-

Page 32

ple started wondering about the bar of soap included in the bag. Duh? Forest Bathing. Last year it was a wash cloth. Aside from the soap, the bags contained a sheet with tree illustrations and their specific names to help us recognize the trees in the forest. Everyone's names were printed on the bags along with tree stickers. Very thoughtful. Better yet were the tour directions. I don't remember ever seeing large turn pictures on driving directions. Very helpful for navigators. Best driving instructions award. Hugh did the drivers meeting and for added flair, he introduced the 2.5 new members on the tour. Patrick and Mari Kuhn only counted as 0.5 since they've been members for a few years but this was their 1st LPR event. There was an awkward moment when the 2 new member's wives didn't get introduced. Understandable since we weren't sure whether to call them: wives? / partners? / dates? / etc. Something to remember in the future: ask before hand! Worked out well anyway.

Time to motor! Start your engines. But watch out for the Santa Cruz cop hiding near the parking lot exit. Seems like he noticed all the Porsches too. Unfortunately he didn't make his quota on us that day. Our drive up Hwy 9 to Skyline took us through a few lovely Santa Cruz mountain villages eventually leading to Alpine Road on the way to Pescadero. Now most of you know, I'm a somewhat aggressive driver. Just not on this section of Alpine road. You pretty much have to take it easy on the long slow slog from Skyline to Pescadero Rd. Especially with your navigator reminding you how close you are to the really steep drop off on her side. Needless to say, no heroically carved turns today.

Finally, my favorite part of a tour - the parking lot shuffle! Love parking 17 cars in a gravel lot with plenty of space for 25 cars except for the 3 big pickup campers already taking up 2 spaces each.



For more photos, visit the LPR website, click [HERE](#)



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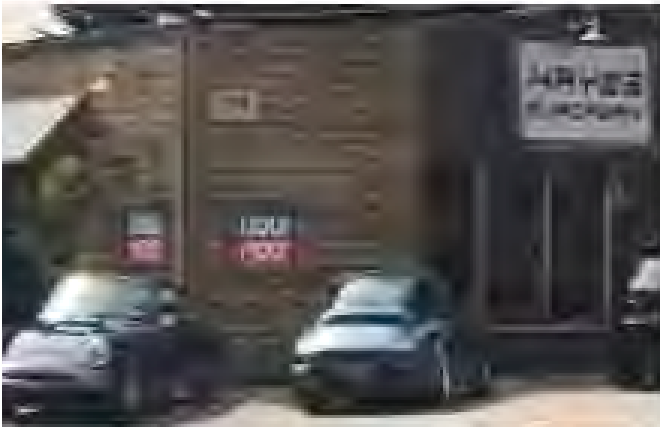
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In The Zone

with Brian Ackins

Hello Zone 7

August is in the books.

The highlight for me was Werks Reunion Monterey. If you attended you know that yet again this is a high benchmark event, I did volunteer to help set up and knew the event was going to be BIG. I assure you the team removing the flags had their hands full because the team I was a part of really sunk those well. Day of the event I was thrilled to see so many Region / Zone members. Judging was very fun and what a privilege to learn about the cars and their owners. How to pick a favorite? Well, I do really like the "Werks format judging" as it isn't a traditional Concours as we know at a Region / Zone or National level. It is about, of course, preparing the car but also the story of the car and/or owner. The Corral was a show as well. Rows and rows of cars made for fabulous photos. Thank you to PCA and all



the sponsors who made this event all come together. There are some great photos shared on the Zone 7 Facebook page.

August had me attending other Region and Zone events as well. Including the Golden Gate Region DE at Sonoma Raceway and the West Coast Series Club race, Diablo shut down Main St in Pleasanton for a concours. Made the rounds to multiple events during CarWeek in Monterey. PCA, Zone 7 and your Regions have so much to offer. I hope your memory book and calendar are full.

And coming up fast is perhaps the BIG one.

Rennsport Reunion 7 is September 28th – October 1st. Laguna Seca for tickets. Porsche corrals are SOLD OUT. If you swap / buy "find" a corral pass it needs to be for the MODEL Porsche car that you will have there. A link to parade laps also below ... you need to already have a Corral pass to purchase Parade laps. Each day will have morning parade laps, purchase for the day you want to participate. Want to volunteer at Rennsport? <https://www.motorsportreg.com/events/rennsport-reunion-7-pca-volunteer-weather-tech-raceway-laguna-seca-295261>

In The Zone (cont)

Well, I am off to Salinas to the Zone 7 2-day Autocross events held by Golden Gate region and Loma Prieta Region info on that series on the Zone 7 Website

Thank you and see you at an event soon.
Brian

Zone 7 Events

New - 9/10/2023 – Transcendence Theater, join the PCA Redwood Region for a group picnic, wine pours by many local wineries then progress to a captivating evening performance of soaring vocals, sensational music and dance from the best of Broadway and more. Check out the PCA Redwood Region website for additional information.

Zone 7 Concours

October 22 Sonoma Square, by Redwood
October 29 Blackhawk Automotive Museum Diablo
November 5 Porsche Fremont, by Loma Prieta

Zone 7 /Autocross

Sept 16 Thunderhill, by Sacramento Valley
Sept 17 Thunderhill, by Redwood

Zone 7 DE/Club Racing

Sept 15-17 Laguna Seca by Golden Gate
November 19 Laguna Seca, by Diablo

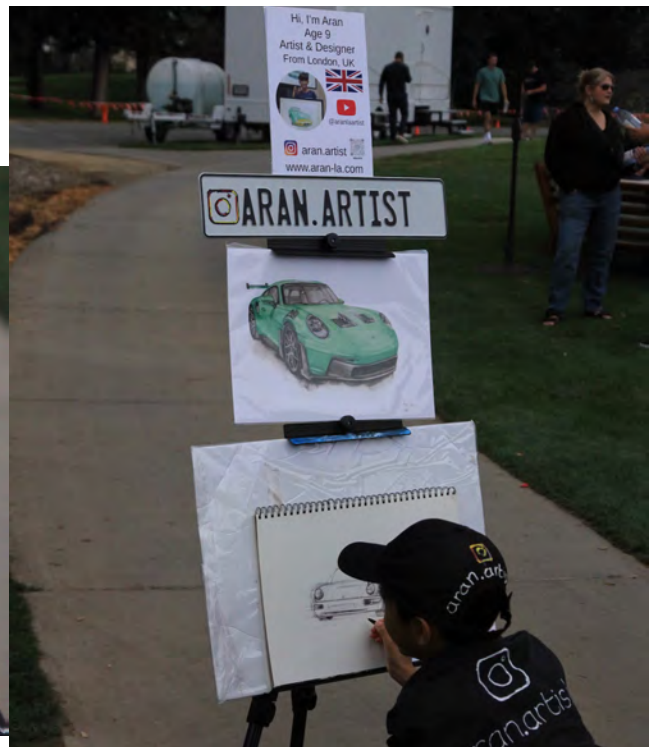
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One Last Look....


A trial item for the end of the Prieta POST's issue. We'll try to currate an interesting photo related to the theme(s) of the issue. Lets see how this goes.

WERKS through the eyes of a 9 year old, a very talented 9 year old!



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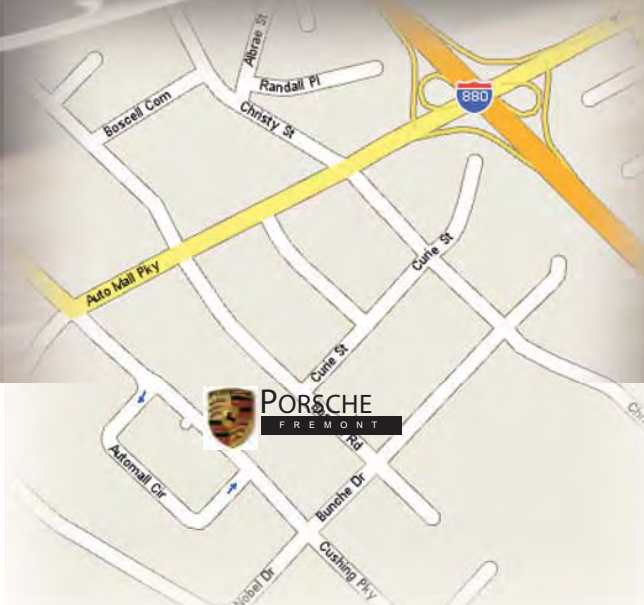
Available for most service and maintenance related issues to your vehicle.

Premier Guest Lounge and Boutique

Visit our coffee bar: free Starbucks coffee, herbal teas and purified bottled water is available, or browse our well-stocked boutique and purchase an accessory for your Porsche.

Free Pick-Up and Delivery of Your Vehicle on Most Services

Buy your car at Porsche of Fremont and we will pick it up when it's time to have it serviced and we will deliver it to your office or home within the Bay Area, FREE OF CHARGE!



Sales Hours:
Monday - Saturday 9:00 A.M. to 9:00 P.M.
Sunday 11:00 A.M. to 5:00 P.M.

Service Hours:
Monday - Friday 7:30 A.M. to 6:00 P.M.

Parts Hours:
Monday - Friday 8:00 A.M. to 6:00 P.M.

5740 Cushing Parkway, Fremont, CA 94538