

der Auspuff



The Cascade Region's Quarterly Newsletter • April, 2019



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Prez Sez

from President Arne Berglund



By the time this note is published, I hope that the weather will have stabilized and turned more seasonal (the remains of my 22" of snow are still throughout my yard as I write this.) For those of us in Douglas County and points farther north, the end of February and early March have been unseasonably difficult. I, along with many others, am hoping for a return to "normal" weather soon.

Hopefully, weather will not continue to be an issue through this year's driving season. Both chapters held their planning sessions in February, and both have a great slate of events mapped out and in planning for the year. Take a look at the schedules that are in this issue, start laying your plans to attend, or even to help out.

Starting with this issue, we are going to try to include a new regular feature in our newsletters, something we are calling "Personal Porsche Stories" (PPS for short). I'm sure that many of us have our own Porsche stories, and it would be fun to share some of those with the rest of the club. As a kick-starter on this, my own PPS is featured in this issue. It would be great if we had submissions from some others of you for future issues. Please consider writing and contributing your story to Joel at newsletter@cascade-pca.org.

The Drives are approaching. So take off the car cover, dust off your Porsche, unhook the battery tender, check the tire pressure, and let's get ready for another great Cascade driving season. I'll be looking for you... *Arne*

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On the Cover



Honoring past president
Ross Rampy

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Recent Chapter Activities

CASCADE REGION's **Central Chapter** kicked off its 2019 season with a drive to the Junction City, Oregon *Daffodil Festival*.

Thirteen Porsches enjoyed a spirited run through the twisties south of Eugene and up to the Long Tom Grange in Junction City, arriving just as the festivities began. While this wasn't intended to be a concourse, the organizers parked the Porsches on the lawn (right next to the hot rods!) so all of the festival attendees could enjoy them.

This annual celebration of Spring is the largest Daffodil Festival in the state of Oregon, featuring miles of wild daffodils alongside the country roads, a quilt show, vendors, giant cinnamon rolls, and rural Oregon hospitality, along with more sunshine and warm temperatures than would normally be expected.

We did hold our *Tech Session* on April 6 at Eric Jones Motorsports in Eugene, with 23 people attending. It was a Q&A format, with questions ranging from...

1) Engine oil... any full synthetic oil with an A40 rating is fine... the need to get oil up to full operating temperature -- 160 degrees plus -- before enthusiastic driving...

2) Transmission oil... type depends on the year of the car and how it's used...

3) Tires... why they wear like they do... and a spirited discussion on the safety of flat repairs -- patches recommended, not plugs -- if in doubt, replace the tire.



The **Southern Chapter** held their annual planning brunch, which produced quite a full list of this year's activities. They also thanked Ross Rampy for his six years as our Region's enthusiastic president and presented him with a plaque in our appreciation. And they picked up the tab for his brunch too.

And no small thing, Southern Chapter Reps David and Ann McGloon traveled to the western PCA Treffen, which they report on elsewhere in this issue.

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Treffen Santa Barbara

By Dave and Ann McGloon

This was our second Treffen, and it probably won't be our last. About 140 Porsches of all types attended the gathering in Santa Barbara. Unlike Porsche Parades, a Treffen is non-competitive gathering of PCA members held twice a year. This year's spring Treffen was hosted by Santa Barbara Porsche Club and offered numerous scenic drives to notable locations. We chose to visit the Hearst Castle, which we toured en route to Santa Barbara, The Getty Villa in Malibu, and the Reagan Library in Simi Valley.

Part of the fun is attending the social events in the evening, meeting old friends and making new ones. The entertainment wasn't bad either. Unfortunately, just like previous years we didn't win the grand prize awarded at the last night's dinner. Oh well.



For those of you thinking about attending future Treffens, plan ahead and make your reservation as soon as the registration starts. They sell out very fast. The spring Treffen for 2020 will be held at the Broadmoor Hotel, in Colorado Springs. We are already planning to attend, flying out and renting a car instead of driving this time. Perhaps we will see you there.



Dave and Ann

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Personal Porsche Story

by Arne Berglund *(This is the first in a planned series of member-submitted stories.)*

"Sherman, set the Wayback machine for 1970, in rural Southern Oregon."

"Sure thing, Mr. Peabody!"

If Sherman did that and they looked me up back then, they'd find a car-crazed junior high kid spending too much time reading his dad's Road & Track magazines. That was when I decided I needed a 911. At the age of 13, I was certain that a Porsche 911 would be a great first car for me when I got my license in a few years. I loved them all, and practically memorized each year's new road test. They were all good, T, E or S. Even targas were good, although soft-top cars didn't hold much interest to me even then, due to the climate.

Of course, when I did get my license a couple of years later, I had learned that money doesn't just happen, and I might have to postpone my Porsche for a while. So postpone I did. My high school car ended up being a '63.5 big block Ford Galaxie 500XL fastback. Not very Porsche-like.

I sold the Galaxie after a couple years and started down the road to smaller, more fun-to-drive cars, still assuming that I'd get my Porsche after I got my life settled.

Moved to a new town. Got married. Bought a house. Changed jobs. Had a son. Bought a bigger house. Quit a job. Went back to school. Started second career. Sent son to college. Yada, yada, yada...

Throughout the ensuing decades, I still admired 911s from a distance. All 911s, but especially the early, pre-impact bumper cars. There were times in the '90s and early '00s when I probably could have afforded one (before the price escalation), but it didn't seem like the right time due to other things going on in my life. I kept playing with lots of other sports and GT cars (many German), but no Porsches.



By 2011, I had been playing with 240Zs for about 6 years... and I was getting bored with them. (Until just recently, my wife maintained that my maximum car attention span is 5-6 years, based on my history.) At that time I was down to just

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a single 240Z, the red '71 pictured above. And because it was a low-miles period refreshed survivor that was well known in the Z community, I suddenly realized that I might be able to sell it for enough to finally buy a 911.

While this was before the prices for the early cars completely exploded, they were still high enough that the type of driver-ready car I needed at the time was still beyond my budget. But nice examples of 911SC and Carrera 3.2 were still within reach. I sold the Z (shipped to Norway), and started shopping for a Porsche.



Didn't take long to find (and buy) a nice Chiffon White '84 coupe. My Porsche ownership finally began.

The Carrera turned out to be a great example. Very reliable, fun to drive, and an intro into the PCA, which was the first time any of the cars I've toyed with has had an active local club. (Car enthusiasts in the Eugene area

seem to not be joiners, by nature. Very few car clubs have a much of a local presence here. You have to drive 75 miles to get to a Mustang club!)

I've been driving and maintaining the Carrera ever since. Made a few small upgrades to make it suit me even better. And drove it some more, even commuted in it, up until I retired in July 2016.

Once retired, I started spending more time doing what I like doing—car restoration. Not to keep, but just for fun. It's not a profit item for me (generally), but I do try to at least break even so I can keep doing more.

So in the last half of 2016, I did a simple mechanical refurb on a neglected '84 944. In 2017 I did a full refresh of a '73 914 2.0, and then in 2018 I went way outside the box with a '64 Toyota Land Cruiser FJ40 soft top.



All 3 were fun projects, and after selling the FJ40 I started my search for something new.

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As before, I wasn't necessarily looking for a Porsche to restore. But as with the 944 and 914, a Porsche is what I found. And it quickly caused me to reevaluate the project. Because what I found was the early, pre-impact bumper 911 I have always wanted. And not just an early 911, but one that was configured just about ideally.

A 1972 911T coupe—originally silver, 5 speed, 15" Fuchs, sway bars, Comfort/Appearance group, and factory A/C. No sunroof, no power windows, no hydro struts, just the stuff I'd want for a car to replace the Carrera.

The car checks almost all my boxes. The few missing I'll deal with later.

- Mechanical fuel injection
- Fuchs wheels
- Sway bars
- A/C
- Not white, black or guards red

Well, at least the original color wasn't guards red. Looks like 2 cheap resprays in red were done over the years, but I can bring it back to silver later. About the only thing missing is sport seats, and I'm not above putting a pair of reproduction seats in it as I get it back in shape.

Getting the car delivered to Eugene (I bought it in Albuquerque) was a bit of a process, and took a lot longer than I expected. It's here now, and the story will continue over time. I sold the Carrera in January (went back to Portland), so this is now my only Porsche. And will be my only one for some time to come. It's a good starting point, but it is a project and needs plenty of work. So if you don't see me at many driving events this year, assume I'm in the garage working to get this car whipped into shape.



Detailing – An Introduction

By Bill Elwell

Let me introduce myself. My name is Bill Elwell. I spent a couple years running the detailing shop at MAXRPM Motorsports in Bremerton, WA. MAXRPM does tuning and repairs on European cars. A few years back, the shop added detailing services to their offering and that's where I come in.

I started writing a series of detailing articles for my local Porsche Club Region (Olympic Peninsula) newsletter. Now, your club newsletter has decided to use my content as well.

Let's get started. Let me explain what detailing is and outline how I think about the process of keeping my cars clean. We'll dig deeper in future articles from there.



If you want a textbook definition, detailing is the process of cleaning and finishing the interior, engine compartment, exterior, and in some cases the trunk of an automobile. But I can hear you boat owners crying foul already. OK, ok, motorcycles, boats, airplanes, and RV's get detailed too. The process and products used for each of those types of vehicles are subtly different from those used for cars. I've worked on a boat and an airplane before. I even own a Harley. But my expertise is with cars and that's where I'll focus my attention.

If you only take one thing away from my detailing articles, I hope that you adopt a new way of thinking about the paint on your car. Whenever you think about how clean your car is, or isn't, I want you to think about how you can protect that beautiful layer of paint on your car.

The paint on your car is a very thin layer of material. For these articles I'm going to talk about paint thickness in mils. A mil is a thousandth of an inch (0.001"). Yes, I'm from the US and publications outside the US will report paint thickness in metric using microns (a millionth of a meter). But I'm going to stick with mils and I hope you'll excuse me for not using metric measurements. To put a mil in perspective, a human hair is typically between 1.0 and 1.5 mils thick. A piece of regular printer/copier paper is about 3 mils thick. Paint on a new car can be between 3 and 8 mils thick. Older cars have thicker paint. A car that has been repainted can have as much as 14 mils of paint or more. My point is really simple. We are all trying to care for a layer of paint that is about as thick as 2 or 3 sheets of paper stacked together. The story gets scarier when I tell you that the layer we care most about is the top or clear coat layer which is only about 1 sheet of paper thick. I'll save all that for another article when I break down the layers of paint.

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I realize that most of you won't keep your cars as clean and defect free as I try to keep my Porsches. But I want to do everything in my power to teach you how to protect that layer of clear coat so that a detailer like me doesn't have to unnecessarily buff off some portion of that clear coat to remove a stain or scratch.

So here's your homework. I want you to start thinking about the following items as they apply to your car:

1. How clean do you want to keep your car? Is gross ok? At the other extreme, maybe you want to maintain a nearly defect free finish all the time. Maybe you just want to keep your car respectably clean most of the time.
2. Where do you store your car? This is a big deal. Cars stored outdoors will take a beating from pine/fir needles, tree sap, bird poop, and worst of all, spring tree pollen just to name a few threats. All of this stuff will damage the clear coat if it isn't promptly removed. For example, there's a spot on the top of my Prius (which is kept outdoors) where some bird poop sat for a few days and it ate through both the clear coat and the paint layer. What did that bird have for breakfast? The plastic rear spoiler on the Prius has been damaged beyond repair by pollen eating into the finish. Oh yeah... please don't tell me that you use a car cover. OK, OK, some people can make a car cover work. But I've detailed too many cars that were absolutely trashed because the owner used (misused) a car cover.
3. How often do you drive your car? In the process of driving your car, you'll get road debris splashed up on the lower part of your car. You'll collect stone chips on the forward facing surfaces. The rear end of every Porsche I know is a magnet for fine dirt kicked up in the wake of the car which sticks to its butt end.
4. How are you going to clean your car and how often? Will you be washing your own car? Nobody I know recommends using a car wash (touchless or otherwise). Or will you bring your car to someone like me to care for it?

Got it? OK, I'll check back in our next issue to see how you did on your homework.

Let me walk you through this thought process with my vehicles. The goal of all this is to create a care plan for the car much like a maintenance schedule.

My wife and I own a Prius, a Ford pickup, and 3 Porsches. When I think about keeping all these vehicles clean, I start by dividing the list in two groups.

Group 1 is the daily driver group. The Prius and the pickup are driven regularly and kept outdoors uncovered. My goal is to keep these cars clean enough that the accumulation of dirt doesn't damage the paint. I also don't want my wife, Maryann, to get her clothes dirty when she drives the Prius. You can see from my earlier description

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of the Prius damage that I've been unsuccessful to date. I like to wash my own cars, but for these two cars, in a pinch, I'll take them to a car wash. They may go a few months between washes with touch-ups here and there to remove the crap nature drops on them.

My plan to protect the paint is to use a coat of synthetic wax (lasts longer than a natural wax) roughly every six months with spray wax refreshes as often as practical. A spray coating or one of the new paint coatings could even be justified. The bottom line is that even though these cars will be a bit dirty most of the time, the primary goal is to prevent damage to the paint by keeping a protective coating between the paint and the dirt. And if there is a protective layer there, washing the car is much easier.

Group 2 is the garage queen group. The 3 Porsches I own might see a couple thousand miles a year. I do my best to keep them in covered storage year round. My wife and I are embarrassed to take one of our Porsches to an event even a tiny bit dirty.

For this group I plan to wash each car after every time we use it or at worst every other use. Washing a car that is already fairly clean is MUCH easier than cleaning a dirty car, so the frequent washings aren't tragically difficult for these cars. Even if the wax is long gone, a clean car with well-dressed tires and trim looks really good. Because these cars are stored inside, I'll wax them once or twice a year with whatever wax is handy. Every other month, when I wash the car, I use a spray wax when I'm drying the car to refresh the wax. The result is a surprisingly small amount of effort to keep 3 cars constantly in near show condition.

When I talk about washing the Porsches after every drive, most times I'm not pulling out a bucket and hose. I'll be using a product like Griot's Rinseless Wash & Wax or Optimum No-Rinse. These are products that let you wash a car with a bucket of water with the product in it, a special wash mitt, and a special wash technique. You wouldn't wash a really dirty car with this sort of product but for light dirt is quicker and easier than pulling out the hose and buckets.

All that talk about waxes and coatings and other products will be covered in depth a few issues from now. Next time you hear from me, we'll be talking about cleaning our wheels. Since your newsletters are only quarterly, I'll try and do both the wheel and car wash articles in the same issue.

Thanks for reading and I welcome questions and suggestions for future articles. You can write me at billelwell@hotmail.com



Cascade Region PCA - 2019 Calendar of Events

Central Chapter events are still being firmed up but what is known so far is:

April 27, Alsea Falls Drive

June 29, Cascade Region leg of the Zone 6 Tour, from the spine of the Cascades to the Coast

August (still TBD), a three-day drive to Mount St Helens and Griot's Garage

September (still TBD), a multi-region car show to benefit charity, either at Porsche Beaverton or Salishan Golf Resort on the Coast

Southern Chapter

April 27th: A relaxing day drive to the coast (Crescent City/Brookings), followed by lunch. POC: Kurt Tamashiro

May 18th: Arrive & Drive (this will be a day drive, followed by lunch). POC: Ross Rampy

June 8th: This day drive will start at the German Cars & Coffee event (hosted by Snikway & Aaron's Autowerks; Brammo Parking Lot 300 West Valley View Road, Talent) and then we will take a short drive up to Hyatt Lake Resort area for lunch. POC: Brian Kynsi

June 23-30th: Zone 6th Drive. On the 29th, the drive is scheduled to be passing through our region giving us an opportunity to join the drive, have lunch and/or dinner and meet up with a bunch of awesome Porsche peeps from around the Zone.

July 9th: Details in the works. Puget Sound Antique Aircraft Club will be flying into Grants Pass Airport. Estimated 40-50 vintage aircraft. Food carts on site. Aircraft will be on static display. POC: David McGlooin

July 20th: Arrive & Drive followed by a BBQ at Sue & John Early's – Burgers and Brats! POC: John Early

August 10-11: Overnight drive to the Klamath Falls area; Sights to include a guided tour of the Baldwin Hotel, maybe take in a play (Addams Family) and then on the 11th a visit to the Train Mountain Railroad Museum in Chiloquin. POC: Debra & Gene Ziesmer

September 14-15: Overnight drive taking in the scenic Cascade Lakes National Scenic Byway, overnight in Bend, OR. We will be coordinating w/High Desert Region for an evening event. Next day we will visit Paulina Lake, followed by Fort Rock State National area (a volcanic landmark called a tuff ring & a ghost town) and then on the straight roads through the Christmas Valley down to Picture Rock Pass (where we can see

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petroglyphs) then back through Silver Lake and the Klamath Wildlife Refuge. POC: Ann McGloob

October 12th: Arrive and drive along the Rogue River to the picturesque ghost town of Golden, followed by lunch at the Historic Wolf Creek Inn. POC: Mike & Robin Vanderford

November 16th: Annual Potluck Dinner. This year being hosted by Marilyn and Bob Van Heuit (Medford).

December 14th: Our annual get together at the fun Kaleidoscope Pizzeria & Pub (Medford)

****NEW***: **Every 4th Saturday** of the month at 10 AM, join other club members for a coffee and conversation. We will meet up at the Black Rock Coffee Bar (Northgate Market Place 151 Rossanley Drive #101 Medford). This event will begin March 23rd!
POC: Kurt Tamashiro

German Cars and Coffee (hosted by Snikway & Aaron's Autowerks; Brammo Parking Lot 300 West Valley View Road, Talent) is the **2nd Saturday** of each month from April – October. <https://www.snikwahmotorwerks.com/german-cars-coffee/>

We plan on keeping with the tradition of our **monthly dinners!** Some of our plans for this year include:

DANCIN Vineyard (Jacksonville) – Summer

Miguel's Family Restaurant (Mexican, Shady Grove) – Summer

Wild River Brew Pub (Medford). POC:

Mike and Robin Vanderford

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Recently spotted at Aaron's

Upcoming Events

Central Chapter – Alsea Falls Drive
April 27th

Central Chapter – Zone 6 Tour Meet up
June 29th

Southern Chapter – Drive to Crescent City and Brookings
April 27th

Southern Chapter – Arrive and Drive (and lunch)
May 18th

Southern Chapter – Drive to German Cars and Coffee and then Hyatt Lake Resort
June 8th

Central Chapter – Zone 6 Tour Meet up
June 29th

(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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