

The Nor'Wester

Olympic Peninsula Region Porsche Club of America

From The President

Olympic Peninsula Region Members,

November and December were busy months for our club with great activities, dinners, and everyone had a great time at the Holiday Party at the Red Lion. Come join us in the fun in 2006! This newsletter includes an updated OPR Calendar listing upcoming events plus it is posted on our website at www.opr-pca.org.

Thanks to everyone who donated food for the Bremerton Food Line; we raised 170 pounds of food and money to a local family in need; we presented them with a \$760 gift card for Fred Meyer. I can't believe how generous everyone was and on such short notice. I would like to see our club to annually reach out to help a needy family in our community. If you know of a family in need, that you would like to propose, then notify a board member.

We need to start planning for our annual Shine & Show Charity Car Show this month, which is tentatively scheduled for Sunday June 11th. Please join us at our next board meeting on January 11th with suggestions for our charity this year.

I would like to extend a warm welcome to our new board members that were elected: Vice President, Brett Burroughs; Secretary, Will Bonsell; and our Member At Large Kip Sparber.

We look forward to seeing you at our next club function and board meeting. We are also looking for someone in the club to take over the bi-monthly Newsletter. If you are interested in helping out please contact Maryann Elwell (253) 853-4003 or via e-mail at maelwell@centurytel.net.

Randy Baisden, President OPR-PCA

Past Events

Pre-Thanksgiving Get Together

The Mellon's generously hosted a Pre-Thanksgiving get together at their lovely home overlooking Kitsap Lake in Bremerton.



To start the season off right with some good will, those who attended brought food and can goods that were donated to the local Bremerton Food Line. All together we raised 170 pounds of food for the needy.

Holiday Party



Revis, Carol, Keith, Gloria, Lori, and Margie



Will, Debbie and Bill

Well, a new year begins with all the anticipation of future get togethers and car events which bind us together in our commonality.

For all those who missed the Christmas Party, you should have been there. It was truly one of the best times the club has enjoyed. The dinner was terrific! I think the highlight of the night was the gift exchange. Talk about intrigue ... many gifts were coveted by more than one member making for a very spirited exchange. To initiate our newest member, Matt Kucharski, he had his gifts stolen twice, so had to pick three times (see photos below). The gifts that were stolen the most were the Carrera S and Cayenne model cars. I really do love my Whistler coffee mug!! And apologies to others who coveted MY mug!!!! The after dinner partying was interesting to say the least. Many of us stayed the night at the Silverdale Red Lion.



Matt Kucharski Picking Gifts During the White Elephant Exchange

Article by Will Bonsell and Photographs by Bill Elwell

Holiday Charity Spirit

Earlier this month, while working as a Deputy Sheriff in Kitsap County, I had contact with a lady that had the misfortune of having a misguided husband. In my career I have met many people, some not as fortunate as others, and some that have created their

own problems. Every once in a while I meet someone that, through no fault of their own, have been dealt a "crappy" hand. This lady, Maria, was one of those.

I had called her house to talk to her husband and found that he had left unannounced and moved back to Missouri. He left her with six daughters, all between 1st and 6th grade, and an empty bank account. He took every dime with him.

When I talked to her about what her husband had done, she said that she would try to make it right for the victim and was going to call the victim to see what could be done. She did this even though it wasn't her responsibility.

This struck home to me and I talked to a fellow deputy, Brian McEvoy, that was a neighbor to them and knew the children. He agreed that she was a wonderful lady and the kids were great kids. I told him that I wanted to do something for the children for Christmas and he said he also wanted in on that (which he did get to do).

The next week at the Club board meeting, I asked if the Club would be willing to help this family out. Randy and the other board members jumped on it.

On December 22nd, Randy and I went to Fred Meyer and obtained a gift card in the amount of \$760. Fred Meyer did not have any envelopes for the card so I used a MAXRPM envelope instead.

I stopped by Brian's house and told him what the Porsche Club had raised. He was amazed and pumped. So, he in his patrol car, and I in my Porsche, went to the Maria's home. As we pulled up to the front of the duplex home, the front door opened and three little heads popped out. When we got out of our cars, the heads popped back in and the door closed.

We walked up to the front door and I could see a small, sparse, Christmas tree with lights on, in the front living room. I knocked on the door and was met by Maria. The children were bouncing all around her and had big smiles on their faces. The small

apartment/house was cluttered, but not unexpected considering seven people were living in that small of a space.

I introduced myself to Maria and she remembered me. I told her that I was a member of our Porsche Club and knew of the tough times she was going through. She explained that her husband smashed her finger with a trailer hitch and while she was in the hospital, he left with the neighbor's wife. She added that her neighbor was devastated and it appeared that she was more concerned about him than herself. She did say that she was surprised to find that the children seemed to be doing much better now that he was gone.

Anyway, I gave her a wrapped box of Stretch Island Fruit Leather and told her the kids might enjoy that. The card, still in the envelope, was attached to the box. I told her the card was from Fred Meyer and that she could use it for food, gas, clothing or toys but that the kids needed a Christmas. She was very appreciative and thanked us several times. She shook our hands and we walked back to our cars.

I told Brian that her appreciation made my Christmas. He agreed. It was good to see a positive response after seeing so many negative responses in our job.

But, before we could get back in our cars, Maria came out of the house, with her one trembling hand over her mouth and the other holding the card. Her eyes were welled up with tears and with an unsteady gate, walked up to us and said, "I have to hug both of you. You don't know how much this helps."

She gave us both hugs and I have to admit, all machoism aside, there were tears in my eyes too.

Brian and I got back into our cars and drove back to the main road where we got out and with big smiles shook each others hands and both said "This is what Christmas is all about."

I want to thank the Club and every individual involved in making this a Christmas for me to remember. You have made my Christmas and I know you have made hers and her children.

Thanks to all of you – God bless and Merry Christmas,
Kip Sparber

Speed Thrills

For all the racing nuts in the club, just a reminder of the practice autocross on Saturday, February 18th, at Bremerton Raceway. I would really like to see a few OPR members at the event. Are you reading this Kip, Matt, Jeff and others. Can't wait to try my new Victoracer R compound tires! Let's plan to invade the event. For further information go to the PNWR website. I believe there is no charge for this event.

I am really looking forward to 2006. I think this will be our best year as our region continues to grow. Reach out to our members and encourage one another to participate. It's our club and at the very least, make the monthly dinners. I will be putting together the next dinner at Aladdins in Silverdale. Fantastic food!! Info to follow.

Happy New Years to one and all ... see you on the road. If you have some interest, but are just not sure how to get started please contact me at wbonsell@comcast.net.

Drivers Skills Day at Bremerton Raceway

As recent transplants from San Diego, my wife Laura and I have been slowly getting oriented to the Kitsap Peninsula, as well as to the weather of the Pacific Northwest. I transferred our PCA region affiliation, and in October, we attended the Bremerton Autocross. That Saturday was drizzling and misty, as I now know to expect from the Thursday before Labor Day until the 5th of July. I asked a few folks if there were rain delays or complete cancellations. In San

Diego, when someone spilled their bottled water at the track, the safety chairs would stop all traffic until it had evaporated. Needless to say, I spent a good portion of the day exploring the grass infields.

After my PNWR wake-up call, I knew I needed some help. Jana Swan was helpful enough to get me on the waitlist for the November 12th Driver's Skills Day. After a few cancellations, I was notified of my acceptance. Sweet! Help was on the way.

I have participated in half a dozen autocrosses, as well as the San Diego Region's three-day Performance Driving School, so I had a good idea what we would be doing on Saturday. However, this time I would accept the wet skid pads as a way of life, not just a drill.

I arrived at the Bremerton Raceway about 7:45am, an easy fifteen-minute cruise from my home in Bremerton. Course instructors and helpers were already busy setting up the various driving clinics. One thing that caught my eye was that only about one-third of the cars were Porsches—and that many of these “other” cars had been track prepped. Hmmm?

Inside the tent, Bill Bauer gave a brief introduction. Ron Scheibe followed with the day's overview, some car handling basics, and established our goals for the day. The 31 students, including four women drivers, were divided into three groups. Each skills session would have a dedicated group of instructors and helpers. The day would consist of a 10-12-cone slalom, varying interval slalom, a skid pad, accident avoidance/ threshold braking, a handling oval, and mini autocross. Time permitting at the end of the day, we would combine all of these skills on the autocross track at the other end of the runway.

Bill Bauer reappeared in Hawaiian print and gave us our mantra: “Drive where you look.” The fourteen participating instructors, eight helpers and DS Registration Guru, Jana Swan, were introduced. Talents were gathered from the area Porsche, BMW, Audi, SCCA, Corvette, and several other clubs to give a broad instructor base

and great variety of knowledge and techniques. Magnum PI would have been proud with the colorful cotton display put on by the instructors. Never quite got the whole story on the shirts, other than it was tradition and/or to make fun of Bill.

Following the introduction, I proceeded with Group #3 to the Accident Avoidance drill. Even though my air-cooled 2.4 provide me with instant cabin heat, compared to current vehicles, my little '72 Targa is primitive with respect to safety features. Advanced engineering systems like traction control and anti-lock braking are found on almost every new car sold. Despite this, most people cannot tell you how the systems work, and consequently, how they keep you, your passengers, and other traffic safe. Of the cars equipped with these advanced systems, I bet even fewer drivers have experienced them firsthand.

So here was your chance. Speed along on a wet surface, make it even more slippery with some cold, wet VHT and slam on your brakes!! A very good lesson indeed, considering our climate. See your systems working for you. Build confidence. For those of us with the ankle-actuated ABS, threshold braking is an invaluable tool, both on the road, and on the track. Group #3 shook the cobwebs loose and the smiles started to appear on driver's faces.

Speaking of which, I really need to stop here and thank the instructors and workers for standing outside on a wet and cold day. Nothing but smiles and encouragement coming from their sad, puppy dog eyes as we pushed our cars to new limits, giggling like schoolgirls. And while I'm on a tangent: high school. At age 16, I thought I was invincible while driving my '80 Buick Century. Kirsten Mills and Nick Eisele have seen through this sophomoric haze and were our youngest participants at ages 16. Kirsten is a 3-time veteran, and smoothly powered Tom Prichett's C4 around the track. And Nick gave his Acura a showing that had all of the SCCA guys misty-eyed and with lumps in their throats. Great job!

Hey! Drive where you look! And like that, we were off to the slalom. We headed off to the dogleg at the south end of the runway. The slalom consisted of 10-12 cones, equally spaced along the gently sloping taxiway. We keyed into feeling the rhythm of the car changing directions, the smooth transferring of weight, and looking ahead. Something for me clicked at the slalom. I began to see the requisite relationship of the car to the cone that I was passing. I was able to apply that the rest of the day, too. Thanks, Curt.

And now that your tires are warmed up, let's go scrub off a few 32nds of your fronts at the Skid Pad. I think we all learned in a hurry that there was no use in looking out the windshield—the cones we were after were out the side windows. Whoa! ... I'm getting dizzy. Another valuable lesson in learning what it is like to have your front-end understeer in a turn (NASCAR fans say "Puuuush"). Once students got the hang of throttle control, and its effect on their turning radius, the next goal was to induce a spin. After the October AX, I had perfected the art of the abrupt throttle lift, and delighted in a setting where spinning was encouraged.

Our entry fees included lunch, in the tent, with a much-appreciated heater. The course staff had just enough time to inhale the chicken sandwiches before they were back out in the cold, setting up the afternoon events. The afternoon clinics would start building on the basics that we had learned in the morning.

Group #3 proceeded to the Late Apex/Handling Oval drill. We got to take advantage of our earlier threshold braking and skid pad exercises and apply them to an oval circuit. The emphasis was on a late entry, proper vehicle orientation across the apex cone, and smooth throttle application onto the straight. I guess I didn't learn my lesson during the morning exercises, as I proceeded to be too hot, too deep, and too slow. By the last lap, however, I had found a rhythm, and was starting to put things together.

I really enjoyed the Advanced Slalom—just something about throttle steering and wheel inputs. Or maybe it's the absence of using your brakes ... The advanced slalom had about ten gates on the dogleg taxiway. Distances between gates varied, which forced drivers to look and plan ahead, which, in turn, translated into throttle and steering inputs. Whole body exercises!! And there was such a feeling of accomplishment when you finished in the Stop Box back by the Start without hitting anything.

Group #3 got to put it all together at the end with the mini-autocross. It was just enough to whet your appetite for the Open Driving Session at the end of the day. Go—Slalom—Brake—Apex—Throttle steer—Stop. Smile!

The coordinated events were over before you knew it. Jana traded our student IDs for Drivers Skills Completion Cards. Everyone said thank you. What a great day! Great event. Nice group of people. And most importantly: real world education and skills that can be applied every time you get behind the wheel.

As much as I wanted to stay for the open session, I had to take a new puppy for a walk. Laura and I wanted to thank everyone for the warm welcome we have received in the Northwest. The PCA motto really is true: "It's not just the cars, it's the people."

Article By Matthew B. Kucharski (1972 911T Targa)

Upcoming Events

January 2006

11th – 7:00P – Board Meeting at Airport Dinner 8830 Hwy 3 SW
(Bremerton National Airport)

14th – 9:00A – Cayman S Unveiling at Barrier Motors 12000 Bel-Red
Road in Bellevue, WA 98005

20th – 7:00P – Social Dinner at Aladdin's Palace 9399 Ridgetop Blvd NW
(Mickelberry Rd NW) Silverdale, WA 98383. More details to come via e-mail. RSVP to Will Bonsell at wbonsell@comcast.net by 1/12/06.

28th – 10A – Tour to Tacoma's Union Station and Glass Museum followed by lunch. Departing 10A from the Kitsap Mall across from Barnes & Nobel and 11A from the Gig Harbor McDonalds – Olympic Dr. Exit of 16. Museum cost is \$8/adult or \$4/child (under 12). RSVP to Maryann Elwell at maelwell@centurytel.net or (253) 853-4003 by 1/14/06.

February 2006

8th – 7:00P – Board Meeting at Airport Dinner 8830 Hwy 3 SW (Bremerton National Airport)

15th – 7:00P – Charity Event Initial Planning Meeting tentatively at Round Table Pizza in Silverdale, WA.

17th – 7:00P – Social Dinner and Wine Tasting at Lighthouse Café in Silverdale, WA. Estimated cost is \$15-\$20/person. RSVP to Brett Burroughs at dlburroughs@comcast.net by 1/29/06.

25th – 6:30P – Social Movie Night at Private Clubhouse with a special guest speaker in Poulsbo, WA. RSVP to Bill Elwell at waelwell@centurytel.net or (253) 853-4003 by 2/18/06.

March 2006

8th – 7:00P – Board Meeting at Airport Dinner 8830 Hwy 3 SW (Bremerton National Airport)

10th – PCA Parade Registration via www.pca.org for Parade held in Portland, OR on Aug 6-11, 2006.

17th – 7:00P – Social Dinner at TBD – We need a volunteer to arrange Dinner.

25th – noon – Social Chili Cookoff at TBD.

April 2006

8th – 10:00A – Tech Session by Jeff's Detailing at MAXRPM at 2320 6th St., Bremerton, WA. RSVP to jeff.smith@comcast.net by 4/1/06.

12th – 7:00P – Board Meeting at Airport Dinner 8830 Hwy 3 SW (Bremerton National Airport)

21st – 7:00P – Social Dinner at TBD – We need a volunteer to arrange Dinner.

23rd – 11:00A – Tour to TBD – We need a volunteer to plan a Tour.

May 2006

10th – 7:00P – Board and Charity Event Planning Meeting at Airport Dinner 8830 Hwy 3 SW (Bremerton National Airport)

19th – 7:00P – Social Dinner at TBD – We need a volunteer to arrange Dinner.

21st – 10A – Azalea Tour – meet at Kitsap Mall across from Barnes & Nobel.

24th – 7:00P – Charity Event Planning Meeting at TBD.

June 2006

7th – 7:00P – Charity Event Planning Meeting at Clearwater Casino, WA

11th – 8:00A – Annual Show & Shine Charity Event tentatively at Clearwater Casino, WA

14th – 7:00P – Board Meeting at Airport Dinner at 8830 Hwy 3 SW (Bremerton National Airport)

16th – 7:00P – Social Dinner at TBD – We need a volunteer to arrange Dinner.

To help plan or arrange an upcoming dinner or event, please contact a board member.

Porsche Parade 2006

The 2006 Porsche Parade is going to be hosed by the Oregon

Region in Portland and we need a Parade Chairman and

Committee to represent our Region and head up finding

volunteers to help with the parade. The Parade will be held from

August 6-11, 2006. See the official website at

www.pca.org/parade/2006/ for more information. Registration will

be on-line via www.pca.org, so be sure to create a PCA account

prior if you don't already have one. At a minimum our Region will

be manning the Hospitality Booth at the parade for one day. To

help out, please contact Maryann Elwell via e-mail at

maelwell@centurytel.net or phone (253) 853-4003.

Tech Quiz

Answers to Tech Quiz from our last newsletter, provided by the extremely knowledgeable Revis Rose. See how well you did:

- 1) **Q:** The original Porsche 911, introduced in 1964, boasted an impressive 130 hp @ 6100 rpm and a top speed of about 130 mph (209 km/h). What was the top speed of the '05 Turbo S?
A: By comparison, 2005 Porsche 911 Turbo S boasts 444 hp @ 5,700 rpm and a top track speed of 190 mph (305 km/h).
- 2) **Q:** On what date was the one millionth Porsche vehicle produced?
A: June 15, 1996
- 3) **Q:** Porsche tried to kill the rear-engine concept believing it would be eventually legislated out of existence. What was their solution?
A: It was the introduction of the 924 model in 1976, (front-engined which led to the 944 and 968 models) and the V8-powered 928 in 1977. But only the rear-engined 911 has survived.
- 4) **Q:** When the Porsche 914 was introduced it was met with mixed reviews. Its dual VW/Porsche personality, obvious use of off-the-shelf VW components caused many enthusiasts to deny that it was enough Porsche to be a Porsche. Why were these snobs wrong?
A: These people were obviously not around in the early fifties when the only Porsches around had engines, gearboxes, wheels and interior components that also had a striking similarity to products from the cars produced in Wolfsburg.
- 5) **Q:** How many 914's were produced by Porsche?
A: Despite the fact that many view the joint production and marketing as a less-than-successful endeavor, in its short seven year existence nearly 119,000 were produced. This is almost twice the number of the total 356 Porsche production from 1950 through 1965.

If you think you know Porsches then try your hand at guessing the answers to the following questions (answers will be posted in the next newsletter):

- 1) When was the Porsche 914 was introduced to the world?
- 2) The 914 was an "entry level Porsche," designed to leave the owner wanting more (more like a 911), for what price?
- 3) Who was the American auto importer that had an integral role in the commercial success of the 550 Spyder?
- 4) Von Neuman helped orchestrate of purchase of a certain "Little Bastard" (for the sum of \$25,000 DM.) to what film star?
- 5) The 1954 LeMans proved difficult for the 550 Spyder due to piston failure. The sustained high speeds and temperatures actually prompted the factory to develop a special dynamometer to test the engines. It was capable of imposing full loads for 2 minute intervals at up to 8400 rpm, for an uninterrupted 18 hours! What did the Porsche engineers called it?

Club Officers

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Vice President	Brett Burroughs dlburroughs@comcast.net
Treasurer	Maryann Elwell maelwell@centurytel.net
Secretary	Will Bonsell wbonsell@comcast.net
Member at Large	Kip Sparber kipster86@yahoo.com
Past President	Alex Raphael maxrpm@tscnet.com
Membership Chair	
& Newsletter Editor	Gloria Mellon geesluwez@comcast.net
Web Master	Bill Elwell waelwell@centurytel.net

Club Calendars

Our 2006 calendars are here, get them while you still can. Cost is \$15 each, benefits our club, and it has lots of pictures of the past year's events and our club members' cars. To order send your check written to "OPR-PCA" to Maryann Elwell at 135 Pt. Fosdick Cir. NW, Gig Harbor, WA 98335.

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