

Mar/Apr 2018



The Nor'Wester

Newsletter of the Olympic Peninsula Region

Porsche Club of America

2018 OPR Board and Chair Members:

Board of Directors

President: Bill Elwell

Vice President: Don Knievel

Secretary: Brian Forde

Treasurer: Bob Becken

Member at Large: Brett Burroughs

Past President: Alex Raphael

Committee Chairs

Advertising: *position open*

Auto Events: John James

Goodie Store: Don & Sue Knievel

Membership: Dave Ferguson

Newsletter: Thomas Micka

Safety: Bill Corrigan

Social & Events: Maryann Elwell

Technical: Alex Raphael

Webmaster: Glenn Diefenderfer

Charity Chair: Robert Bernardo

PCA Olympic Peninsula Region 2018 Event Calendar

Event/Social Chair — Maryann Elwell

e-mail: maelwell@centurytel.net -or- (253) 853 4003

March 2018

- 14th – 6P Dinner/7P Member/Board Meeting** – Join us for a 6P dinner followed by the monthly Member/Board Meeting at 7P at the Clubhouse Restaurant at McCormick Woods located at 5155 McCormick Woods Drive SE in Port Orchard. We will be meeting in the back room, no RSVP required.
- 17th – 2P – 14th Annual Chili Cook-off** – Have a favorite Chili recipe, like to compete? Bill & Maryann Elwell will host this event at their home in Gig Harbor. Please know that there is no requirement to bring anything other than yourself, but some people like to bring something, even if they are not competing with chili. RSVP by 3/10/18 to Maryann & Bill via email at maelwell@centurytel.net or phone (253) 853-4003 and mention if you are making chili or a dessert, so we can coordinate the food. We need more chili's for the competition! We already have a couple of people bringing cornbread.
- 31st – 11A Tech Session** – Bill Elwell is planning a Tech Session at Griot's Garage in Tacoma to learn more about their latest products and techniques for using them. Plan to meet the group at 9:30A at Gig Harbor McDonalds (Olympic Village Shopping Center - 5500 Olympic Dr. NW) for a 10A departure and tour over to Griot's. For those meeting us at Griot's plan to arrive at 11A. We'll start off with some social time, door prizes and lunch in the on-site café. That will be followed by a demonstration by one of Griot's expert detailers. Cost is \$15 per person to attend and cover lunch. Pre-pay to our Treasurer Bob Becken or mail to OPR-PCA, P.O. Box 3572, Silverdale, WA 98383-3572. Must RSVP for lunch count to Bill Elwell by 3/15/18 at billelwell@hotmail.com or phone: (253) 853-4003.

April 2018

- 2nd – PCA Parade Phase 2 Registration Opens** - This year's Parade will be held July 8-14 at Lake of the Ozarks in central Missouri. Phase 1 Registration for Housing at the Tan-Tar-A Resort opened on 1/29/18. Phase 2 registration is for banquets and events. For details on registration and a link to a tutorial go to <http://parade2018.pca.org/registration.html>. Resort information can be found at <http://www.tan-tar-a.com/>.
- 14th – noon Lunch and 1P Member/Board Meeting** – Join us for lunch at noon followed by the monthly Member/Board Meeting at 1P at Fortune Star Chinese restaurant located at 145 E Washington St. in Sequim. They are preparing a Chinese Feast including honey walnut prawns, orange chicken, Sweet and sour chicken, beef with snow peas, vegetable Chow Mein, dry wok tossed green beans with pork, house special fried rice, hot tea and fortune cookies for \$15/person with tax & tip. There is some street parking, and a large parking lot behind restaurant via the alley. Please bring cash for payment. We need to give them a head count ahead of time, so please RSVP to Kathy & Steve O'Rorke by 4/5/18 at kfo@prodigy.net or ororkefamily@yahoo.com or phone (360) 460-6080.
- 15th – May/June Nor'Wester Deadline** – Provide any articles, photos, or classified ads to Thom Micka via email to m3micka@gmail.com.
- TBD – Social Event** – We need a volunteer to plan a social event for April. It could be a breakfast, brunch, lunch or dinner. If interested, please contact Maryann Elwell via email at maelwell@centurytel.net or phone (253) 853-4003 by the end of March.
- 25th-28th –PCA Treffen Tamaya** in New Mexico.

May 2018

- 5th – 9:30A Tour to Glenn Mounger's Garage** – Rob Connelly is planning a fun and scenic drive to Glenn Mounger's Garage to see his impeccable car and memorabilia collection. For those who don't know, Glenn was the Chariman of the famous Pebble Beach Concours d'Elegance for many years and is still a judge at the event today. Meet at 9:30A at Belfair McDonalds (located at 24300

Hwy 3) for drivers meeting and a 10A departure. Our first stop will be around 11:30A for lunch at the Red Robin in Silverdale (located at 10455 Silverdale Way NW). We'll depart after lunch and take a scenic tour around Bainbridge Island ending at Glenn Mounger's Garage around 2P. Depending on how many cars we have, we may need to make a stop on the island to group people into less cars for parking at Glenn's. Must RSVP by 4/20/18 to Rob Connelly via email at islandbobconnelly@msn.com or phone (206) 669-8055 and mention how many for lunch.

9th – 6P Dinner/7P Member/Board Meeting – Join us for a 6P dinner followed by the monthly Member/Board Meeting at 7P at the Clubhouse Restaurant at McCormick Woods located at 5155 McCormick Woods Drive SE in Port Orchard. We will be meeting in the back room, no RSVP required.

19th – Tour to Whitney Gardens – Barb and Brooks Hanford are planning Tour of the majestic seven acre Whitney Gardens at the foot of the Olympic Mountains in Brinnon. Among rare trees and ponds you will see the most beautiful array of rhododendron hybrids and species in the Northwest. You will also see an abundance of azaleas, magnolias, maples, conifers, kalmias, camellias, perennials, trees, shrubs and ground cover. Lunch will follow at the Hama Hama Oyster Saloon just down the road at 35846 N. US HWY 101. More details on starting time and location to follow. Must RSVP to Barb and Brooks by 5/5/18 for lunch via email at hbhanford@gmail.com or phone (360) 710-6214.

Other Region and Car Related Events

3/3 – 8A – **Caffeine & Gasoline** at Griot's Garage 3333 South 38th Street in Tacoma.

3/8 – 5P-8P – **Race Night** at America's Car Museum (2702 East D St. in Tacoma). Put your racing skills to the test every second Thursday of the month in the Speed Zone at ACM! For details go to <https://www.americascarmuseum.org/events/>.

3/10 – 7:30A -4P – **PNWR Drivers Skills** at Bremerton Motorsports Park. For details go to <http://www.pnwr.org> or register at www.pcapnwr.motorsportreg.com.

3/13 – 11:30A-12:30P – **If Cars Could Talk - Looking Through the Lens: The Evolution of a Visitor-Driven Exhibition** at America's Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.

3/17 – 11A-4P – **Family STEAM Day: Bridging the Gap** at America's Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.

3/17 – 8A -4P – **PNWR Autocross #1** at Bremerton Motorsports Park. For details go to <http://www.pnwr.org> or register at <http://scorekeeper.wwscc.org/register/pca2017>.

3/24 – 8A-3P – **PNWR Olympic Lowlands Tour** – Planning is still in progress. Look for details at <http://www.pnwr.org>.

3/24-25 - **Northwest Rodarama** at Washington State Fair Event Center Showplex in Puyallup. For details go to <http://nwrodarama.com/>.

3/31 – 8:30A-1P – **PNWR TechEd: Gary McKay Muscle Car Collection** – Meet at Porsche of Tacoma to caravan over as a group. For details go to <http://www.pnwr.org>.

4/7 – 8A – **Caffeine & Gasoline** at Griot's Garage 3333 South 38th Street in Tacoma.

4/13-14 – 4-9P – **LeMay Marymount Wine, Spirits & Chocolate Event** – at the LeMay Marymount Event Center in Tacoma, WA. For details and purchase tickets online go to <https://www.lemaymarymount.org/lemay-wine-chocolate>.

4/25-28 – **PCA Treffen Tamaya** – The PCA National Spring Treffen is in New Mexico. Registration opened on 1/17/18. For more details and to register go to <https://www.pca.org/event/2018-01-09/treffen-tamaya>.

5/18-20 – **Sacramento Region PCA CRAB Event** – Mini-parade event vent lasts the entire weekend, featuring activities for all Porsche enthusiasts, including tours, concours, rally, autocross, and ample social gatherings. It will be held at the California Auto Museum. For details and to register go to <http://svr-pcaor.org/wp/crab-2018/>.

5/24-27 – **Vancouver Island Region PCA Black Rock Event** – Registration opened on 2/17 and closed on 3/31/18. Escape to the natural tranquility, beauty, and comfort of Black Rock Oceanfront Resort, an extraordinary retreat on Vancouver Island's rugged west coast. This event raises money for two charities: Cops for Cancer "Tour de Rock" & Ucluelet Volunteer Fire Brigade. For event details go to www.virpca.org. Register at www.msreg.com/blackrock2018.

June 2018

- 2nd – 9A-11A – **Redmond Exotics German Car Day**
- 9th – **Tech Session** – Detailing by Bill Elwell at Meyer's Garage in Sequim
- 16th – noon/1P – **Lunch/Member & Board Meeting** at San Juan Taqueria/Air Museum in Port Townsend
- 15th – **July/August Nor'Wester Deadline**
- TBD – **Hurricane Ridge Drive**
- 29th-30th – 9A **SOVREN Pacific NW Historics Races & Car Corral**

July 2018

- 1st – 9A **SOVREN Pacific NW Historics Races & Car Corral**
- 7th – 9A-11A – **Redmond Exotics Porsche Day** (tentative)
- 8th-15th – **PCA Parade** in Lake of the Ozarks, Missouri
- 13th-16th – **Oregon Coast Tour** in Florence, OR –Bonfriscos & Wiermans
- 21st – 1P/2P **Lunch/Member & Board Meeting** at Bremerton Aviation Center
- 29th-31st – **Zone 6 Grand Tour**

August 2018

- 1st-11th – **Zone 6 Grand Tour**
- 4th – **Charity Car Show** at Hadlock Block Party
- 11th – 1P/2P **Lunch/Member & Board Meeting**
- 18th – noon – **New Member Welcome Picnic/Dinner** – in Belfair - Kip Sparber & Anna Hoey
- 9th – 6P/7P **Dinner/Member & Board Meeting** at Clubhouse, McCormick Woods in Port Orchard
- 15th – **September/October Nor'Wester Deadline**

September 2018

- 12th-16th –**PCA Treffen** in Banff, Canada.
- 19th –6P/7P – **Dinner/Member & Board Meeting** at Clubhouse, McCormick Woods in Port Orchard
- 22nd – 9A – **Fall Tour** to Lake Crescent – Brian Forde
- 27th-30th –**PCA Rennsport Reunion VI** in Monterey, CA.

October 2018

- 14th – **2018 Board/Chair Nominations Due**
- 15th – **November/December Nor'Wester Deadline**
- 13th – noon/1P – **Lunch/Member & Board Meeting** in Port Angeles
- 20th-21st – **Olympic Peninsula Tour** – Robert Bernardo
- TBD – **Social** - We need a volunteer to plan this event

November 2018

- 10th – **Holiday Party RSVP & Payment Due**
- 14th – 6P/7P – **Dinner/ Member & Board Meeting** at Clubhouse, McCormick Woods in Port Orchard
- 15th – **Roster Updates Due**
- TBD – **Movie Night** - We need a volunteer to plan this event
- 25th – **2018 Board Election Ballots Due**
- 30th – **Holiday Party Hotel Rooms Released**
- 30th – **Silent Auction Donation Responses Due**

December 2018

- 1st or 8th – 6P/7P – **Cocktail Hour/Holiday Party**
- 15th – **January/February Nor'Wester Deadline**

Fire at the Narrows *14th Annual Chili Cook-off*



When: 2:00P March 17th

**Where: Elwell's in Gig Harbor
135 Pt. Fosdick Cir. NW**



**Awards for
1st - 3rd place**



**RSVP to Bill or Maryann by 3/11/18 at
(253) 853-4003 or maelwell@centurytel.net**

*Drive & Tour of Glenn
Mounger's Garage*

May 5th 2018

Join us for a driving tour planned by Rob Connelly through Kitsap county and Bainbridge Island. Meet at 9:30A for drivers meeting at Belfair McDonalds (24200 WA HWY 3) with 10A departure. Stop at Red Robin in Silverdale for lunch. If you can't make the drive but want to join us for the tour of Glenn Mounger's garage and lunch, meet at Red Robin (10455 Silverdale Way NW) at 11:30A. After lunch we'll take a scenic drive on Bainbridge Island; ending to see Glenn's impeccable car and memorabilia collection!



Must RSVP by 4/20/18 to Rob Connelly via email at islandbobconnelly@msn.com or phone (206) 669-8055 and mention how many for lunch.

Olympic Peninsula Region Porsche Club Presents:
Oregon Coast Adventure Tour
July 13 – 16, 2018

Friday

- Rally to Hotel
 - The Rally incorporates Mountains roads, Coastal roads, & Scenic roads
 - Lunch at Tillamook Cheese Factory
 - Dinner on your own

Saturday

- Dune buggy ride & tour
- Optional activities
- Dinner at local restaurant
- Beach Bonfire with S'mores

Sunday

- Rally through twisties
- Optional activities
- Event banquet dinner at hotel

Monday

- Drive home



Driftwood Shores Resort in Florence, OR

- 25 rooms are reserved for this event. To guarantee entrance reserve your room and RSVP to one of the event organizers. The event is offered as first-come-first-serve and is multi-regional.

- <https://reservations.driftwoodshores.com/>

Group Code: 272560

Pin: 8263

- Phone Reservations: [800-422-5091](tel:800-422-5091) Mention "Porsche Club of America"



Additional activities

- Sea lion caves.
- Heceta Head Light House.
- Oregon Coast Military Museum.

RSVP to Event Organizers:

Pete Bonfrisco, PH 360.490.7741

cradle2graveengineering@gmail.com

Maryann Elwell, PH 253.853.4003

maelwell@centurytel.net

Chris Wierman, PH 253.224.5414

cmwierman@comcast.net

FROM THE PRESIDENT

Bill Elwell

Region Dues

In the last newsletter I said that the club would be sending out region dues invoices with the region rosters. We will still be doing that. My wife, Maryann, and I had to attend to family matters on the east coast for an extended period. We're back now and will get things rolling again. Thanks for your understanding.

February Board Meeting

We held the February board meeting on Saturday the 10th at the Timberhouse Restaurant in Quilcene (the same place we held the calendar planning meeting). The meetings we have on the west side of the Hood Canal Bridge always turn out a large and lively crowd. We packed the room that the Timberhouse set aside for us. If you haven't come out to a club event before, board meetings are a great way to get to know us. They are as much social events as they are business meetings. New faces are warmly welcomed.



Robin Hake introduced herself to James and Tessa Gillespie before the February board meeting started.

Becca and Bob Becken, Jill and Glenn Diefenderfer with Brett Burroughs share some humor prior to the meeting.



ZONE 6 PRESIDENTS MEETING

Every year, the presidents of each zone in PCA gather together for a meeting. What's a Zone you ask? OK, the Porsche Club of America (PCA) is divided into 14 geographic zones to help make management of the roughly 140 regional clubs easier. Our club is a member of Zone 6. Like I was saying, within each zone, there is an annual zone presidents meeting. This year's president's meeting is in Boise, ID on March 2nd through the 4th and I will be attending to represent our club.

While I've never seen specific purposes officially documented for these meetings, I see four reasons that they are held. First, the meetings give PCA national a way to communicate the latest information down to individual regions. Second, as a club president, I can ask other regions how they handle particular issues that we may not have faced before. Third, region presidents can build a network of contacts with other regions and with national that are very handy when someone asks, "Does anyone know someone over at ...?" Finally, if a member is interested in becoming a board member or taking over the role of president, coming along to the presidents meeting is a *fantastic* way to get a head start in the job.

Speaking of the role of club president, 2018 is the end of my 2 year term in office. If you are interested in taking over the role of president in 2019, let one of the board members know.

If you want to contact me for any reason, just drop me a line at billelwell@hotmail.com. I hope to see you at an event soon.

CHARITY UPDATE

Bill Elwell

In the last issue of the newsletter I outlined the results of our charity efforts for 2017. I also told you that we would be presenting checks to our selected charities for 2017, the Welfare for Animals Guild (WAG) and the Coffee Oasis. I'm happy to say that we got to interact with both of those charities in the month of February and I'll share a little about those experiences right now.

Charity Check Presentation to Welfare for Animals Guild (WAG)



Mel and Barb from WAG receive our donation checks from President Bill Elwell

We presented checks to the Welfare for Animals Guild (WAG) totaling \$885 at our February 10th board meeting. These were funds raised at the 2016 and 2017 Holiday Parties. You'll need to look at past newsletters for the specifics of where and how these funds were raised.

Mel and Barb joined us for lunch and afterwards gave us a wonderful overview of their organization — WAG is an all-volunteer Sequim based and no-kill dog rescue group. I guess I have a soft spot for people who spend their time helping others who can't help themselves. WAG has a number of really creative programs. Take for example their program with the Clallam Bay Corrections Center. WAG has established a program

where select inmates are trained to rehabilitate dogs with problem behaviors. I'm confident that I speak for all of the club members present at the meeting when I say that WAG is an impressive organization to which we are proud to have donated.

If you want to know more about WAG, visit their site: <http://www.wagsequimwa.com/index.html>

If you want to read about the WAG Clallam Bay Corrections Center program, you can read a piece done by the Peninsula Daily News: <http://www.peninsuladailynews.com/news/clallam-bay-inmates-reunite-with-reformed-dogs/>

Charity Check Presentation to Coffee Oasis



Bob Becken, our treasurer, presents the Coffee Oasis office manager with our donation.

The Coffee Oasis is a faith-based, non-profit organization with six locations in northwest Washington. Their coffee roasting and café business supports youth programs that offer street outreach, mentoring, job training, a youth shelter and youth centers, to homeless and street-oriented youth.

Our treasurer, Bob Becken and I drove out to the Coffee Oasis office in Bremerton to present them with our donation check of \$710. We hung out for a bit and chatted with the staff. It's pretty clear from reading reviews of

their shops online and from looking at their office that they run a tight operation. They have a 4.5 star rating on Yelp. The office was clean and the staff all busy at work.

I'm very happy about the results of our charity work in 2017. For 2018, I'm handing the charity baton over to Robert Bernardo who has already started work on a charity event for 2018. You'll hear more as plans are finalized. If you want to contact me for any reason, just drop me a line at billelwell@hotmail.com.

DETAILING TECH SESSION

Bill Elwell

On Saturday February 24th, a small group of club member gathered at MAXRPM Motorsport for a Tech Session on Detailing, given by... who else... me! It was a little chilly both inside and outside. I warned everyone to dress warmly and they listened.

The club provided coffee and bagels to kick things off. Given the small size of the class I gave attendees the option of choosing what they wanted to cover. The consensus was to address interior tips and tricks, paint polishing, and wax vs. polymer coatings. For the polishing section of the class, I grabbed a hood from a junk yard that we could work with without worrying about damaging someone's paint. Everyone, who wanted to, got a chance to work with the buffers. The club provided pizza for lunch. As always, a big thanks goes to Alex at MAXRPM for letting us use his facility for this class.

If you want to catch some coaching on detailing but you couldn't make it to this session, you still have two opportunities. We have a tech session at Griot's Garage at the end of March. And I will be running another detailing tech session up in Sequim in June. Look at the social calendar for more information.

If you want to contact me for any reason, just drop me a line at billelwell@hotmail.com.



Bill starts the tech session with a lecture on cleaning interiors — a headlamp and safety glasses are very useful when doing interior work.



Bill demonstrates the effectiveness of compressed air at loosening dirt from deep within a carpet.



Bill Corrigan and Brett Burroughs get their turn with a buffer —Glenn Diefenderfer is the disapproving onlooker

Now with half of the hood polished, Bill explains the vital next steps.



Welcome New Members of the Olympic Peninsula Region of the PCA

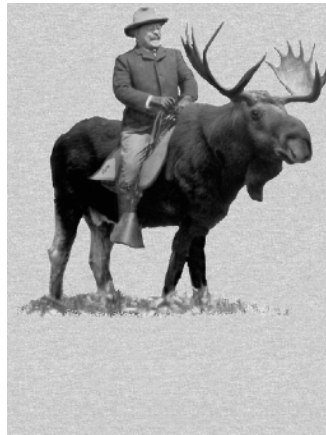
Christopher Brown, Keyport, 1969 White 911E Targa
and 1999 Black 911 Carrera

Ross & Joyce Cook, Gig Harbor, 2016 Agate Grey
Boxster GTS

James & Rebecca Harlin, Poulsbo, 2001 Boxster S
Silver

Robert & Carol Grasby, Gig Harbor, 1976 912E

... and as Teddy Roosevelt would say "walk softly but carry a big stick"



... but if you are driving a Porsche, keep doing that.

Dinner at Pomodoro Italian Restaurant in Tacoma

Don and Sue Knievel arranged our first social dinner of the year at Pomodoro in Tacoma's Proctor district on Saturday January 20th. Due to the size of the restaurant we were limited to a maximum of 20 people. We announced the dinner at the Holiday Party in December and all 20 spots were filled that night. There was some juggling of names on and off of the waiting list before the night of the dinner. In the end, everyone absolutely loved the restaurant and the food.



Sue Knievel and Jill Diefenderfer pose for the camera.
Note the top Sue is wearing from the Goodie Store!



James Gillespie, Brooks Hanford, Glen Diefenderfer, Brett Burroughs,
Diana Burroughs, Sue Knievel, Jill Diefenderfer, Barb Hanford, Tessa
Gillespie



From left to right: Mary & Andrew Isar, David & Gail Ferguson,
Laura & Mike Friend, Ryan & Karen White

The following article originally appeared in *der Riesenbaum*, Newsletter of the Redwood Region of the PCA, November 2017, Volume 53, Issue 10

THE GREEN 912 — from the Redwood Region of the PCA
(reprinted with permission from Kim Powers, Member & Club Webmaster)



I knew Bill Newton as the kind man who enthusiastically lent out his pristine 912 to the guy I was dating. We would pick it up the evening before an autocross, spend the night at Tristan's parents' house, and return the car the next day, exchanging stories of the race for a glass of wine with Bill and his wife Louee.



Even before we were a couple, Tristan Bayless and the 912 were synonymous. At my first autocross in August 2009 I distinctly remember the painter-like strokes the 912's tires left behind with Tristan at the wheel. As my then-instructor, Tristan nonchalantly explained his line (over-exaggerated for my education), as I held on, barely able to process his words for the speed and exhilaration I endured as a passenger. But the history between Bill and Tristan started well before that.

In late fall 2005, just after returning from two years in Pfaffenhausen, Germany at the RUF Factory, Tristan met Bill when he brought the 912 in for an off-season service at Tillman's German Car Specialists in Santa Rosa, CA. Bill knew Tristan's history, having been in the Porsche Club with Tristan's parents Gary and Lynda Bayless for years. When the service was done, Bill suggested Tristan take the car for a road test.

Heading out Guerneville Road towards Sebastopol, Tristan was struck by the response of the car, the incredible noise it made, and how fun it was to row through the short ratio gearbox. Reflecting on that first drive Tristan recalls, "it was like piloting a piece of art." Bill invited Tristan to drive the 912 at the first Redwood Region autocross the next season.

When Tristan wiped the floor with everyone at that first race, Bill insisted they do the whole year. So they campaigned the rest of 2006, making every ESCA and PCA autocross. At the end of the season, Tristan and the 912 topped the class and overall standings in both clubs. They were unbeatable.

After the 2006 season, Bill explored tracking the 912 at Sears Point. While it was a fun car, it wasn't made for the track and Tristan never took it out, sticking to the double figure-8 at the airport. In the years that followed, Tristan and the 912 made many of the races, but they never campaigned again like the 2006 season.

Bill passed away in February of 2016, leaving the 912 to Tristan in his will. But Tristan's passion for the car was never about the dream of ownership (even after the 912 became "ours," we still called it "Bill's car"). It was about celebrating the artistic craftsmanship of the build, driving it to the maximum its performance would allow, and sharing that passion with others. It was used to instruct, demonstrate, inspire and entertain. A beloved addition to Redwood Region events.

In the early hours of Monday, October 9, we lost the 912 along with The Red Truck, The Woody built on a 1975 Ford Courier frame and the Bayless family home of 43 years, when the Tubbs Fire engulfed the area.

The 912 was more than just a car. It was poetry in motion. Whenever Tristan was on the starting line, a hush would fall across the grid as drivers and spectators halted conversation at the obsessive rev of the engine. Some would watch to find a faster line, some to appreciate the skill, and others to marvel at the sheer absurdity that such a perfect combination should exist: Tristan Bayless and 1968 Porsche 912.

Michael Rose, long time mechanic on the 912 and owner of 9Elf Motorsports, said it best: "Bill has his car back."

I think I can hear Bill laughing as he drives off into the clouds.



If you have any photos, videos or memories of the car, Tristan or Bill, please share with us at TheGreen912@gmail.com .

Bill Newton



Safety Corner.

Bill Corrigan

Hi, my name is Bill Corrigan and I'm the recently appointed Safety Chair for our Region. This article is the first in a series that I hope to have in each newsletter. We'll cover a gamut of subjects related to safer operation of your vehicles on the public roadways.

This 'issue' is going to deal with hydroplaning but bear with me just this one time to set the tone and provide a bit of my background. I'm a recently retired police officer but still work about 15 hours a week to help the department. I spent my first couple of years of police work around 2000 in the Washington State Patrol in Kitsap County. In 2004 I transitioned to the Port Townsend Police Department. I've been an active police driving instructor (we call it EVOC – Emergency Vehicle Operations Course) since 2006 providing initial training for new officers and recurring training for veteran officers. Full-time and Reserve officers get annual updates that include low-speed placement (maneuvering through tight spaces), pursuit driving and its legal aspects, and autocross-style driving through ever-changing cone patterns that exercise specific aspects of vehicle control, and the skid-car. Skid-car training exercises skid avoidance and recovery, practicing both oversteer and understeer skid entries and recoveries. Officers are required to participate in all phases of this training at least once per year. Departments on the Peninsula and many in Kitsap County use the Bremerton Motorsports Park, a place you're likely familiar with.

I also taught AARP driver training classes, an 8-hour review of driving laws, techniques and concerns for 'seasoned' drivers. There is no minimum age to attend, just that you're a licensed driver. However, those over 50 are eligible for a vehicle insurance discount. A question that often comes up in that class is why the state does not mandate that drivers get periodic refresher training. As a private pilot I'm required to spend at least an hour reviewing flight rules and an hour flying with an instructor every two years to legally fly. Wouldn't it be great if motor vehicle drivers had the same requirement? Do you think the roads would be safer as a result? While a great idea and something I see a need for every day on the road, it likely won't happen, need or not.

One of my objectives with this column is to provide insights and techniques from police driving and the AARP course that you may have forgotten, and some new ways to think about everyday safety on public roads. A lot has changed since we went through Drivers Ed. Feedback from the reader is always welcome, and questions are solicited. Your question could be a great topic for a future article. One final comment ... everything presented here is advice and/or an alternate method to think about driving situations and not direction. In any event you encounter as the driver, you must make the best decision possible by applying your personal experience and training.

Finally, on to hydroplaning! Wikipedia defines hydroplaning as “a loss of steering or braking control when a layer of water prevents direct contact between tires and the road.”

This is a good point to introduce a term we'll use often related to “contact between the tires and the road.” It is “rolling friction”, that friction needed to effectively brake, steer or accelerate. Just to clarify for those who ask, “What other kind of tire friction is there?” There is ‘skidding’ friction, and it’s well known that control is reduced or even totally lost when you experience skidding friction. So, put that kind of ‘friction’ aside for now.

When your vehicle hydroplanes, it’s lost rolling friction with the road surface. Other factors increase the likelihood for hydroplaning, and in each there are steps you can take prior to the onset to mitigate that risk. We’ll talk about each factor and a means to mitigate it.

Tires

Two factors are in play here, tread depth and inflation pressure.

1. The grooves in your tires are design to channel water out from under the tire. Tread depth is critical to this task. There is a three-way relationship between water depth, tread depth, speed, and the onset of hydroplaning. The more tread depth you have the greater the amount of water is moved by the tire and the higher the hydroplaning resistance. Water depth and speed can quickly overwhelm the tread’s ability to move water. One trick is to drive in the tire swipes of the vehicles you’re following ... they’ve already pushed the water aside, hence it’s not as deep in their swipes. Here’s that portion of Washington law regarding tread depth:

RCW 46.37.425 Tires—Unsafe

No person shall drive or move or cause to be driven or moved any vehicle, the tires of which have contact with the driving surface of the road, subject to registration in this state, upon the public highways of this state unless such vehicle is equipped with tires in safe operating condition ... These rules shall include effects of tread wear and depth of tread.

A tire shall be considered unsafe if it has:

- (1) Any ply or cord exposed either to the naked eye or when cuts or abrasions on the tire are probed; or
- (2) Any bump, bulge, or knot, affecting the tire structure; or
- (3) Any break repaired with a boot; or
- (4) A tread depth of less than 2/32 of an inch measured in any two major tread grooves at three locations equally spaced around the circumference of the tire, or for those tires with tread wear indicators, a tire shall be considered unsafe if it is worn to the point that the tread wear indicators contact the road in any two major tread grooves at three locations equally spaced around the circumference of the tire.**

2. Inflation pressure is an oft-forgotten contributing factor. Always keep your tires inflated to the pressure specified by your car manufacturer. A 25% reduction in recommended pressure can have a significant impact on the speed at which hydroplaning occurs. Reduced tire pressure also increases wear, the operating temperature of the tire, and fuel use.

Speed

Speed is the number one factor in hydroplaning incidents, and the risk factor you have the most immediate control over in the moment. Slow down as the intensity of the rain increases, recognizing that hydroplaning speeds are reduced as other factors come into play, i.e. tread depth, tire pressure and the instances of standing water.

Standing Water

As you drive the roads in your local area you begin to learn where drainage is not adequate and standing water accumulates. Standing water also tends to accumulate over only part of the lane of travel such that when you enter it the vehicle pulls toward the tire in the deepest water. If you can't avoid the deeper water, slow down and keep two hands on the wheel to counter the pulling tendency. Attempt to avoid standing water if possible.

Cruise Control

I put this here only to explain why it's prudent to turn off cruise control in the rain. Most cruise control systems monitor the speed of the vehicle with an interface to the speedometer which in turn measures the speed of the tires over the road. In a hydroplaning event, especially standing water, tire rotation can be slowed while on top of the water (we just lost rolling friction) as it encounters resistance by plowing through the water. The cruise control senses that the vehicle has 'slowed' and increases engine power to compensate causing the tires to spin faster. What can happen on the other side of the puddle are wheels spinning faster than the vehicle's actual speed causing a possible loss of control when rolling friction is suddenly regained.

That's some thoughts on hydroplaning. Here is a summary of hydroplaning risk mitigation tactics:

- Maintain good tire tread depth.
- Keep your tire pressures at the recommended levels – always check when cold.
- Slow down when it starts to rain.

- Avoid standing water.
- Drive in the tire swipes of the cars in front of you.
- The passing lane will generally have more water (fewer vehicles) than the right lane, stay to the right as much as possible.
- Disengage cruise control.
- Avoid aggressive steering inputs. They can cause understeer and a lack of directional control.
- Brake sooner for stops and turns.
- Increase following distances.

I hope this was helpful. Please let me know if you have any questions. The next installment will address following distances, and it's not the old addage, "One car length for every 10 MPH."

Recent Observations

— Thomas Micka

When dealer service is required and you need a loaner car, a substantial Porsche equivalent is desirable. Recently our Panamera 4S went in to Roger Jobs Porsche for an open campaign known as AH08, replacement of fastening screws on the camshaft controller for the 4.8 liter V8 — yikes, you need those!

We had a choice of service loaners and picked a new Panamera 4, the entry level AWD 2018 Panamera. This is a nice car and “completely new” as Porsche likes to say they kept the name Panamera and badge — the rest is new.

The chassis of this second generation Panamera is based on Volkswagen Group's MSB (*Modularen Standardbaukasten*) modular platform — Baukasten means toolbox. MSB is destined to underpin various VW Group premium vehicles. The second generation Panamera is claimed by Porsche engineers to have been developed using know-how acquired from the 918 Spyder and 911 Turbo programs. Porsche design boss Michael Mauer said of the new Panamera “...its strengths have been reinforced, its weaknesses eradicated, and above all its character preserved.” A good reason why I was eager to try it out.

The power train of this Panamera 4 (all wheel drive of course) comes from a VW Group 3.0 liter V6 with single turbo, 330 HP. The new 8 speed PDK gearbox is standard. Incidentally, the new Panamera 4S also has a V6 said to derive from the new 4.0 liter V8 but having 2.9 liters displacement, two turbochargers and 440 HP. The top of the heap Panamera Turbo V8 has twin turbos and an output of 550 HP — to be joined later by the Panamera Turbo S with E-hybrid power and 680 HP!

So, what about the entry level Panamera 4 with its turbo V6? The aural impression is this is the Audi motor, right? Not much of a negative because power is good but not that of my 4.8 liter V8. The visual impression is akin

to the new 911 with an overall light and lithe look. Driving the Panamera 4 makes it is easy to forget that there are two seats in the back despite a longer wheelbase versus the “old” Panamera.

Now stretched 1.2 inches to 116.1 inches, with the front axle moved forward half an inch relative to the firewall thanks to the MSB chassis. The base of the windshield has been moved back 0.8 inch, and the roofline, though 0.2 inch taller at its highest point, has been pulled 0.8 inch lower as it arcs down over the rear wheels. Overall length has increased 1.2 inches, width a quarter inch. The new Panamera is bigger all around but looks smaller. How did they do that? Actually, I measured none of these differences but my subjective impression was positive.

The Panamera 4 instrumentation is all new and mostly touch screen based. Much of it is easy to relate with and will be the future for all Porsche cars I am told. I liked it. Hopefully, I will get a chance to drive the twin turbo Panamera, the V8.

The Roger Jobs service experience was very good and I expect my VarioCam timing gears will carry on to future *Fahrvergnuegen* — If I am allowed to use that VW-Group slogan to describe a Porsche!

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