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October 2012



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President's Message

Greetings!

Wow, how summer has flown by! With the Parade in Salt Lake City, friends and family visiting during the summer along with our club events, it seems like just yesterday that spring began. It was a busy and fun time with way too much to do. Now fall is behind us, our cars are put away and winter is right around the corner. Yikes!

Our club had great attendance at the "Summer Celebration Picnic" and the Fall Get Together Dinner at Camp Creek Inn. Unfortunately, the club's first Autocross at Teton Springs was canceled because we were not able to satisfy all of PCA's requirements. However, if there is interest from members to attempt this event again next year, we will give it another go.

Hopefully, everyone who attended any of the events enjoyed them and had a chance to meet some new club members. Thank you Shelley for organizing the wonderful outings.

The Club's Board of Directors voted to donate \$250.00 to St. John's Hospital Auxiliary for their annual fund raiser. I hope all of us can be proud of what our club has accomplished and has the ability to contribute to such a worthy organization.

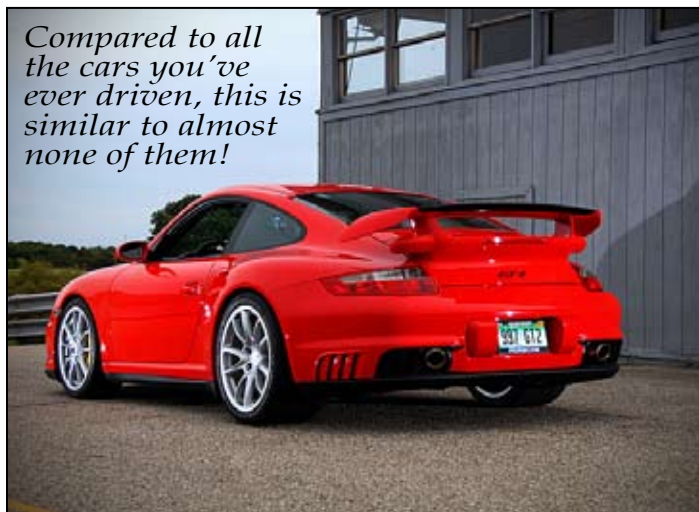
I was thinking the other day; is there a sports car that has dominated the way the 911 has? I don't think so. Is there a sports car that has been desired to the almost fanatical levels that the 911 has? Again, I don't think so. Why? Well, longevity counts for a great deal. No other sports car has been in continuous development for so long. Let's not forget that the 911 turns fifty years old next year. But the 911 hasn't just hung around for no apparent reason. It's still here because it is the best at what it does. It's quirky and you have to 'get it'. No, it's not the left-field choice it once was when it came to market. Evolution and refinement over the years has constantly improved the breed. That being said, driving any 911 today still makes a statement!

Robin and I wish everyone a pleasant holiday season with friends and family. We look forward to seeing you again over the coming months. Stay warm and healthy.

Auf Wiedersehen

Ken

Compared to all the cars you've ever driven, this is similar to almost none of them!



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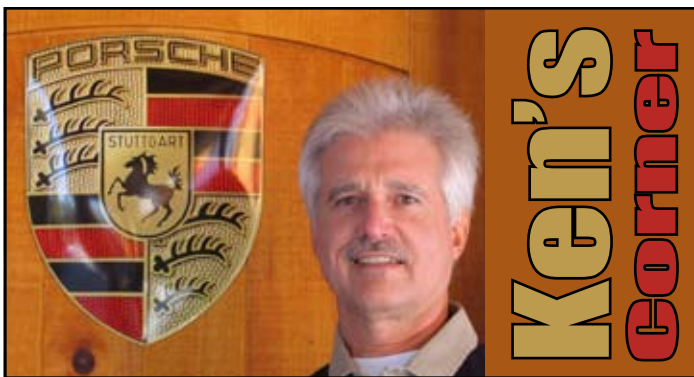
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The Head of Porsches Design Department

BY: KEN KOOP

When Michael Mauer became director of the Porsche Design Studio in 2004, he had some pretty big shoes to fill. Becoming Head of the Design Department at a prestigious auto company takes considerable talent. So it is no surprise that he came with some impressive credentials. I have had the opportunity to speak with Michael numerous times at Porsche events. He always has a smile on his face and his cool composure immediately puts you at ease. During our conversations, it was obvious he is a car guy who loves his job.



Michael was born in 1962 and grew up in the Black Forest Region of southern Germany. He has a relaxed demeanor and is an impeccable dresser. His looks could place him on the cover of GQ Magazine. Michael is approachable and exudes self confidence without the slightest hint of vanity or arrogance. He's not pretentious about his position, yet is a larger

than life figure at Porsche. By mentioning a project he has worked on, brings even more enthusiasm to the conversation. Michael is open to opinions and his mind always seems to be in motion. With a mischievous twinkle in his eye, I can't help but get the impression that he's dreaming up his next concept as he gazes at an automobile. This article takes a look at his stellar career, along with the work he has done and continues to do for Porsche.

His breakthrough cars were the first-generation Mercedes SLK along with the SL (Mk V). Mercedes then moved him to the "Smart" Division where he took charge of the extremely successful "Smart Car". These are particularly attractive sub-compact vehicles which were developed for the European market. Michael's next position was at the European Advanced Design Group with Saab. After developing the spectacular 9X Saab concept, he was positioned to make a name for himself with a top tier manufacturer.

As an established, highly respected and talented figure in the automotive industry; he was sought by Porsche to replace the retiring Harm Lagaay. Porsche has exceptionally high expectations for any designer, more so for the person who was about to revamp its entire model line-up. The timing couldn't have been better. He was offered the envious position of charting the future for one of the world's most celebrated marques. Managing the Design Department of a prestigious auto company is a position every Designer dreams about. Achieving it by the age of 42 is remarkable and was a chance of a lifetime to showcase his talent.

His office is decorated with drawings of cars and is located at the Research and Development Center in Weissach. The Styling quarters are secured by double doors and employees working for Porsche are even denied entrance into the Studio. This is the location where Porsche's future is created; a future that will be revealed to the public years after their concepts have been refined. Like all great Designers, he has no interest in looking back at things he has created. He knows Porsche's biggest challenges lie ahead as the company adapts itself to the brave new and environmentally aware age we are entering. His focus is only forward and he's prepared to consider everything possible to achieve success.



When sketching a new car he starts with the roof. From there it's all about lines, shapes, proportions and details. Michael comments; "The 911 has dramatically changed its looks over time, yet it always remains a 911. After each evolution, a customer can always tell that it's the latest 911. That's an accomplishment for a Stylist. I don't believe that anyone makes up his mind one day and says; now I'm going to create a timeless design. At Porsche, we like understatement and I prefer clean lines on automobiles. That's the basis on which we continue to advance our product".



Once Michael settled into his new position he didn't have to wait long for the real work to begin. The Carrera, Boxster, Cayman and Cayenne were all due for a face lift. He was immediately given the task to re-fresh the four models before a complete redesign could take place. For a Stylist, enhancing the looks of an established vehicle to keep them looking current is theoretically more difficult than developing an entirely new car. There are considerable price constraints which are always present with a generational face lift. Still, the new vehicle must be improved enough in order to sustain sales for a few more years. His designs were beautiful evolutions over previous models and well received by customers. They approved by opening their wallets to purchase the updated version.

During the conception of a vehicle, Michael has two teams working independently of each other on the project. He gives input to the project managers, but neither group knows what the other team is developing. This way, two ideas can be worked on simultaneously, with the overall concept known only to him. At the end, the best is selected. This encourages competition yet allows thoughts to flow freely.

These are busy times in the Design Studio with many long hours at the office. As Michael puts it; "Designing is one part inspiration and all the rest is perspiration. At Porsche, we emphasize Brand & Product Identity in our vehicles. Brand Identity, is the styling that makes every Porsche instantly recognizable as a Porsche. Product Identity makes a distinct Porsche model identifiable as a member of the greater Porsche Family. We attach great importance to both. I would venture to say, this is what differentiates us from the competition."

It was only a few more years before a clean sheet of paper was waiting for his special stroke of the pen. This was his moment; the whole shebang, new vehicles from start to finish. The design chains were released as every one of Porsche's existing model line-up, along with three new automobiles began to take shape. These vehicles would need to stay in production for approximately eight years, so the design would be critical.

His first creation was a four door sedan. It needed to be clearly identifiable as a Porsche and separate itself from all other automobiles in its class. Not only does the Panamera have a distinctive exterior, but an interior that is second to none. This vehicle has the performance and handling that matches most sports cars.

Next to hit the market was a new Cayenne in 2011. Michael says; "If you compare the current Cayenne with its predecessor, you'll recognize dynamic styling features that transcend mere design. We gave it distinctive elements that emphasize its Product Identity as a sporty all-terrain vehicle. With grab handles on the doors and center console, the high placement of the multimedia system, to the vertical heater vents on the dashboard; they all emphasize sportiness. We thought how we could make it more 'Porsche'? So now you really sit 'in' the car rather than being perched 'on' it. That's typical for a sports car but not SUV's, and our interpretation sets the Cayenne apart from all competitors. It's an element we've been working on ever since the Carrera GT, and is well on its way to become a distinguishing feature of Porsche's Brand Identity".

The Boxster and Cayman were released the following year. They raised the bar over the outgoing model by adding a spectacular new exterior, increasing its performance and improving the interior quality. These entry models can now be considered competition for virtually any sports car on the market.

The 918 was taken from inspiration, to an operational concept car in just four months. It's an impressive design achievement and is slated to go on sale in September of 2013. This will be the world's first Hybrid Super Sports Car. It has looks to die for, and oh yea--800HP.



The Macan is now being tested and is scheduled for production in 2013. This will be an all new smaller class of SUV's that will retain classic Porsche styling and performance. It is guaranteed to be another winner and possibly the best selling Porsche of all time!

The 997 Carrera (released in 2004), captivated the few remaining critics of Porsche's switch from air to water cooling. It showed how mature the 911 had become nearly four decades after its first appearance. Given the sophisticated radiance of the 997, its absolute perfection seemed nearly impossible to improve upon. But the order was given to Michael; "Make another 911, a new one—you can change everything about it, but leave it the way it was". This would be his biggest challenge to date. The result is the 991. It's a gorgeous car which supersedes every 911 that has come before. The body & chassis were redesigned, stretched and widened. It is more refined with substantial performance improvements over the predecessor. Atypical to Porsche's philosophy, this 911 is more of a 'revolution' than an 'evolution' since it is almost an entirely new car from bumper to bumper.

Over a short period of time, seven newly designed vehicles have been or are in the process of being released. Every one required the creation of a new exterior and interior. Since these were new cars from bumper to bumper, the interface between engine, chassis and suspension engineers was also at unprecedented levels.

This was the greatest amount of work that any Design Team has ever had to accomplish at Porsche.



When asked about his duties, Michael responds; "Porsche started as a sports car company. A decision was made to grow the company. The sporty Cayenne SUV filled a niche that no other auto company occupied. A number of years later, the Panamera concept was developed. From my point of view, it was a clever decision about a segment which has considerable opportunity for future model expansion (interpretation; a two door GT sports car and sports wagon configuration). The important part now, is that we keep our products in the spirit of a sports car company. The Cayenne and Panamera are not sports cars forged out of the same block of clay as the Boxster and 911. But they are definitely more sporty, dynamic and thrilling to drive than traditional SUV's or Sedans. If you want to grow as a company, you have to think about different products".

"Cars are highly emotional objects and there will always be a stimulating component to the automobile. I hope they never get reduced to just a means of transporting people from one place to another. We design attractive vehicles and must not be confined to a market where the car is just a means of transportation. We're also different from our competitors, because all of our cars offer day-to-day practicality. At the end of the day, I believe the exciting part of driving will always be an important aspect for Porsche's survival".



"Environmental responsibility is also becoming more of a public and governmental concern. We have always developed cars that are economical to operate for their performance level. However, more will and needs to be done. You will never buy a Porsche because it is the most rational thing to do; for instance driving from point A to B. For us, it is vital that we keep the emotional aspect of our products alive. We believe mankind will always be interested in products that stimulate one's emotions".

"Porsche works with a lot of convex and concave shapes. We pay special attention to elements that give visual precision, without losing what we believe surfaces should look like. For example; we introduced some sharp/precise lines on the new Boxster, but we deliver a very soft treatment to these surfaces. My goal is evolutionary development, so I don't want to have radical changes in a design. I look at many of our competitors who have introduced pronounced edges and I think what we are doing is even more distinctive for sticking with our design language."

Michael is a firm believer that higher performance in combination with improved fuel consumption is always possible. "I don't think there is a limit to how much performance you can provide; even if customers choose not to use it. We have shown this with the 918. Sportiness, fuel economy and speed are not mutually exclusive. When we decided to show what could be done with the 918 Hybrid, we did not set out to create an electric wheel chair. It is important that Porsche is seen to be an engineering leader. When we produced the GT2 RS, it had 620 HP. Many people think that is enough power. From my point of view, the next version should have 625. Cars like the 918 and GT2 RS are important even to customers who can never afford to purchase them. Clients know that the same engineers who design these cars, are also involved in designing their Porsche. It creates a remarkable feel-good factor amongst all enthusiasts. One day (within five years) there will be electric plug-in versions of every Porsche model."



Michael feels the same about sports cars as Dr. Ferry Porsche did so many years ago; "Even in the unlikely event that one day the automobile disappears from the road, we will still have sports cars. If we take the horse as an example; as a working animal, it is now practically non-existent, but in the field of leisure and sport, there are many more horses today than ever before. I believe this will be the same with our sports cars".

Yellowstone Region Takes Home Awards from the Porsche Parade!

Our region was presented numerous awards at the 2012 Porsche Parade in Salt Lake City. In the web-site category, we took 1st place in our class. Ked Nilsen (our web master) did a total redesign of the site which improved access and the overall aesthetics. This took a great deal of time, but the results speak for themselves. Congratulations Ked. Please visit our site at <http://yel.pca.org/>.

Mike Mielke and attached family group took 1st place in the Gimmick Rally (with five people in the car)! That must have been an entertaining afternoon! I believe they were driving a school bus.

Robin Koop took 1st place in the Golf Tournament for women's long drive. Thank you very much; the trophy looks great in my garage.

Our newsletter (The Old Faithful) took 3rd place in Class 1. Thanks goes out to everyone who has participated in our club's events, or sent in pictures and articles that went into the publication making it a success.

This is the highest number of awards our club has ever received at a Parade. Let's keep up the great work.

Welcome our Club's 2013 Board of Directors

Thank you for participating in our club's elections. We have an extremely diverse Board for the coming year and I would personally like to thank each and every one who volunteered to serve. As you are aware, this club takes a considerable number of skilled people to operate. Without an enthusiastic Board of Directors, our events would not be possible. There are some changes in the Officers this year which will help make the organization run more efficiently. Also a number of new Board Members were added to help shape the club's future. You will see this having a positive effect in upcoming events.

We promise to do everything possible to make YOUR club and its activities new, exciting and interesting. If you have any suggestions on events and would like to help put them on, please contact Scot or Shelley. They would love to hear your suggestions and would embrace members who are willing to help run them. All we need is you, your cars and your willingness to participate for a great upcoming summer.

If you get the chance, please thank our Board personally for their unselfish dedication.

Welcome your new Board!

Scot Anderson—President
 Greg Wallace—Vice President
 Dick Beck—Treasurer
 Pat Siegel—Secretary
 Shelley Fairbanks—Activities Director
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 Stan Siegel—Board Member
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 Jim Wunsch—Board Member
 Ken Koop—Board Member
 Robin Koop—Board Member

Lighter, faster, more agile: the new 911 Carrera 4

The new Porsche 911 Carrera 4 unites the excellent performance and efficiency of the new generation of the 911 Carrera with the dynamic benefits of the latest version of the active all-wheel drive system PTM (Porsche Traction Management). The typical Porsche all-wheel drive with rear-focused layout in this latest 911 version guarantees maximum vehicle dynamics on a wide variety of road surfaces and in all weather conditions.

The new all-wheel drive 911 is being launched on the market in four versions – as the 911 Carrera 4 and 911 Carrera 4S and each as Coupé and Cabriolet. They sport the same traits as the rear-wheel drive versions: their lightweight body design, suspension, engines and gearboxes are identical, the only exception being modifications related to the all-wheel drive. In addition, the new 911 Carrera 4 is up to 65 kg lighter in weight.

The most distinct identifying feature of the 911 with all-wheel drive is still the wide rear section: compared to the two-wheel drive 911 Carrera models, the rear wheel housings each extend further outward by 22 mm, and the rear tyres are each ten millimetres wider. The traditional red light band that connects the two taillights has also taken on a new form.



Porsche Brake Maintenance

By: Allan Caldwell

Original publisher; Pacific Northwest Region

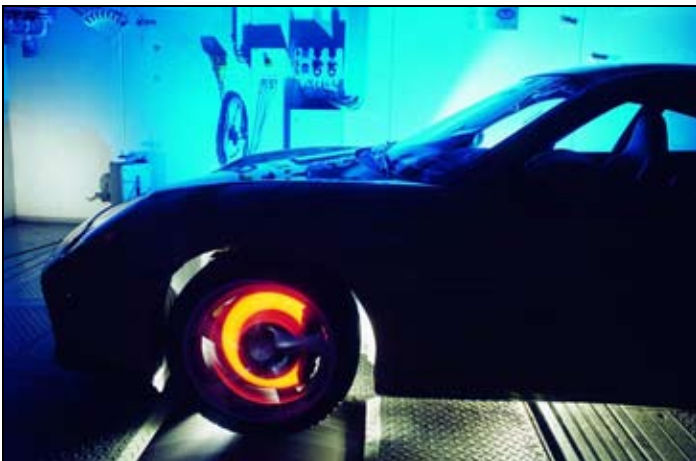
Besides doing normal engine maintenance, it is also good to review the condition of your Porsche's brakes which will get heavier use in spring and summer driving. One of the best features on most Porsches are the braking systems that have been well matched to the stock performance levels and normally don't suddenly fail. However, after a number of years, periodic inspections and maintenance ahead of time can avoid summer emergencies. The most common maintenance tasks are periodic changing of the brake fluid and checking to make sure there is adequate brake pad thickness. Starting in the 1980s, Porsche started adding brake pad wear indicators, and some owners find that it is advantageous from a cost standpoint to replace pads before the wear-through wire sensor trips the warning system and requires replacement of both the pad and the wear sensor.

As an important part of the braking system, it is also a good idea to make sure that the brake stop lights instantly come on with brake application to inform the drivers behind you when you are braking. Some of the Porsches with the early dual master brake cylinders (from 1977-1989) have stop light switches that, after many years of service, don't make contact until the master cylinder brake pressure becomes very high or, in some cases, may not make contact at all. These should be replaced. And if any of the flexible brake hoses on each wheel between the supply line and the caliper have been on the car for more than 10 to 15 years, they can eventually swell internally (even

with steel braided flex lines) and choke off the return flow pressure. This can result in pads that don't release properly from the discs when the driver removes pressure from the pedal, causing overheating and excessive wheel dusting from brake pad dust. At that point it is time for new brake hoses. All these items have been experienced by our members and are worth checking before the busy driving season begins.

Brake Fluids

The hygroscopic nature of most brake fluids in picking up moisture is the key driver in the recommendation for frequent replacement. Silicone fluids are the exception, but are not recommended for actively driven cars due to the spongy feel they provide. In all the conventional fluids, even small quantities of absorbed moisture, on the order of 1%, can reduce the boiling point of brake fluid by 50F. Conventional fluids will absorb 1.5% moisture or more from atmospheric humidity in the course of one year. Because a single stop from 70 mph can result in a brake temperature rise of 100F, repeated heavy braking and temperature build-up can result in the fluid boiling if it has absorbed very much moisture. So it is important to maintain the highest possible brake fluid boiling point. Brake fluids sold in the U.S. carry a DOT (U.S. Government Department of Transportation) rating that indicates the ability of the fluid to maintain a high boiling point both with no moisture absorbed (referred to as "dry" conditions) and with 3.5% moisture absorbed ("wet" conditions). Figure 1 shows DOT specifications for minimum brake fluid boiling points for the most common conventional fluids, DOT 4 and 5.1. Note that the DOT specifications are the minimum values and are often exceeded in varying amounts by the different available fluids. The original Ate brake fluid that came in the Porsches from the factory until the early 1980s was an early conventional DOT 3 fluid. Starting in June, 1984, all the Porsche production cars came with DOT 4 fluid, and the factory recommended that all previous cars also use it. Up until 1992, DOT 4 brake fluids, with a minimum wet boiling point of 311F, had the highest wet boiling point for conventional fluids and were the fluid of choice for most applications. The factory-recommended change interval for general street use with conventional DOT 3 and 4 fluids was always two years, which is based on an average moisture absorption rate. However, many owners who use their brakes a lot, often change the fluid at least once a year.



Since 1992, Porsche has provided a high boiling point DOT 4 brake fluid (called Porsche DOT 4-200) in all their production cars that can also be used in the earlier cars, and there have also been some similar commercial brands, such as ATE 200. This fluid has a much higher dry boiling point of 285C (545F) and wet boiling point of 200C (392F) and represents a major improvement over the previously available DOT 4 fluids as well as the DOT 5 specs, but is more expensive. Use of the Castrol GTLMA 4 should provide adequate performance in normal driving. Porsche originally recommended a three year change interval with the DOT 4-200, but has now gone back to a two year interval on the latest models. Use of one of the high performance fluids should provide current owners of older cars good performance in most applications.

Figure 1 includes example boiling points of the commonly available fluids. The highest performance fluids are all compatible with previous fluids, and include the Porsche DOT-4 200, ATE 200 and Motul 600. There is also a new Castrol SRF fluid with very high boiling points that is expensive and used primarily in track events. Installation of one of these fluids along with frequent replacement in an older system, without doing anything else, will often eliminate most boiling problems.

BRAKE FLUID	DOT RATING	DOT SPEC DRY/WET, DEG. F	DRY BOILING POINT, DEG. F	WET BOILING POINT, DEG. F (3.5% MOISTURE)
CASTROL GTLMA 4	4	446/311	446	311
PORSCHE DOT 4-200	4	446/311	545	392
ATE TYPE 200	4	446/311	545	392
MOTUL 600 RACING	5.1	500/356	585	421
CASTROL SRF	4	446/311	590	518

Figure 1. Brake Fluid Boiling Points

Brake Fluid Replacement and Bleeding

If the owner changes his own brake fluid, the next step is to replace the old fluid and bleed the system. The total capacity of most systems is less than one liter, so two to three 12 ounce cans of fluid should be adequate to flush out the old fluid. Also, it should be noted that cars with hydraulically operated clutches use the same reservoir as the brakes and should have their fluid changed and bled at the same time. A number of workable methods have been suggested for flushing and bleeding the brake system, depending on available help and tools. The initial step is to remove most of the old existing fluid in the reservoir and replace it with new in order to minimize the amount of old fluid that has to be pumped through the system. The standard approach outlined in the workshop manual and owner's manuals and described in Reference 1 requires two people. One works the brake pedal to build up pressure in the system and hold it while the other person opens and shuts the bleed valve to let out fluid and air as pressure on the pedal moves it to the floor. The traditional order is to start with the farthest brake from the master cylinder (right rear) and to work towards the closest (left front). Repeating the process more than once can prove helpful after the system has had a chance to settle and the small bubbles of air merge together.

Successive pumps on the pedal with intermediate pauses will drive the old fluid out of the lines at each brake. A close watch is needed on the reservoir during bleeding to ensure that the level stays topped off with fresh fluid. Inadvertently letting the fluid level get down to the master cylinder will introduce air into the system and make the bleeding job difficult.

Improvements in the bleeding process can be achieved by applying pressure to the master cylinder reservoir to assist the fluid in draining from the calipers when the bleed valve is opened. Pressure can be applied from a pressurized container that supplies the brake fluid as shown in the shop manual. Applying pressure to the system externally also has the advantage of taking the wear and tear off of the master cylinder seals that can occur with a lot of continuous pumping.

Aids in getting rid of the air bubbles may include tapping the calipers with a mallet or even doing the bleeding with worn pads to allow the caliper fluid cavity to be less obstructed (due to greater piston extension) and less likely to trap bubbles. If you use this latter approach, you may want to bleed first before you install new pads. An alternative one-man bleed system is the vacuum pump offered by a number of Porsche parts suppliers. This system consists of a small, hand-operated pump and catch jar which can be attached to the bleeder valve. Vacuum developed with the pump will draw fluid through the system when the bleed valve is opened. The system works quite well, but has such a strong vacuum that air can be drawn into the discharge line from around the outside of the hose connections. This doesn't affect the bleeding process, but makes it difficult to tell when all the internal air bubbles have been expelled.

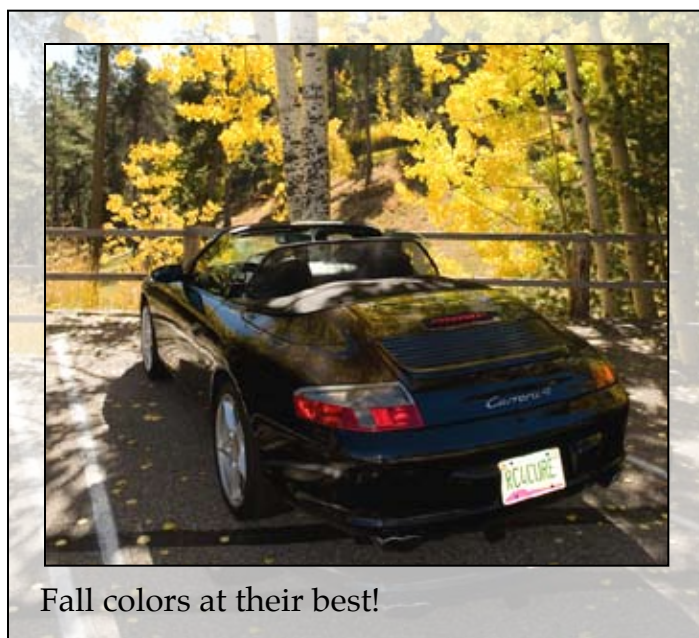
Brake Pads

Since the fall of 1989, asbestos-free pads have been installed in all the new cars and have become the standard factory replacement parts for all the Porsche disc brake systems. Early experience with the asbestos-free pads was mixed, and there seemed to be a period in the early 1990s when the manufacturers tried a number of different asbestos-free pad compounds. As this process proceeded, there was a whole new generation of squeak problems that surfaced along with a corresponding increase in the number of fixes using various designs of dampers that fit on the pads or even on the car structure to help counter the vibrations that caused the noise. The current stock asbestos-free Porsche pad replacements are now essentially squeak free. It was also found that the asbestos-free pads varied somewhat in braking action compared to the earlier pads, so it is important to change both ends of the car if there is a change in type of pad materials in order to maintain the front/aft braking balance of the car. For Porsches used extensively on the track, a good brand of brake pad has been found to be the Pagid pads, which are available in three different compounds.



Brake Upgrades

One solution uses "frozen rotors" that have been cryogenically treated to lessen crack growth and increase operational life under extended heat cycling. On Porsches with rear brake circuit pressure limiters (front engine cars plus 914s and rear engine cars of 1984 or later vintage), some track brake wear improvement may also be made by using a rear brake pressure regulator with higher cut-off. Beyond that, an upgrade to larger calipers and/or larger discs with improved cooling is the usual next step.



Fall colors at their best!

PORSCHE SE

Porsche SE and Volkswagen AG create Integrated Automotive Group

Porsche Automobil Holding SE (Porsche SE), Stuttgart, and Volkswagen Aktiengesellschaft (Volkswagen AG), Wolfsburg, are expected to achieve their shared goal of creating the Integrated Automotive Group on 1 August 2012. The competent bodies and the executive boards responsible at both companies have approved a concept for the complete integration of Porsche AG into the Volkswagen Group. According to the concept, Porsche SE will contribute its holding business operations, including its 50.1 percent investment in Porsche's operating business, to Volkswagen AG. The consummation of the transaction will make Volkswagen AG sole owner of Porsche's business operations.

"The accelerated implementation of the shared goal will make Porsche SE a financially strong holding company with attractive potential for increasing value added. We are creating clearly defined, sustainable structures and a solid outlook for Porsche SE's future," said Matthias Müller, member of the Porsche SE executive board. "In their operating business, Porsche and Volkswagen will now be able to leverage synergies at an earlier stage and cooperate more easily. Porsche SE, as the largest Volkswagen shareholder, will also benefit greatly from this."

Porsche SE will receive a cash amount of about 4.46 billion euro from the transaction, as well as one new ordinary Volkswagen AG share. This cash amount includes the base purchase price agreed upon in the basic agreement and discounted to today's fair value for Porsche SE's 50.1 percent share in Porsche's operating business as well as the fair value of dividend payments from this investment due to Porsche SE from now until 2014. Economically, this means that Porsche SE will be in the same position today, as regards to its 50.1 percent share in Porsche's operating business, as it would be if Volkswagen exercised its call option, as provided for in the basic agreement of 2009, in August 2014.


Candid Car Comments

I drive way too fast to worry about my cholesterol.

Walking isn't a lost art — after all one must, by some means, get to the garage.

Anyone driving slower than you is an idiot, and anyone going faster than you is a maniac.

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- 10278 US Hwy 189, Big Piney, Wyo.



In the Summer of Smoke; The Sun Shines on the Yellowstone Region

By: Mike Faems

We now have undeniable proof. Mother Nature loves Porches and Porsche People!

For weeks Jackson Hole had suffered from a dreary, view-obscuring, heavy smoke haze, due to the big wildfires in Idaho and California. But the morning of our summer picnic and barbeque, August 18th, dawned bright & sunny, and though not quite crystal clear, much better than what we had endured over the last three weeks and 2012 we were in for something different from recent summers. Instead of the moveable feast we'd enjoyed over the past few years, this year the board decided we would kickback, relax and party in one place. The venue was the Picnic Pavilion at Owen Bircher Park in Wilson, for an old-fashioned summer picnic.



Parked front and center, between the volleyball net and the dessert table, was Mike Mielke's gorgeous 996 Turbo Cab. Many conversations centered around it, not only because it was a beautiful example of the marque, but because it had 'For Sale' signs plastered all over it.

Inquiring minds wanted to know "Why?!!!" Mike merely said it was time to move on to a different Porsche. However when asked if a dedicated track car was in his future, Mike smiled wistfully and a faraway look came over his eyes.



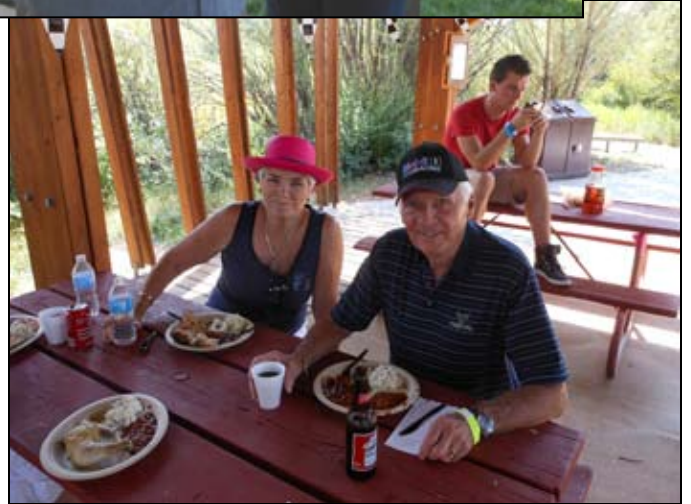
All-in-all, a wonderful summer afternoon. Many members commented on how enjoyable it was to share a good meal and just relax with good friends. And of course, enjoy the sun.



Interestingly, the smoke haze was back by Sunday Morning, thick as ever.

Like we said... undeniable proof!





Porsche 917/30



Official figures confirm that the car weighed 1763 lbs with a 1500 hp turbocharged flat 12 cylinder engine. It accelerates from 0 to 60 mph in 1.9 seconds. One hundred mph appeared in an unbelievable 3.9 seconds and 200 mph in 10.9 seconds. The top speed was 260 mph. Mind you, this was back in 1973.

Most auto enthusiasts refer to this iconic car as the greatest racer ever built! Mark Donohue and Team Penske raced the Porsche Panzer in the unlimited, wide-open rules formula of the popular American Can-Am Series.

Because they had no hope of winning, competitors were dropping out of the series. Shortly thereafter, spectator attendance began to fall off and in 1974, the series was abruptly canceled. The 917/30 was a victim of its own success. It was so superior to every other car, within two years after its initial race; the once thrilling series along with the 917 were relegated to the history books.

RACER QUOTES

- Anyone can drive a fast car. Few can drive a car fast!
- Never run out of black top, traction, ideas and talent at the same time!
- The older I get the faster I was.
- The cost of racing hasn't changed in 30 years. Back then, it took everything you had and it still does.
- If I had all the money I'd spent on cars...I'd spend it all on cars.
- In the old days drivers were fat and tires were skinny.

911 RSR photograph courtesy of "TOTAL 911 MAGAZINE"



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Yellowstone Region's Snow-tober Dinner

By: Mike Faems

As many of our members will certainly tell you, Porsche makes more than great sports cars. And our October dinner get-together was perfect for those vehicles. The Yellowstone Region faithful gathered at Camp Creek Inn at the end of a very snowy October 25th. In fact, the only Porsches that ventured out were fittingly all-wheel drive -- a Cayenne and a Panamera 4S.

The snow did let up early enough that the roads were fairly clear, and 23 members turned out for the festivities. New members attending their first event were Bill and Georgette McCreary, who drove up from their ranch in Smoot at the south end of Star Valley.

Much concern was expressed throughout the evening for our beloved President, Ken Koop, who is undergoing hip replacement surgery, and was unable to attend. Much sympathy was expressed for Ken's wife, Robin. Our events coordinator, Shelley Fairbanks, was again at the top of her game, organizing a feast of Prime Rib, Roasted Chicken or Grilled Salmon. Yum. We definitely had 23 members of the Clean Plate Club! Thank you Shelley for another wonderful event.



We were honored with the presence of our PCA Zone 6 (Pacific Northwest) Rep, Dave Cooley, who drove 350 snowy miles from Great Falls to be with us. Not surprising to any of us Yellowstone Regional's, Dave said the worst part of the drive was over Teton Pass.

Dave did fill us in on a big change at PCA's Panorama Magazine. After decades of service, editor Betty Jo Turner is retiring, and Pete Stout, who has been editor of the aptly named Excellence Magazine, is taking over beginning with the January Issue. Look for some exciting developments. Thankfully Ken Koop did not take the job, and remains as editor of our regions award-winning magazine/newsletter.

All in all, a great evening. It takes more than snow to slow this Region's fun.



CHANGING OF THE GUARD

It's eleven years since Porsche introduced the 996 GT3, the first hardcore water-cooled 911, and it's time for a celebration.

By: Stuart Gallagher

A Carrera RS in all but name. This simple sentence defines the Mk1 996 GT3 so succinctly that to those with a basic reading of the 911 hierarchy will require little more in the way of an explanation as to what this, the first hot 996 generation 911, is. Those not up to speed with where this bewinged sports car sits within the pantheon of great 911s require further education. No great hardship, because as with all über 911s that look equally at home committed through the Flugplatz or at full chat on the autobahn, there is a great deal to tell that will educate the uninformed and enrapture those lucky enough to have their own 996 GT3 tales to tell.

First encounters with cars such as the GT3 are always special. With the regular 996 Carrera I had been in its company for three days before the specialness and uniqueness of this new dawn of the 911 hit me. Here was a sports car, a GT car and a track car wrapped up in a 21st Century package available to all who had a ticket to ride Porsche's latest attraction. My GT3 first date was different. Standing between two carriages on the King Cross to Leeds Sunday Express (if you call two hours on a train express travelling) tried its best to sully the day, as did the taxi driver who couldn't find the biggest, plushiest car dealership in a city still awaiting its property boom. Eventually the time came, and as Porsche's official centre in these parts, customers stepped aside and wondered who this twenty-something Essex boy was who had just been handed the keys to the star of the dealer's open weekend; I was given a quick pre-flight tour of the cockpit – 'don't touch the battery cut-out switch' – and told to enjoy myself. But just one thought raced through my mind as the glass doors were slid open and the thumbs up given to twist the famous key: don't, whatever you do, stall it.

Bang! The sound of the GT3's flat-six firing into life, while still confined to the inside of a car showroom, certainly stops the idle chitter-chatter, and I think I heard a small child burst into tears, too. This was no Carrera, no ordinary 911, no ordinary Porsche. Weissach had built an RS in all but name.



The decision by the Porsche board to develop a new generation of water-cooled sports cars affected every single part of the company. Aside from the engineer's job of developing two new product lines and two new drivetrains, marketing had to sell two all new products, not only to existing customers who quite liked the old product thanks very much, but to a totally new audience who most certainly didn't like the old product, and would take some persuading to buy the new one, too. For Porsche a sizable chunk of marketing the first water-cooled 911 was solved by the motoring press, who having sampled Porsche's new flavour of 911 stumbled over superlatives to describe the Herculean talents of Porsche's latest rear-engined sports car. It helped, undoubtedly, that the Boxster roadster had been launched before the 996 therefore softening the blow for those hacks who had signalled the end of Porsche following its decision to choose anything other than air to cool its rear-engine sports car. In the Boxster Porsche had introduced the new direction for the company that only served to whet the appetite in preparation for the new 911.

Inevitably, however, no matter the unquestionable talents of the new 996 Carrera and Carrera 4 models the Porsche diehards wanted, needed more. The standard car's 3.4-litre flat-six was indeed a gem, developing as much power as a 930 Turbo and being considerably quicker than it too; the chassis was first class with a ride quality to soothe the monotony away on a motorway purge and involving, rewarding and a delight when the road ahead become remotely interesting and it braked, steered and sounded like a 911 should. In fact, it was obvious Porsche hadn't



forgotten about the diehards who have a table permanently reserved at the Pistenklause and an ashtray full of loose change for the toll road more commonly known as the Nordschliefe.

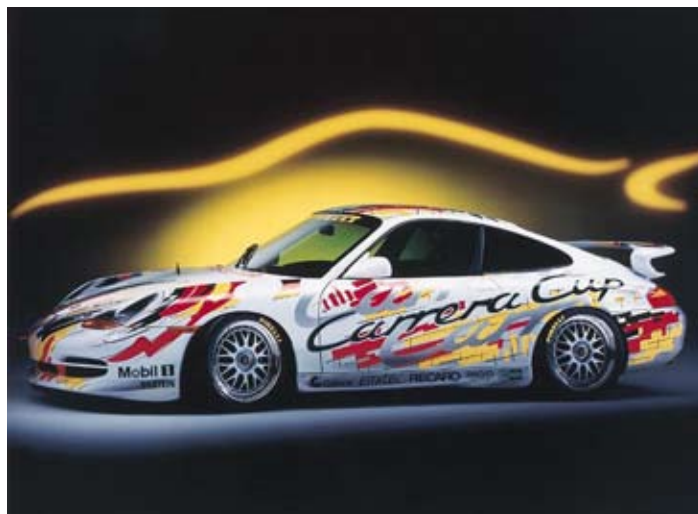
The 996 GT3 programme started before the Carrera road cars had made it into the showrooms and on to customers' driveways when, in 1997, Porsche's motorsport workshops in Weissach started work on the new Supercup race cars that would be based on the new 996 Carrera rather than the outgoing 993 Carrera RS models. Roland Kussmaul was charged with developing the new racer, of which 30 would be required (26 for racers, two for VIP guest drivers and two spare) for the first season's competition, due to start in 1998.

A great deal of work had already taken place by the Motorsport department prior to the 996's arrival with Porsche's return to GT racing resulting in the development of the GT1 race car, although this was far from a straightforward process. With the decision to introduce a new water-cooled flat-six for the next generations of sports cars that wouldn't incorporate dry sump lubrication (this was in a bid to eliminate oil leaks during assembly and servicing), Herbert Ampferer, responsible for bringing Porsche's race cars to the grid, faced a much harder task. "For racing an engine, it needs a dry sump," Ampferer said at the time and went as far as explaining to the board that, if they were to achieve the success they aspired to with their new racing projects the competition department would need, not only a new normally aspirated engine, but a new turbocharged unit, too. The reason being that, to compete in the GT1 and GT2 categories of sports car racing any racing 911 would require the higher level of performance provided by a turbocharged engine, and that to be competitive in the normally aspirated GT3 category they would require an engine that could not only deliver in the horsepower stakes, but do so reliably and consistently for the customer teams who would be running the cars.

Initially, while the arguments and reasoning behind developing two new engines for motorsport were sound, the costs were prohibited due to the relatively small numbers in which the engines were to be made. The plan was to take the GT1's engine and develop it for both GT2 and 3 categories while retaining 24-valves, water-cooling and dry sump lubrication,

but no matter how many different ways the sums were calculated the engines would be too expensive to develop, even with the number of road cars required for homologation purposes contributing to cutting the costs. It was only when it was suggested if the new GT2 engine could be a turbocharged version of the GT3 engine, that could also be used in the forthcoming 911 Turbo car and how this subsequent increase in volume would drastically cut the cost of the engine's development, that the project was approved.

So while the 996 Turbo awaited delivery of its motorsport-based, dry sumped flat-six motor, the GT3 Cup car began its gestation period in the Weissach workshops. The basic bodyshells came off the line at Zuffenhausen and were delivered direct to IFT for their roll-cages to be installed, before returning to the production paint shop to receive their coating of white paint, after which they would be delivered to Weissach to be transformed from mere Carreras to GT3 Cup cars. And following the end of 993 Turbo production, that car's engine assembly line was uprooted and reinstalled in Weissach in order for the GT3's new flat-six to be assembled. But while the competition department had the capacity to hand assemble 100 race cars a year to meet customers' racing requirements, the demands of customers who had been wowed by the seemingly street legal race car on the company's show stand at the 1999 Geneva Motor Show, would mean production of the GT3 road car would need to take place at the Zuffenhausen factory. Not that this would result in a dumbing down of the road car compared to its race car cousin.



With a production window available at Zuffenhausen prior to the launch of the 996 Turbo, a slot was agreed for a production run of 1350 GT3 road cars during 1999. Alloys wheels aside, the GT3 road car was indistinguishable from the race car on which it was based. It wore the same aerodynamic battledress (revised front bumper with additional cooling appendages, lower lip spoiler, side skirts and a bi-plane rear wing with an adjustable top plane), its chassis was lowered by 30mm, the anti-roll bars were adjustable and the stiffer springs could be swapped for racing items if you intended to spend a large chunk of time on track. The chassis' geometry was also adjustable should you be in the mood to throw slick tyres at the 18-inch BBS wheels, with all the relevant components beefed up and uprated should you go down this route. The brakes were bigger, naturally, measuring 330mm front and rear with four-piston callipers and were, at the time, the most powerful brakes Porsche had ever developed for a road car.

The engine, the GT1 Le Mans race car-based engine, with a swept volume of 3600cc, developing 360hp at 7200rpm could rev to 7800rpm without spitting its internals out through the rear wings, but was it any good? In its time, over the last 60 years Porsche has built some of the most amazing internal combustion engines the automotive world has seen. Many have impressed because the starting point has been a humble air-cooled flat-six; some because they have shown the way where manufacturers with budgets ten times the size and R&D centres equally as large, have struggled; and then there are the engines such as the one that appeared in the GT3. In an automotive world that was becoming increasingly obsessed with refinement the GT3's dry-sumped masterpiece was a breath of fresh air. The noise was pure mechanical, fat free and with an infectious level of menace that had you living in the higher end of the rev range at every, and any, opportunity. The exhaust system was tuned perfectly for the engine's performance range, providing the perfect baritone accompaniment without dominating the soundtrack. And the snarling howl as you climbed through the rev range and approached the engine's peak power was spine tingling. But it was the GT3's combined performance that electrified the senses.

Clamped into the wing-backed Recaro seat, the thin-rimmed three-spoke steering wheel presents itself to your chest, adjusting for reach, but not height, it frames the instruments perfectly with the centre-mounted rev counter as easy to read at 1200rpm as it is homing in on its seven-eight limiter. The simple and effective digital speedo in the base of the tachometer is all that is required for the quick glance that confirms that you're travelling at a velocity that would be hard to justify to the police. Your size nines fall comfortably on to the pedals with no need to twist nor contort your torso to do so, and the gear lever, slim, shaped and exactly where you expect it to be feels equally spot on. True, the regular Carrera benefited from equally excellent ergonomics, but in a car offering the performance of the GT3 you expected some quirkiness or discomfort as a pay off.

And what a performance. If you're lucky enough to drive a Clubsport you'll be instantly hit by the clatter at idle from the single mass flywheel (non-CS variants came equipped with the dual-mass item from the Carrera), a noise not to dissimilar from a washing machine full of ball bearings. It's the first mechanical indication that the GT3 is pure thoroughbred. Dip the clutch and the clatter subsides and you get to interact with one of the most delightful transmission actions to feature on a series production car. The open gate on a Ferrari fitted with a manual gearbox is more famous, but if it had a third of the precision, smoothness and mechanical feel of the GT3's shift it would, perhaps, live up to the experience it promises to deliver. The GT3's gearshift is a delight for two reasons. First it was taken from the 993 GT2, itself a race car homologated for the road that made even fewer concessions to its life away from the race track, which meant it was a far more robust and direct 'box; you could even open it up and play with the ratios if you so desired. Second, where the 996 Carrera's gearshift was operated by cables the GT3's was controlled by rods providing the more connected and intermit action when climbing through the ratios. And when hooked up to an engine that lived to be worked as hard as a speech writer on inauguration day you had a Porsche 911 that begged to be driven as its creators had intended.



On the road it was as quick as any supercar of the time. Ferrari's 360 Modena may have been in a position to bloody the nose of a regular Carrera, but the GT3 would run it ragged. On the autobahn you'd struggle to dislodge a GT3 from your rear view mirror even if said mirror was glued to the inside of a Lamborghini Diablo's windscreen. The first three gears in a GT3 were over in a flash, fourth was the lowest ratio required see off any competition while fifth and sixth would deliver you to speeds 20 and 30mph over the 150mph mark than a normally aspirated 911 had any right to.

The GT3's pièce de résistance was that it involved the driver deep down into its available performance. It's steering was light but precise and full of feel, and it would install the belief that you could deliver the nose with pinpoint accuracy to the apex of a turn with the gentlest roll of the wrists. The GT3's damping was so controlled, the spring rates a balance of controlled stiffness and forgiving suppleness and the grip that could be generated from the Pirelli P Zeros at either side of the rear of axle needed experiencing to be believed. Drive with your head and a GT3 would take some beating.

It would, could and did bite, though. Like many a 911 that had been before its dynamics commanded respect. Yes, you could adjust a slide with controlled angles of lock and throttle inputs, but be brutal with either control and you'd become a passenger. Drive a GT3 smoothly and you'll be one of the quickest on the road and the calmest in the bar afterwards.

In this line of work the opportunities to drive every permutation of Porsche road cars are as frequent as you care to make them, and while there are some you would move heaven and earth for to get yourself behind the wheel, there are, I will admit, some that can wait until the timing suits you better. The 996 GT3 Mk1 falls most definitely into the former category. If you are looking for the next iconic, classic Porsche 911 it's the one wearing the party hat and the badge that reads 'I am 11.' Happy birthday!

Use of this article was kindly permitted by GT PORSCHE and its Editor Stuart Gallagher. You can view and order their informative magazine online at WWW.GTPURELYPORSCH.COM

918 Spyder prototype turns in lap time of seven minutes and 14 seconds

On September 18th, in test drives on the "Nürburgring-Nordschleife", a Porsche 918 Spyder prototype turned in a remarkable best time of just 07:14 minutes for the 20.6 km long circuit. One year before its production launch, the plug-in hybrid super sports car from Porsche AG is already proving its superlative dynamic performance potential – far surpassing all expectations placed in it. Dr. Frank Walliser, overall project leader for the 918 Spyder: "By turning in a fabulous time of 07:14 minutes, the 918 Spyder prototype has already fully confirmed the viability of its future concept after just a few months on the road."

The lap time of the Porsche 918 Spyder prototype is one of the best ever clocked for street-legal vehicles with standard production tyres. The course was only available to the development team from Weissach for one lap, and it had to be started from a standstill. The plug-in hybrid super sports car with over 795 hp was equipped with production tyres from development partner Michelin as well as the optional "Weissach" package, which integrates modifications that boost driving performance.



Two of a kind!



Photo courtesy of GTPurelyporsche.com

REVEALING SIGNS

► FASCINATION



JUST AS UNMISTAKABLE AS THE DESIGN OF PORSCHE CARS IS THE STYLING OF PORSCHE SCRIPT. WHEN YOU READ THE LOGO *turbo S*, YOU INSTANTLY KNOW WHICH BRAND THIS LETTERING REPRESENTS. AN EXCURSION INTO THE WORLD OF DYNAMIC TYPOGRAPHY.

By Jürgen Zeyer

An S that says a lot. Of course what immediately suggests itself is that S stands for Sport. Ever since the model 356 1300 S in 1953, Porsche has used this letter to designate especially sporty types—such as today's top-of-the-line model of the 911 family, the Turbo S. What's more, this expressive Porsche "S" with its calligraphic extended sweep conveys an array of emotional messages. "To Porsche drivers it means a lot more than just some letter of the alphabet. To them it also connotes race-tracks like Nürburgring's North Loop and Laguna Seca, motorsports, movement, and energy. It reminds everybody of all kinds of stories," says Ulrich Sauter, A graphic designer at Style Porsche in the Weissach Development Center, he is in charge of the "typographic" corporate image—and that includes the evolution of the name marks of legendary models.

What originally inspired the "Porsche script" is now subject to speculation. "It's quite likely that there was a strong American influence," is the expert judgment of Sauter, as he gently glides his fingers over the "turbo" and the "S." Different versions of the name mark from different years are spread out on the table before him. "The sinuous cursive script, the alternation between contracting and expanding curves, the elliptical shapes—it all expresses dynamics," Sauter explains.

The original version was created by graphic designer Hans Ploch. He also designed the original version of the P_O_R_S_C_H_E logo, which,

unlike the car model names, has been deliberately kept very simple, unpretentious, and rectangular. Very few documents survive that tell of the beginnings of "sign language" at Porsche. But Sauter uncovered a unique treasure when he saved an old file folder from the shredder. The contents of the folder provide insights into the evolution of an important aspect of Porsche's corporate culture. These relics include a technical drawing dated August 6, 1954, in which the precise height, width, and spacings of the brand logo are defined. A 1963 sketch specifies the design details of the Carrera name mark for future 911 models. This sketch probably ranks as the company's most noteworthy relic regarding name marks. "The lettering is so complex that the initial specimens can't be mechanically produced. The lettering has to be done by hand," says Sauter. "This script emulates some traits of the shading of light illuminating a car's fender. That effect can't be created mechanically." The designer continues to leaf through the folder until he comes to a piece of cardboard from 1961, measuring 8.3 x 11.7 inches (210 x 297 cm). Attached to it is an early version of the Porsche "S" made of polished brass, along with a listing of the following specifications: four µ of silver substrate supporting three µ of burnished gold.

Any differences between an earlier and a present-day "turbo S" name mark are mere nuances. The lettering has become more organic, softer, more representative of the car's curved contours, and even more dynamic, Sauter ex-

SIGNS OF THE TIMES: THE EVOLUTION OF BRAND TYPOGRAPHY

356 A Carrera
1957

Carrera

911 S 2.0
1966

911S

911 Carrera S
1996

Carrera S

911 Carrera S
2004

Carrera S

911 Turbo 3.3
1977

turbo

911 Turbo S
1992

turbo S

911 Turbo S
2010

turbo S

plains. Because, just like the sports cars, the typography continues to evolve—without changing its fundamental character. Any changes Sauter might need to make now are in the hundredths-millimeter range. Before the revised name mark is accepted, a solid-brass, chrome-plated "data control model" must be attached to the current vehicle and inspected outdoors, with no artificial light, to ensure that the combination of the name mark and the auto body is a perfect stylistic match.

From then on, the new name mark adorns the rear end of a Porsche model, symbolizing the character and perfecting the unmistakable look of the vehicle. As Ulrich Sauter points out, "The 'turbo S' in particular is a terrific, distinctive name mark—it tells you everything." Bold. Powerful. And perfect down to the letter. ◀

This article was graciously allowed to be reprinted from Porsche's own publication, "CHRISTOPHORUS MAGAZINE". It can be ordered for \$30 per year on the web site www.porsche.com/usa



Porsche 911 and Cayenne in first place for appeal

U.S. customers vote for the Stuttgart sports car maker as most popular make of car

For the eighth time in a row, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has successfully maintained its top billing in terms of popularity. The sports car maker occupies the pole position as the car brand with the maximum appeal in the United States. These were the findings of the latest survey "Automotive, Performance, Execution and Layout Study (APEAL)" conducted by the opinion research center J.D. Power and Associates.

Alongside the Porsche marque, the customers voted for the Porsche 911 as best vehicle in the Premium Sporty segment. The sporty SUV, the Cayenne, likewise won first place (segment: Midsize Premium Crossover SUV). Both models were given the J.D. Power Awards. Grades from ten different categories are integrated into the overall score including design, comfort, dynamic performance and suitability for everyday driving. The U.S. market researchers interviewed around 75,000 car owners with new vehicles that were registered for the first time in the period from November 2011 to February 2012.



PCA Yellowstone Region Calendar of Events 2012

February

15 Wed Dinner/Social @ 43 NORTH

May

5 Sat PCA Intermountain Region D.E. - Miller Motorsport Park - West Track

June

8-9 Fri-Sat PCA Intermountain Region (Club Race) - Miller Motorsport Park - Full Track

9 Sat Annual Rendezvous Dinner @ Teton Pines

July

8-14 Sun-Sat Porsche Parade in Salt Lake City, Utah

14 Sat PCA Intermountain Region D.E. - Miller Motorsport Park - East Track

August

18 Sat Summer Celebration (Porsche's in the Park) @ Owen/Bircher Park in Wilson

September

8 Sat Autocross @ Teton Springs with Food and Beverages Afterward

October

25 Thur Get Together @ Camp Creek Inn 6:00

Additional SCCA events in southeast Idaho to show at <http://www.eiscc.com/default.htm> (no set schedule at this time). Contact Ken Koop for additional information and phone numbers regarding all events listed.

* Yellowstone Region Club Event.

Seven Tips to Avoid Speeding Tickets in Your Porsche

Over the years, I've read a lot of different tips on how to avoid a speeding ticket. Most of the items mentioned are common sense. However, like anything, even the simplest things can be forgotten or overlooked if we're not reminded of them. While there is no sure fire way to avoid a ticket if you're breaking your local speed limit, you can greatly reduce your exposure by employing some or all of the following pointers. Here's my pick of the top seven tips, if used wisely, can help to avoid recreating the scene below.

1. Keep a low profile. Let's forget about the fact that you're driving a Porsche for a second, try to stay under the radar (pun intended). In other words, don't draw attention to yourself by driving aggressively, flashing lights, multiple lane changes, etc. All it takes is one jealous driver in their beat up old Pinto to place a call to your local traffic control with a statement akin to, "Yeah, a black Porsche 911 just passed me at a little faster than the speed of sound. I think you might want to send someone out before this guy kills himself or someone else". A call like that can ruin your day.



2. Drive with the "flow of traffic". Cops are looking for that one car going significantly faster than the others. If the speed limit is 65 mph and you, and everyone else on the road, are driving 72 to 75 mph then you're in the "flow of traffic". Yes, technically you (and those around you) are still speeding and do risk a ticket. The problem for the police becomes who to pull over? By driving with the "flow" you've automatically improved your odds of not being singled out.

3. Follow, don't lead. Usually if you drive with the "flow of traffic" no matter their speed you'll be safe from a ticket. In the event the roads you're driving aren't that crowded find just one other car going faster than you and fall in behind them. This way, if there is a speed trap, hopefully your leader will get nailed and you'll keep going albeit at a slower pace.

4. Be observant and look for brake lights. This should go without saying, but you would be surprised how often it is overlooked. By simply watching the traffic ½ mile to one (1) mile in front you have the ability to avoid any and all speed traps. Let's face it; no one wants a ticket so the natural response to seeing a police car (on the side of the road or in a highway cutout) is to reduce speed by braking. When a whole group of cars suddenly brakes/slow down at the same time you can be pretty sure that there is something of interest ahead of you. Adjust your speed accordingly. Even if it isn't a speed trap, it may be some other obstruction or danger that requires a reduction in speed and your early observation will keep you out of harms way.

5. Avoid the left lane. Lest we forget our early driver's education, the left lane is for passing only (that's why they call it the passing lane). When you have to pass, use your blinker, move to the left and pass. Once you're safely past the car in front of you move back into the middle or right lanes. Driving in this manner provides two benefits. The first is if a cop is coming from the opposite direction, they are more likely to be looking for speeders in the far left lane and have their radar pointed to that location. The second is you get some camouflage from any other speeders also on the road and driving in the left/passing lane. Let's say you pass a cut-out with a radar trap set-up. The radar is going to bounce off the car in the left lane and return a signal on their speed, thus shielding you from a ticket (I know it's a little thin, but it's all about stacking the odds in your favor).

6. Buy a Radar Detector . If you live in a state where they are legal, by all means get one. A good radar detector will set you back a few hundred bucks, but so will a speeding ticket (not to mention the additional charges on your insurance, etc.). If you can, buy one of the newer radar detectors that also include detection and location information for red light and speed cameras.

7. Don't speed. I know, this is a simple solution and not much fun, but for obvious reasons, it works. Just because you're pulled over doesn't mean you'll be ticketed. A lot depends on how you look and act toward to officer pulling you over.

Reprint of this article courtesy of Porsche Purist; info@PorschePurist.com



Sporty, functional, efficient: Panamera Sport Turismo

Porsche is presenting the Panamera Sport Turismo concept car to show how amazingly intelligent and efficient drive technology might look in the design language of tomorrow. The Sport Turismo unites the next generation hybrid drive with new ideas for an evolutionary, sporty body concept; it combines Porsche performance with comprehensive everyday practicality.



The body concept of the Panamera Sport Turismo is an outlook on a possible Porsche sports car of tomorrow: The overhangs are short, and the boot lid is large – both sporty and functional. The concept car combines the dimensions of a premium vehicle with the interior comfort of the luxury class.



The rear body has been completely reshaped, yet it retains all of the characteristics of a Porsche.

The drive technology of the Panamera Sport Turismo completes the next development step towards the plug-in hybrid, symbolised by the “e-hybrid” badge on the front wings. The car’s new ability to be charged from the electrical power grid has been combined with even higher performance components. The concept vehicle with its 416 hp (306 kW) of peak system power is designed to be driven in pure electric mode up to a speed of 130 km/h and can cover distances of over 30 km. The Sport Turismo also exhibits impressive fuel economy per the NEDC standard; its combined fuel consumption is less than 3.5 litres per 100 km, while CO2 emissions are under 82 g/km.

The drive system of the Panamera Sport Turismo is an advanced development of the parallel full hybrid that Porsche already implements today in the Panamera S Hybrid and Cayenne S Hybrid. The new electric motor produces about 70 kW (95 hp), which is around twice as much as in today’s Porsche hybrid drive, while the supercharged three-litre V6 engine still produces 245 kW (333 hp) here. In their interplay, they accelerate the concept car from zero to 100 km/h in less than six seconds.

The electric power pack of the Sport Turismo e-hybrid consists of a lithiumion battery whose performance is several times that of the nickel-hydride battery currently used in production, although it has practically the same dimensions. Its 9.4 Kilowatt hours of energy storage capacity and high peak power enable faster acceleration, longer electric driving range and higher speeds when driving without the internal combustion engine.

Reprint of this article courtesy of
Christophorus Magazine.



WHAT MOVES ME ... A GROWING AND THRIVING FAMILY

PORSCHE MAY NOT BE THE ONLY CAR MANUFACTURER THAT BEARS THE NAME OF ITS FOUNDER—OTHERS THAT COME TO MIND ARE BENTLEY, BUGATTI, AND LAMBORGHINI—BUT IT IS ONE OF THE VERY FEW WHERE MEMBERS OF THE FOUNDING FAMILY STILL PLAY AN ACTIVE ROLE IN MANAGING THE COMPANY'S AFFAIRS.

I grew up in this company the way other kids grow up on the neighborhood soccer field or go-kart track. For me and my brothers and cousins, the venerable red-brick building in Stuttgart-Zuffenhausen was our favorite hangout, the perfect place to play—and to watch and learn. The R&D department and the offices of my grandfather Ferdinand Porsche and my father Ferry were up on the second floor, and the production and racing departments were downstairs.

The company was a natural part of my life and was like an extended family for me. Back when I was still a kid in school, my father used to take me along to Le Mans. When I stand in our pit at the Nürburgring today, I feel the same spirit infusing the air that I felt when we first entered the race at Le Mans with a lightweight 356 coupe in 1951 and our drivers Auguste Veuillet and Edmond Mouche emerged victorious in the 1,100-cc class on their first try: curiosity, a relish for competition, and the will to win.

The Porsche family and the family company have a lot in common in that respect. My grandfather Ferdinand Porsche was a brilliant engineer who wrote automobile history with the Lohner-Porsche hybrid, Austro-Daimler, Auto Union Grand Prix race cars, and the VW Beetle.

When my father Ferry started production of the 356 sports cars, he was initially thinking on the scale of a few hundred units or so. Little did he know... Recently I had the honor of officially opening an ultramodern paint-spray line in Zuffenhausen that boasts the latest environmentally friendly technology and increases capacity in our parent plant to about 40,000 units a year. I bet my father would be surprised to learn that most of that number is made up of sports cars with a drive concept identical to that of the 356.

Our family tree now has two branches, Porsche and Piëch, but both are firmly rooted in the family tradition of making automobiles. Our companies have grown along with our family and vice versa—and today my grandfather's and father's visions are being turned into reality by the next generation of executives.

Even though we designed a prototype for an all-terrain vehicle way back in the 1950s, launching series production of an SUV just wouldn't have been right for Porsche in those days. Today the Cayenne is one of the most popular Porsches there are, especially in new markets like Russia and China. And yet for most people Porsche has remained the ultimate sports-car brand, as I see again and again when I visit our museum. Some-

times I take a few minutes to observe our guests. In the museum lobby you can see visitors from all over the world. They speak many different languages and come from very different cultures, but all of them feel like part of our family—the Porsche family.

I have the privilege of knowing all the many branches of the extended Porsche family. When I'm at our main plant and have the time, I like to eat lunch in the cafeteria along with the regular employees. The obvious pride they take in working for Porsche touches me and makes me feel proud. When I attend vintage-car events, it often happens that the owner of a 356 Speedster or 550 Spyder will come up and start talking to me. They almost always tell me variations of what is essentially the same story. They tell me of their first encounter with Porsche as a child—usually their father's 356—that they have owned so-and-so many Porsches themselves over the years, and that they fulfilled a childhood dream by buying their vintage model. And often enough, they tell me that they have passed on their passion for Porsches to their own kids.

I'm proud to be a member of the extended Porsche family, and I feel that it comes with a certain responsibility to our customers and employees. The way I see it, that responsibility includes intelligent "family planning." That means doing what we can to make our engines even more efficient. Lightweight design and hybrid drive are integral to our concept of future-oriented technology—the kind of cutting-edge technology that has been consistently pioneered by the Porsche family and company for over a century. We regard the challenges posed by new markets and tougher technical requirements and environmental regulations as an enormous opportunity for the future. Who could help sports cars with hybrid engines gain acceptance, if not Porsche? The engineers and executives who work at Porsche today are putting our forebears' ideas into practice, with determination and an eye to the future. The Porsche family is growing and thriving—and still pointing the way to the future, as the 918 Spyder proves. ●

*The way I see it,
our responsibility to our
customers and employees
includes intelligent
"family planning."*

**Dr. Wolfgang
PORSCHE**
Chairman of the
Supervisory Board of
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Illustration: Bernd Schifferdecker

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And Professor Porsche expects still more.

The windows in Professor Porsche's office in Zuffenhausen never look a moment dull.

A courtyard lined with Porsche parked in a patchwork of colors and model designs.

Not shiny new cars, but the ones that have already seen hard weather and potholes. Survived the winding kilometers between outdoor picnic and winter ski trips.

To Professor Porsche, these are very important Porsches.

Because when he stands at this window, he can see behind his back, looking from the front, and back down at the cars in the courtyard, for example.

He is reminded of how much is yet to be accomplished.

It is this reason, Professor Porsche drives his company truck the same way one drives his cars.

With precision. Respect. Caution.

The result, cars that are a representation of what a car ought to be. Cars like this one.

Porsche's latest project, the 911 Carrera, affectionately known as the "Carrera R" car.

A car powered by the new four-cylinder horizontally opposed, twin overhead cam engine used in Porsche's 911 Carrera, producing 400 hp.

A car with such a sophisticated

drive train you can actually feel the power in each of the four wheels. A car with a self-adjusting suspension system that automatically lowers it as speed increases.

Top speed no one really knows.

Yet. And as far as Professor Porsche is concerned, it really doesn't matter. Because to make him drive is particularly the Carrera R car, there will be another day when he stands at his window.

And imagines.



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New Porsche 911 Carrera S Named 2012 Motor Trend Best Driver's Car

Motor Trend has chosen the Porsche 911 Carrera S as its Best Driver's Car for 2012. The Best Driver's Car honor is decided after a yearly competition among the best new or improved performance cars available in the U.S. market.

"'Best Driver's Car' is the highest honor Motor Trend gives to a performance vehicle, which is the main reason it is so coveted across the industry," said Ed Loh, Editor-in-Chief of Motor Trend. "Congratulations to Porsche and its 911 Carrera S for beating out such a diverse, yet uniformly excellent field this year."



"Being named 'Motor Trend Best Driver's Car' is a testament to the work of the men and women in Weissach and Zuffenhausen who are so passionate about designing and building our sports cars," said Detlev von Platen, President and CEO of Porsche Cars North America. "This accomplishment shows that the 911 still has the same magic it's had for nearly 50 years, as it continues to be both a great car to drive everyday on the road and on the track."

Motor Trend editors choose the car that most makes them want to head out to their favorite road and drive. To achieve this, each contender is run through a battery of dynamic tests, a 500-mile road trip, hard canyon driving on a closed course and finally, evaluation at the hands of professional driver Randy Pobst at Mazda Raceway Laguna Seca. All of that information is then distilled down by seven judges, and after careful consideration, a winner is declared.

The test aims to go beyond the numbers, uncovering the one vehicle that offers enthusiasts the most engaging and rewarding driving experience possible.

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Porsche



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We're independent so you can be too.

We celebrate independence. Free to make our own choices, confident in our abilities and setting our own course, we prefer the keys and the open road. And for good reason. Being independent is liberating. At Bank of Jackson Hole, we understand the importance of independence. In fact, it's one of the pillars of our business. We prefer to be remembered by our first name, to be given prompt, courteous and straight answers, and to be a valued customer and not a number. So we started a bank with that very philosophy. Our locally headquartered, owned, managed and 100% independent bank was born out of our desire to put one person in the drivers seat: **You.**

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"If you design a production car, you know in five or six years what you've done. In racing, you know in a year".

Quote from Porsche's second CEO, Ernst Fuhrmann

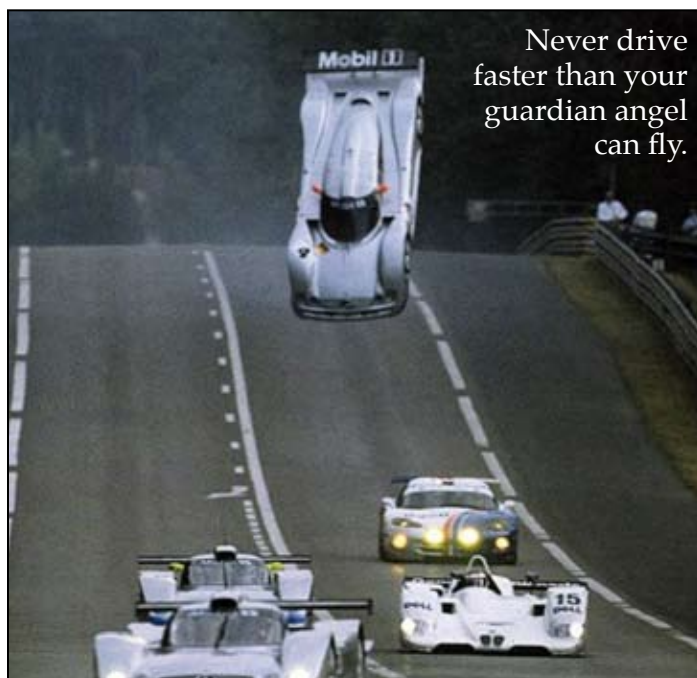


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