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Porsche



February 2013

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Old Faithful Porsche is the official newsletter of the Porsche Club of America - Yellowstone Region.

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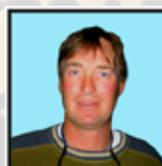
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President's Message

I would like to take this opportunity to thank all of you for encouraging me to take the position as the Yellowstone Region President. It gives me great joy to know someone has confidence in me. Thank you so kindly.

I also want to thank all of you for making our club so much fun. With a participation rate of 70 plus percent, the Yellowstone Region PCA has one of the strongest participation rates in the country (most regions average 15 to 20). I commend all of you for your enthusiasm and joy you bring to the club as a whole. The greatest reward we have in club activities is when people actually show up. And show up you did.

Looking at our most successful events in the past, our social functions are always a big hit. Our June dinner garners the biggest attendance with 50 to 65 members each year. Not sure if the silent auction and raffles were the big draw, but the Pines has always done well to accommodate our group. Their ability at keeping the price of dinner affordable and providing a bar and great deck overlooking the parking area has allowed many of our members to view some of the finest Porsches around and to enjoy each others company.

Our Progressive Dinners have also done very well. Attendance has always been pretty special as I feel our members have enjoyed traveling from house to house, changing scenery and meeting new people throughout the event. Last years event was the Mielke, Siegel & Bennett combo. The year before that was the Joseph, Beck & Clancy escapade, which I will admit, by the end of the night, I, for one, had difficulty remembering.

Prior to the Progressive Dinners, we had a great BBQ at the Faems household where we had an unexpected 65 member turn out. I just happen to put myself on bartender duty that year and had a blast socializing with everyone. The previous year we tore up the Greg Prugh Jr. household with another BBQ and some pretty mean croquet (I still think Greg cheated).

Third to our June Dinners and social events, I would have to put our road rally on the list of fun events. Although not as well attended as our social gatherings, the after party at Dornans has often acquiesced more members than we had for the rally itself. The competition of the event has tarnished only a few friendships as the goal of the Augusta Green Jacket has been high on many a members list. The upper deck at Dornans, with the hot sun and refreshments, has always made for some good times.

The Fall Tours we have had in the past have also been very enjoyable. Normally ranging from two to three day excursions, we have had some great times together. Some of the most memorable are the Chief Joseph Highway and Bear Tooth Pass on the way to and from Red Lodge, Montana. There is nothing better than a group of Porsches racing through mountain twisties with exhaust notes rumbling through the hills. I also have to add the tour to Park City was great fun, especially when ZA from Dave Strong Porsche brought us the new PDK equipped 911 to our hotel, allowing each of us to test drive it and then taking all of us out to dinner (thank you ZA!!!) The trip to Big Sky Montana was a great event as well even amongst the approaching fall weather conditions. Hopefully we can repeat some of these adventures in the future.

Lastly, I have to give it up for one of our non-PCA events, the go-kart racing in Idaho Falls. Unfortunately, the racecourse in IF has since folded, but the memories of the event seem like they occurred yesterday. With only 13 members attending, the indoor, gas powered karts was something many of us had never done before. Not sure if the karts were rigged, but some of them seemed faster than others and it seems the bumps, the bruises and the skid marks (the ones on the track that is) still live on to this day.

For the fun times we had, I want to thank all of you for participating. I have really enjoyed the events and hope that as we put together our events for 2013, we can make many more lasting memories.



A Chronology of the Porsche Sports Cars

- 1948** The first sports car bearing the name Porsche, the 356 "No. 1" receives its official approval and homologation for road service in June.
- 1950** Porsche KG returns to Stuttgart-Zuffenhausen and begins serial production of the Porsche 356 in a rented factory.
- 1951** Professor Dr. Ing. h.c. Ferdinand Porsche dies on January 30 in Stuttgart. He is buried in Zell am See in Austria.
- 1953** The Porsche 550 Spyder celebrates its debut at the Paris Motor Show.
- 1956** The 10,000th Porsche 356 is produced just in time for the 25th anniversary of the founding of Porsche. For the first time, the Porsche 550 A Spyder is the overall winner at the internationally advertised World Championship Race, the Targa Florio.
- 1960** During its first race season, the Porsche 718 RS 60 celebrates its overall victories at the Targa Florio and the 12 hours at Sebring.
- 1963** With the Porsche 356 C, Porsche introduces the last development stage of the now already legendary sports car.
- 1964** The Porsche 911 presented the previous year under the name "901" goes into mass production. Due to its extraordinary design and its excellent drive performance, the Porsche 904 Carrera GTS impresses the public. Like the 911, it was also designed by Ferdinand Alexander Porsche.
- 1965** The Porsche 911 Targa is introduced as a "safe" Cabriolet or convertible, which is mass produced from 1966 onwards.
- 1967** After success of the Porsche 906 Carrera 6 the previous year, the Zuffenhausen factory team managed three victories at the Targa Florio. Porsche posts its first overall win of the legendary 1,000 km race at the Nürburgring track.
- 1968** Porsche posted its first overall win at the 24 hours of Daytona with the 907-8 model and was able to repeat its previous year's victories at the 1000 kilometer race at the Nürburgring and at the Targa Florio. In Rally Sport, the Porsche scored its first victory with the 911 T at the Monte Carlo Rally.
- 1969** The mid-engine VW-Porsche 914 is introduced at the IAA in Frankfurt. Besides the Monte Carlo Rally and the Targa Florio, Porsche wins the Team World Championship for the first time with the 908/02 and the new 917.
- 1970** With nine out of ten possible victories, Porsche once again secures the Team World Championship. At the 24 Hours of Le Mans, Hans Herrmann and Dick Attwood celebrated their first overall victory in the Porsche 917.
- 1971** The first departments move into the new development center in Weissach. In motorsports, Porsche is once again able to sew up the 24 Hours of Le Mans and the Team World Championship.
- 1972** With Ferry Porsche at the helm of the Supervisory Board, Porsche KG decides to turn the company into a stock corporation. The Porsche 911 Carrera RS 2.7 arrives on the market as an athletic, top-of-the-line model.
- 1973** "Dr. Ing h.c. F. Porsche AG" becomes the official company name entered in the Commercial Register. The 911 series in the so-called "G-Series" is introduced with safety bumpers. In the Canadian-American Can-Am racing series, the Porsche 917/30 is once again dominant after its predecessor the 917/10 had won the title the previous year.
- 1974** With the 911 Turbo, Porsche introduced at the Paris Motor Show the first mass-produced sports car in the world with an exhaust gas turbocharger and boost pressure regulation.



911 TURBO EVOLUTION

	1976	1978	1991	1994	1996	2001	2007	2010
								
Displacement	2993 cc	3299 cc	3299 cc	3600 cc	3600 cc	3600 cc	3600 cc	3800 cc
Horsepower	234 @ 5500 rpm	261 @ 5500 rpm	315 @ 5750 rpm	355 @ 5500 rpm	400 @ 5750 rpm	415 @ 6000 rpm	480 @ 6000 rpm	500 @ 6000 rpm
Torque, ft/lbs	246 @ 4500 rpm	282 @ 4000 rpm	332 @ 4500 rpm	384 @ 4200 rpm	400 @ 4500 rpm	413 @ 2700-4600	457 @ 2100-4000 501 in overboost	479 @ 1950-5000 516 in overboost
Transmission	4-speed manual	4-speed manual	5-speed manual	5-speed manual	5-speed manual	6-speed manual 5-spd Tiptronic S	6-speed manual 5-spd Tiptronic S	6-speed manual 7-speed PDK
Weight, lbs	2514	2856	3274	3274	3307	3395 manual 3494 Tiptronic S	3495 manual 3571 Tiptronic S	3461 manual 3515 PDK
0 to 60 mph	6.0 sec	5.6 sec	4.8 sec	4.7 sec	4.4 sec	4.2 sec manual* 4.9 sec Tiptronic S*	3.9 sec manual* 3.7 sec Tiptronic S*	3.7 sec manual* 3.6 sec manual** 3.6 sec PDK* 3.4 sec PDK**
Top Speed, Mph	156	165	168	174	180	189 manual 185 Tiptronic S	192 manual 192 Tiptronic S	193
C _d	0.41	0.42	0.36	0.35	0.34	0.31	0.31	0.31 coupe 0.32 cabriolet

* 0-62 mph ** 0-62 mph with Sport Chrono Turbo

- 1975** The Porsche 924 is the first Porsche car to be produced with a front-mounted engine in a transaxle design. Porsche is the first automobile manufacturer to use hot-dip galvanized body sheets as standard.
- 1976** The Porsche race cars 935 and 936 are double world champions in the Team and Sports Car categories.
- 1977** Succeeding the 911, the Porsche 928 takes new roads in terms of technology and design. In addition to Team World Championship title, Porsche wins the 24 Hours of Le Mans yet again.
- 1981** The transaxle model program supplements the Porsche 944 with the powerful 163 hp four-cylinder engine. In Le Mans, the overall victory of the Porsche 936/81 is the crowning achievement celebrating the company's 50th anniversary.
- 1982** With the 911 SC Cabriolet, Porsche offers an open-top version of the sports car classic. With the 956/962 models, Porsche wins a total of five team, manufacturer, and driver world championships between 1982 and 1989.
- 1984** Porsche's TAG turbo engine triumphantly powers the McLaren MP4/2 Formula 1 sports car to the finish line. With a total of 25 Grand Prix victories and three world championship titles (Niki Lauda and Alain Prost), the Porsche engine became the dominant motor of the Formula 1 circuit between 1984 and 1986. In addition to the Team World Championship, Porsche wins its first Paris-Dakar Rally with the 911 Carrera 4x4.



- 1985** The high-performance, sports car prototype, the Porsche 959, is unveiled at the IAA. From its twin turbo boxer engine with water-cooled, four-valve cylinder heads to its electronic suspension and all-wheel drive, as well as its sleek and aerodynamic body, Porsche's 959 showed the world the future of automobile engineering.
- 1986** An environmentally friendly race series is set up called the Porsche 944 Turbo Cup. After already winning the Pharaonen Rally in 1985, the Porsche 959 wins the Paris-Dakar Rally in 1986.
- 1988** On the occasion of its 25th anniversary, Porsche launches its newly designed 911 Carrera 4 (964 model) with all-wheel drive.
- 1989** The Porsche 911 Carrera becomes available with a new kind of automatic transmission called the "Tiptronic". While racing in central Ohio, Italian race driver Teo Fabi wins the first CART victory for the Stuttgart company in the Quaker State Porsche with a March chassis.
- 1990** Ferry Porsche is appointed honorary Chairman of the Supervisory Board. Ferdinand Alexander Porsche follows his father as the Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG.
- 1991** Porsche is the first manufacturer in Germany to equip all its models with driver and passenger airbags as standard features. As a successor of the Porsche 944, the Porsche 968 becomes available in either Coupé or Cabriolet models in late summer of 1991.
- 1992** Dr. Wendelin Wiedeking is appointed spokesperson for the Porsche Executive Board. Under the generic terms "lean management" and "lean production," new organizational and production workflows are introduced and the company's hierarchy and process structures are reorganized from top to bottom.
- 1993** At the Detroit Motor Show, Porsche presents the study of an open Roadster with a boxer mid-engine: the Boxster. At the IAA, Porsche introduces a completely re-designed 911 Carrera (model 993). Dr. Wiedeking is appointed Chairman and CEO of the Executive Board of Porsche AG.
- 1995** With the OBD II emission control system, the 911 Turbo goes on to become the lowest-emission, mass-produced vehicle in the world. In addition to the 911 Carrera 4S, the 911 Targa with a retractable glass roof was a welcome addition to the product line. A small number of the Porsche 911 GT2 are produced.
- 1996** The one millionth Porsche rolls off the production line, a 911 Carrera is produced as a police car. After only three and a half years of development time, the production of the mid-engine Roadster-Boxster is started.
- 1997** Under the motto "Evolution 911", Porsche presents a new generation of the 911 Carrera (model 996). For the first time, the 911 series is powered by a water-cooled, four-valve, six-cylinder boxer engine.
- 1998** With the 911 GT1, Porsche celebrates a double victory at Le Mans and can now post a total of 16 overall victories for itself.
- 1999** Porsche adds a very sporty model to the 911 series with the GT3. As the Boxster S, an even more powerful version of the mid-engined Roadster is launched on the market. The Porsche Ceramic Composite Brake (PCCB) is presented as a new global innovation.
- 2000** At the Paris Motor Show, Porsche presents its study of a high-performance sports car for the road in the form of the Carrera GT. Ground is broken for a new Porsche factory in Leipzig.
- 2001** The 911 GT 2 creates a new performance peak in the Porsche product portfolio. The updated Porsche 911 Carrera receives a 3.6-liter engine with a variable valve stroke. The 911 Carrera 4S as well as the 911 Targa are available as new model variants.
- 2002** The Cayenne is introduced as the third Porsche model series, a sporty off-road multi-purpose vehicle. The plant in Leipzig enjoys a grand opening and begins production of the Cayenne. The enhanced Porsche Boxster achieves lower fuel consumption and emissions while simultaneously increasing performance thanks to new VarioCam technology.



- 2003** Series production of the Porsche Carrera GT begins in Leipzig. A total of 1,270 units of the 330 km/h (186 mph) fast super sports car are produced by 2006. Besides the new Porsche GT3 and GT3 RS, the 911 Turbo Cabriolet and the 911 Carrera 4S Cabriolet are added to the product line.
- 2004** The sixth generation (model 997) of the sports car series is introduced in the form of the 911 Carrera and 911 Carrera S. In addition, the second generation of the Boxster is introduced.
- 2005** Two additional models followed with the 911 Carrera Cabriolet and the 911 Carrera S Cabriolet. The Porsche Cayman S with a six-cylinder boxer mid-engine was introduced at the IAA. Moreover, the model range was expanded with the 911 Carrera 4 and the 911 Carrera 4S in the Coupé and Cabriolet versions.
- 2006** In addition to the new 911 GT3, the 521 hp Porsche Cayenne Turbo S sets a new performance record. The new 911 Turbo with a twin turbo boxer engine and a variable turbine geometry (VTG) was introduced at the Geneva International Motor Show. A powerful 245 hp Cayman basic model is added to the Boxster series. Additional innovations are the 911GT3 RS as well as the 911 Targa 4 and the 911 Targa 4S. The new models Cayenne, Cayenne S and Cayenne Turbo receive lower fuel-consuming and more powerful engines with direct fuel injection. In the American Le Mans Series, the sports prototype Porsche RS Spyder won a championship in the LMP2 class.
- 2007** Porsche presents the 911 Turbo Cabriolet as an open top model within the 911 series. With the 911 GT2, the fastest and most powerful street-approved Porsche 911 is launched. The new Cayenne GTS emphasizes the exceptional position of this successful series in the SUV segment. The Supervisory Board of the Porsche AG selects Dr. Wolfgang Porsche as its new CEO and Chairman of the Board. Porsche Automobil Holding SE, Stuttgart, is entered in the Commercial Register of the Stuttgart court of jurisdiction in November. The company's conversion to a European stock corporation, a Societas Europaea (SE), is preceded by spinning off the operating business to a 100 percent subsidiary called Dr. Ing. h.c. F. Porsche AG.

Yellowstone Region Racing News

During the 2012 Porsche Club Racing Series, our very own Mike Faems finished first in Class E for Zone 6. This class offers some very spirited racing, since all of the cars are race prepped, fast and their drivers are highly competitive. Mike accumulated the highest amount of points which were collected throughout the season. The historic tracks of Daytona, Road Atlanta, Lime Rock, Sebring and Road America were just some locations that were included in the series. He finished in first place overall, while piloting his Black 944; affectionately called "The Turtle". Congratulations on a job well done and holding up the Yellowstone Region's tradition of excellence.



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Porsche Receives Three 2013 Kelley Blue Book Best Resale Value Awards

Porsche has received three Best Resale Value Awards from Kelley Blue Book's KBB.com for the 2013 Porsche Cayenne and 2013 Porsche Panamera vehicles. Cayenne and Panamera were named Best Resale Value in their respective classes. In addition, the Cayenne SUV is one of the Top 10 cars with Best Resale Value according to Kelley Blue Book's KBB.com.

According to Kelley Blue Book, the 2013 model-year vehicle winners of the annual Kelley Blue Book Best Resale Value Awards recognize current and forthcoming vehicles for their projected retained value throughout the initial five-year ownership period.

Kelley Blue Book's Best Resale Value Awards are based on projections from the Kelley Blue Book® Official Residual Value Guide, determined by a skilled staff of automotive analysts. These awards honor vehicles expected to maintain the greatest proportion of their original Manufacturer's Suggested Retail Price (MSRP) after five years of ownership. Low-volume vehicles and vehicles with base suggested retail prices of more than \$60,000 are excluded from award consideration, except in the luxury and high-performance categories.

Porsche Outperforms Delivery Record of the Previous Year

Porsche AG sold more sports cars in 2012 than ever before: 141,075 customer deliveries equal an increase of 18.7% compared to last year's record of 118,868 vehicles sold. "We are looking back on the most successful year in our history," said Matthias Müller, President and Chief Executive Officer of Dr. Ing. h.c. F. Porsche AG at the Detroit Motor Show. "The commitment of our entire workforce was a key factor in achieving this result. We are well equipped to guide Porsche successfully through 2013." Over the past three years, the Stuttgart-based sports car manufacturer has increased the number of vehicles delivered to customers by 83.9 per cent.

Bernhard Maier, Member of the Executive Board Sales and Marketing, highlighted: "2012 was an outstanding year for Porsche: for every model and in every region. In 2013 we will carry forward our product offensive with the launch of our new hybrid vehicles, such as the 918 Spyder, and of our new Macan SUV."



3 Generations of the GT2



Who are RON and MON?

By: Pedro P. Bonilla

If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the $(RON + MON) / 2$ method. The typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.

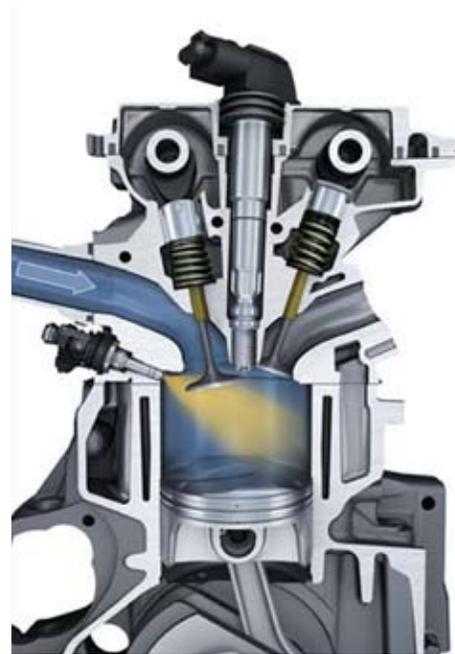


But what exactly is octane and who are RON & MON? When crude oil is "cracked" or refined, it breaks down to produce hydrocarbon chains of different lengths:

Methane (CH₄) with one single carbon atom
 Ethane (C₂H₆) with two carbon atoms in the chain
 Propane (C₃H₈) with three carbon atoms in the chain
 Butane (C₄H₁₀) with four carbon atoms in the chain
 Pentane (C₅H₁₂) with five carbon atoms in the chain
 Hexane (C₆H₁₄) with six carbon atoms in the chain
 Heptane (C₇H₁₆) with seven carbon atoms in the chain
 Octane (C₈H₁₈) with eight carbon atoms in the chain
 Nonane (C₉H₂₀) with nine carbon atoms in the chain
 Decane (C₁₀H₂₂) with ten carbon atoms in the chain
 and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.

In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-



expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, RON (Research Octane Number – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and MON (Motor Octane Number – which simulates the fuel performance under more



severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance). The octane number is then reported as the average therefore we see: RON + MON / 2.

It turns out that heptane (C7H16) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane (C8H18), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens. By definition, the RON and MON of n-heptane and iso-octane are exactly 0 and 100. So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination of octane/heptane. Other fuels and their RON and MON values are as follows:

FUEL	RON	MON
hexadecane	< -30	
n-octane	-10	
n-heptane	0	0
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
iso-octane	100	100
benzene	101	
t-butanol	103	91
ethane	108	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122
hydrogen	> 130	10

An octane number doesn't relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer's recommendation for gasoline octane requirements for your particular engine.

For more information, please feel free to visit my web pages at www.PedrosGarage.com.

Happy Porsche'ing,
Pedro



New Edition of the World's Most Successful Race Car

The Porsche 911 GT3 Cup is the most successful race car in the world. Since 1998, 2,395 units of the near standard vehicle for customer sport were produced. The new edition of the 911 GT3 Cup is the motorsports version of the future 911 GT3 and as such is the first race car that is based on the seventh generation of the sports car icon from Zuffenhausen. The 911 GT3 Cup will be run exclusively in the Porsche Mobil 1 Supercup in 2013.

The new Porsche 911 GT3 Cup is powered by a 3.8-litre six-cylinder flat engine. It generates 460 hp (338 kW) at 7,500 revs, surpassing the predecessor by 10 hp. A six-speed dog-type gearbox developed by Porsche Motorsport which is operated via shift paddles at the steering wheel for the first time in a Porsche brand trophy race car transmits the power to the rear axle. The single piece race wheels with centre mount were also newly designed by Porsche Motorsport. The width of the Michelin race slicks was increased by two centimetres to 27 centimetres at the front and by ten millimetres at the rear axle to now measure 31 centimetres.



A newly developed race braking system further improves the excellent endurance qualities compared to its successful predecessor. The 380 millimetre slotted and inner-vented steel brake rotors at the front axle are decelerated by six-piston aluminium fixed callipers. The rear axle features a four-piston version. During the development of the new car a particular emphasis was put on the driver safety. A newly designed safety cage

protects the pilot in case of a roll or a collision as does a newly developed race seat which is distinctively shaped around the head and shoulders and can be adjusted individually with the help of padding. A rescue hatch in the roof provides easy access for primary medical attention and for the extrication of the driver.

“The new 911 GT3 Cup is much easier to drive at the limit,” says Porsche works driver Timo Bernhard, who was significantly involved in the development of the new vehicle. “The car is excellently balanced. The new axle geometry is enormously positive for the handling. Apart from that the new Cup 911 is great fun to drive.”



Like its predecessor the new Porsche 911 GT3 Cup is produced in Stuttgart- Zuffenhausen on the same assembly line as the road legal models. At the Motorsport Centre in Weissach it receives a general set-up for the circuit and is tested by a professional race driver before delivery to the customers.



LESS BRAKE, MORE GAS!

How many times do I need to say it?



I read Playboy for the articles.... No, really I do!

Being the definitive automotive authority of all time; Playboy Magazine just awarded the new generation 911 (the 991)--"Playboy's 2013 car of the year". They also proclaimed, "The Porsche 911 as the greatest sports car of all time", beating out the likes of Corvette, BMW, Ferrari, Lamborghini, Mercedes and Aston Martin. Now, that's a conclusion we can all agree with!



PLAYBOY'S PICK THE ALL-NEW SEVENTH GENERATION

Porsche 911

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PRAZMA

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Porsche's Boxster Earns Two Prestigious Awards

The Boxster has once again been selected for "Car and Driver" Magazine's list of the 10 best Cars sold in America. This marks the 12th time in 14 years that either the Boxster or Cayman Model has been selected for this honor.

The Boxster S has received yet another accolade, as it was named the 2013 "Best of the Best Car" by Autoweek magazine. It defeated more than a dozen contenders. This is the 5th major U.S. award for the Boxster since its launch in 2012. "As the only brand to have two models make our list of top five finalists, Porsche showed up in force", said Wes Raynal, editor of Autoweek. "Both the Boxster and 911 are stellar vehicles, but ultimately the Boxster S proved an absolute delight to drive and it claimed the title". The annual Autoweek "Best of the Best" awards are determined by Autoweek's team of editors and include car and truck models that are publicly available and all new or substantially new for 2013. The judges chose 5 cars and trucks as finalists from the list of 36 competitors. They scored each vehicle on various criteria including drivetrain, ride quality, handling, exterior, interior design and "fun factor". This year the finalists in the car category were the Boxster S, 911, Cadillac ATS, Subaru BRZ and Dodge Dart.



Yellowstone Region's Get Together

We're Back!!!

Sidewinders once again and boy did we miss your pizza. Twenty four members of our club braved the snow and gave it their all at the inaugural return to Sidewinders Tavern. It's been over three years since our last gathering here and I have to admit my favorite part of the restaurant is the bar. "Hey tender, may I have another," I'd yell and out it came. Fast, friendly service just the way I like it. And the food is great. I'd have to say the spinach tomato was my favorite.

It all started with a "special meeting" called by yours truly. "Order in the house, order in the house," but I'm not sure anyone was listening. No matter, I was having fun...

being president definitely has its perks. After all the excitement, the attendees that showed began to settle down. A quorum was set by 12 members with the hopes of voting on restructuring the bylaws. With all intent and purpose, it was the boards goal to clarify legal issues, most importantly, how many members create the board, what the term limits are for those members and how new board members are elected. The bylaws were voted upon by those present, with two votes by proxy by our previous president and treasurer Ken and Robin Koop (respectively).



“All those in favor?” Yay!!! “All those opposed?” Silence, not a peep, not even a pin could be heard (over the music blaring in the background). Fortunate to say the new bylaws were passed unanimously. The new legal structure, thanks to the author extraordinaire Dick Beck, now consists of between 4 and 12 members on the board. The term limits for those members are 3 years. The board members have the option to be re-elected one time before they are placed on retirement for at least one term. New

members who are interested in serving on the board are to bequeath their request in writing to the board and it is the board who will vote on the new members. With our new structure, we are hoping for fresh ideas and new creativity to keep our club as fun as ever. Of course, the board is always available for new ideas at any time by our club members and we encourage you to give us your feedback whenever possible.

The evening continued as the pizza appeared. Being served at the bar meant we didn't have to go far to eat. The socializing was great, especially since I had not seen many of our members for a while. Cal and Myra Cathcart, from the Northwest region, made an appearance once again. It is always nice to see them. Of course Paola and Alberto Cerruti were there as well. Paola was looking as stunning as always and I only heard Alberto mention



the word Ferrari once (it was a good night). Busy travelers Bill and SareLee Murphy also showed between their "on the go" schedule of friends, family and their Florida home. Roy Kinsey made his appearance with his usual enthusiasm for the club. Always good to add to the excitement. Robert Baltensperger showed as well, keeping the evening alive. Kristi Welfl came with two of her three children, Baille and Olivia. Their smiling faces were certainly a pleasure to see. Brent Backman showed his support for the club by letting us know he is looking forward to our summer events. And how could we would forget captain Dan Clancy, from the Sea Amore fame, in rare form and adding to the calamity.

As the evening continued, the schedule of events were discussed. Our June dinner will again appear at the Teton Pines Country Club and is being brought to you by our secretary Pat Siegel and her husband and board member Stan. Our fall tour is being turned into a summer tour, as we look forward to dry roads and warm sunny weather, and will be organized by board member Jim Wunsch and Vice president Greg Wallace. Our progressive dinner is happening once again this year and is being organized by board member Charlie Brown and his wife Kitty. Our road rally will incorporate a little boating adventure in the park and will be brought to you by board members Nancy Clancy and Eric Weber. New for this year, will be "Porsche's in the Parade". That's the Jackson 4th of July Parade and we hope to be marketing the Yellowstone Region Porsche Club to other car enthusiasts throughout the area.

We hope you will join us for all of our events. As we finalize more detail, we will bring them to you. With that, I give a shout to all those who made the return to Sidewinders such a great success. Yeee haw!!!

PCA Yellowstone Region Calendar of Events 2013

April

- | | | |
|----|-----|--|
| 3 | Wed | <i>Get-Together @
El Abuelito's - 6:30pm</i> |
| 27 | Sat | Miller Motorsports Park -
East Track |

June

- | | | |
|-------|---------|---|
| 8 | Sat | <i>Rendezvous Dinner @
Teton Pines - 6:00pm</i> |
| 15 | Sat | Miller Motorsports Park -
West Track |
| 23-29 | Sun-Sat | Porsches Parade @
Traverse City Michigan |

July

- | | | |
|-------|---------|--|
| 4 | Thur | Porsches in the Parade - 9:00am |
| 12-14 | Fri-Sun | Summer Tour to Red Fish Lake &
Sun Valley - Depart @ 9:30am |

August

- | | | |
|----|-----|---|
| 24 | Sat | <i>Progressive Dinner and Social
3:00pm</i> |
|----|-----|---|

September

- | | | |
|-------|---------|--|
| 20-22 | Fri-Sun | Miller Motorsports Park -
Full Track (Intermountain
Region of the PCA) |
|-------|---------|--|

October

- | | | |
|---|-----|--|
| 9 | Wed | <i>Rock-Tober Fest @
Side-Winders - 6:30pm</i> |
|---|-----|--|

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.*





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734-9037

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Chicken or the Egg?

Peter Schutz, once CEO of Porsche, was instrumental in preventing the 911 from being discontinued, rebuilt company morale and ran an extremely successful racing program during his tenure. He was in a conversation discussing if racing is what had made Porsche so successful. Peter was asked by Excellence Magazine; what is Porsche's driving force? Peter answered; "Engineering is Porsche's driving force. It was displayed in the products we sell, including our very successful race car program."



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