

# OLD FAITHFUL

*Porsche*



April 2013

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

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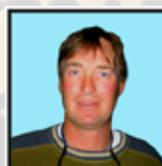
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## President's Message

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### Where Does Porsche Go From Here?

We made it through the State of the Union address and are told the economy is improving. We are also told the president is going to create more jobs and increase taxes for the wealthy. Interesting! Sounds to me like the perfect scenario to predict where Porsche goes from here.

As the president intends, by taxing the wealthy, he will also decrease their discretionary income and will put pressure on those who buy Porsches and other fine automobiles (dare I say Ferrari and the like). Thus buying a Porsche will become more difficult.

Porsche's current line consists of the Boxster, the Cayman, the 911, the Cayenne, and the Panamera. The Panamera is Porsche's top of the line vehicle and the high output model, the Turbo S, easily goes for \$200,000. On the other end of the spectrum is Porsche's entry level vehicle, the Boxster. In stripped down form, the Boxster starts at \$49,500 – that's four tires, a steering wheel and a manual transmission. Adding options easily adds 20 thousand dollars to that price, making the entry level Porsche a \$70,000 investment.

Porsche is about to offer a lower priced vehicle sometime this year, as a 2014 model. The Macan, pronounced Mack-an, like the shoe, is the baby brother to the Cayenne. Based off the Audi Q5, with

Porsche underpinnings (suspension, transmission, and hopefully Porsche specific engines) and a sleek new body, the Macan is predicted to start at \$45,000. Adding \$20,000 in options will bring the vehicle to a user friendly \$65K.

However, is that enough to keep Porsche in the ball game? Let's look at the players. Obviously, the Audi line offers the Q5, which starts at \$35,900, and the Q7, which starts at \$46,800, both direct competitors to the Macan and the Cayenne. (The Cayenne has a base price of \$48,850 for the V6). The Audi also offers the A3 at \$27,270, the A4 at \$32,500, the A5 at \$37,850, the A6 at \$42,200 and the newly released Allroad for \$39,600. Audi also offers the high performance models, the S4 (\$47,600) and the S5 (\$50,900). We also can't forget about the VW Toureg, a vehicle based off of the Cayenne. In top of the line trim, the Toureg TDi Executive comes fully loaded and tops out at \$65,000. Then there's the Mercedes GLK that starts at \$37,090 and the ML that starts at \$47,270. Mercedes is also set to launch the CLA, the smaller version of the award winning CLS 4 door coupe for under \$30,000. They also offer the C and E Class at \$35,350 and \$51,000 respectively (both in sedan and coupe form, also with an "all wheel drive" option). And then there's BMW with the X1 mini-SUV (\$30,800), the X3 crossover (\$38,850), and the X5 in full SUV form (\$47,500). In addition, BMW also offers the 1 series (\$31,200), the 3 series (\$32,550), the 5 series (\$47,800), and are about to release their newest model the 4 series (price yet to be released), all of which have "all wheel drive" options, a necessity in these parts. The reason these cars are so successful is because they have the German build quality we all know and love, they are all people carriers and are relatively affordable. To their success, they certainly have filled the lower end of the luxury car market.

It is this end that will appeal to the baby boomers as they enter retirement. Adding to the complexities of this generation is the issue of Obamacare, more properly known as the Patient Protection and Affordable Care Act. It is uncertain how this 600 page document will effect the economy, who will save money or if it will simply mean a re-allocation of expenditures. President Obama is also about to reform the Medicare system



in a similar manner, again with an unknown outcome. What we can be sure of however, in simplest terms, is that taxes will increase, spending will decrease or some combination of the two. With that in mind, a projected decrease in income for the wealthy and the impending expenditure changes in healthcare, Porsche will also have to make some changes to keep up with the economy.

There are talks (as in rumors on the internet) of a baby Panamera in the lines, as well as a two-door version of the Panamera called the 928. Unfortunately, Porsche automobiles aren't birthed in a 9-month gestation period, try 3 years minimum. Granted the Macan's big brother, the Cayenne, is Porsche's best seller, will Porsche be able to outsell the competition with only the Macan in the lower end of the luxury market.

The Macan, like all other Porsches, will certainly have performance at the top of the list, which is exactly why Audi, Mercedes, BMW and VW envy the marque. We can also be almost guaranteed that the Macan will have the best owner satisfaction rates and reliability numbers in the industry, as shown by the rest of the Porsche line, by JD Power and Associates. These very characteristics are what makes' Porsche ownership such a worthwhile endeavor. Attesting to this fact, Bob Rassa's article "Street Talk," in our very own Panorama Magazine (January, 2013 - page 7), stated "Porsche sales for November are up 71% over November of 2011," showing us that Porsche sales are very strong at the current time.

We can only hope that the Macan will carry this tradition of growing sales here in the near future. It's also very interesting to note that Porsche, now owned by Volkswagen AG, has direct access to VW's "MQB" platform, the very platform that is set to change how automobiles come to market, decreasing their expense and hopefully making turnaround time more efficient. It is this platform that may just change the game for Porsche, changing it in a more timely manner and in a way that will allow those baby boomers to see a whole new line of vehicles that will please them in a way they have never been pleased before.

## Porsche 911 Carrera S Named Robb Report Car of the Year

The seventh-generation Porsche 911 Carrera S has been named the 2013 Robb Report Car of the Year. Captivating the judging panel with its agility, driving dynamics and balance, the 911 bested 12 other competitors for the award and will be featured on the cover of the March issue of the luxury lifestyle magazine.

"Winning Robb Report's 2013 Car of the Year award for the Porsche 911 is a proud achievement for our brand, especially as we celebrate our flagship model's 50th anniversary this year," said Detlev von Platen, president and CEO, Porsche Cars North America, Inc. "This prestigious award means a lot to us, as it was voted on by potential customers, and it further solidifies the 911's standing as one of the world's most sought- after sports cars."

The 20th annual Robb Report Car of the Year award judging process involved extensive test-drives by a panel of automotive experts including Robb Report Editor in Chief Brett Anderson, automotive consultant Robert Ross and approximately 100 members of the Robb Report Club, which includes top corporate executives and influential readers. Other contenders included the Bugatti Veyron 16.4 Grand Sport Vitesse, Ferrari FF, Audi S8, Mercedes-Benz SL63 AMG and BMW M5.

"Porsche has taken a 50-year-old design and constantly refined and improved it without altering a single word from the original mission statement, and it has kept the price relatively affordable," said Robert Ross, Robb Report automotive consultant. "In the truest Miesian sense, the 911 proves that less is more."



# 911 50

## 50 Years of the Porsche 911 – Tradition: Future

For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and such continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the model 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

Over 820,000 Porsche 911s have been built, making it the most successful sports car in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: "The 911 is the only car you could drive on an African safari or at Le Mans, to the theatre or through New York City traffic."

In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

### The generations

**The First 911 (1963) - Birth of a Legend.** As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was first unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964. Its air-cooled six-cylinder boxer engine delivered 130 hp, giving it an impressive top speed of 210 km/h. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche 912. In 1966 Porsche presented the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs. The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first ever safety cabriolet. The semiautomatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became the first German manufacturer to comply with strict US exhaust emission control regulations. The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 litres (1969) and later to 2.4 (1971). The 911 Carrera RS 2.7 of 1972 with 210 hp engine and weighing less than 1000 kg remains the epitome of a dream car to this day. Its characteristic "ducktail" was the world's first rear spoiler on a production vehicle.



**The G-Series (1973) - The Second Generation.** Ten years after its premiere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant protection was further improved by three-point safety belts as standard equipment, as well as integrated headrests.



One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a three-litre 260 hp engine and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche mystique. The next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300 hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 litre 231 hp engine, it became a favourite collectors' item. Starting in 1982, fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 of the fifties.



**The 964 (1988) - Classic Modern.** Just when automotive experts were predicting the imminent end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After fifteen years of production the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6 litre boxer engine delivered 250 hp. Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and automatically extending rear spoiler, but internally it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came with ABS, Tiptronic, power steering, and airbags, and rode

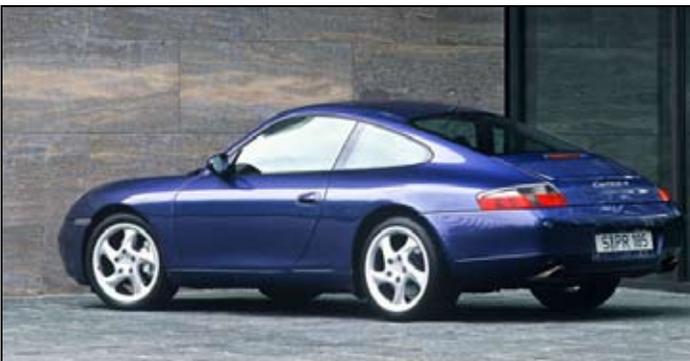
on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension. A revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. In addition to Carrera Coupé, Cabriolet and Targa versions, starting in 1990 customers could also order the 964 Turbo. Initially powered by the proven 3.3 litre boxer engine, in 1992 the Turbo was upgraded to a more powerful 360 hp 3.6 litre power plant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are particularly in demand among collectors.



**The 993 (1993) - The Last Air-Cooled Models.** The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower-slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights. The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with a newly designed aluminium chassis. The Turbo version was the first to have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminium wheels, never before used on any car, were yet another innovation of the all-wheel drive Turbo version. The Porsche 911 GT2 was aimed at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the-wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.



**The 996 (1997) - Water-Cooled.** The 996, which rolled off the assembly line from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine. Thanks to its four-valve cylinder heads it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. The exterior design was a reinterpretation of the 911's classic line, but with a lower drag coefficient (cW) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical sporty characteristics. With the 996 Porsche launched an unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an extreme sports vehicle starting in the fall of 2000.



**The 997 (2004) - Classicism and Modernity.** In July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6 litre boxer engine that turned out out 325 hp while the new 3.8 litre engine of the Carrera S managed an incredible 355 hp. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment. In 2006 Porsche introduced the 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a dual clutch transmission. Never before had the 911 series made such extensive allowances to suit drivers' individual preferences, and with Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.



**The 991 (2011) – Refined by Experience.** This car, known internally as the 991, represents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a longer wheelbase, wider track, larger tyres and an ergonomically optimized interior – it all adds up to an even sportier yet more comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance - even lower fuel consumption, even higher performance. This is



due in part to the smaller 3.4 litre displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/aluminium construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and the world's first seven-gear manual transmission. The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time – until the next generation.



911 Carrera is the ideal vehicle in all weather conditions

## Double driving fun with the Porsche 911 *even in snow & ice*

Like no other vehicle, the 911 unites such seeming contradictions as sportiness and everyday usability, having stood for sheer driving pleasure for 50 years now – and not just when the sky is blue and the sun is shining but also in winter driving conditions. Against this backdrop, it doesn't come as much of a surprise that there are numerous Porsche customers in regions in which winter is the rule during most of the year. The northernmost Porsche Centre in the world, for instance, is located in Tromsø, Norway: there are loyal 911 drivers even at the Arctic Circle. In fact, in Norway alone, there are four more Porsche Centres; three Porsche Centres each are available to customers in Sweden and Finland.

Many 911 customers enjoy driving in snow and ice also in Alpine countries like Switzerland: vehicle sales have been growing there year after year. Alongside the Cayenne, the sports car icon is the most successful model in Switzerland. Last year alone, 656 vehicles were delivered to customers there. And the 911 is popular in Switzerland not only as a coupé. Cabriolets accounted for 42% of the 911 sports cars delivered in 2012. No wonder: Even in cold temperatures, the driver of a 911 Carrera Cabriolet enjoys a climate comfort coming closer to that of a coupé than ever before. Thus, for instance, the external material is lined in its entirety by an insulating mat. The lateral parts are also completely covered with material so no technical components are visible any more when the top is closed.

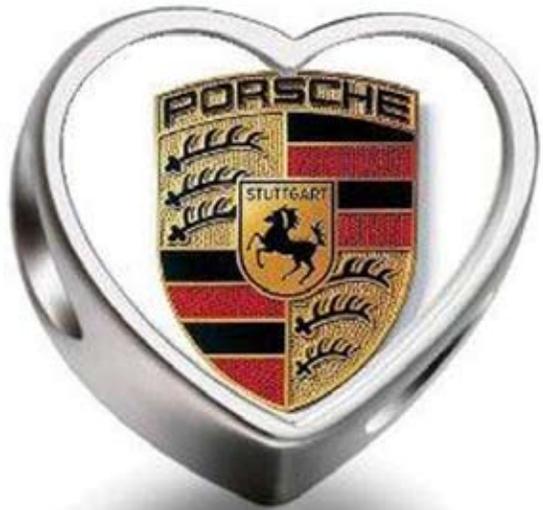


The 911 with all-wheel drive, in particular, is ideal for driving in winter. The Porsche Traction Management (PTM) translates the great driving-performance potential optimally in all weather conditions. Within a split second, the optimum power distribution between front and rear axle can be controlled via a multi-plate clutch. Depending on the driving situation, this means more driving stability, a more agile handling and outstanding traction even on slippery road surfaces. In short: Even more driving fun with more safety, especially on snow and icy roads. Because that's where the premium on traction really shows its stuff. This makes the 911 the ideal vehicle for all seasons: "For me, the Carrera with all-wheel drive is the perfect everyday car. Thanks to its technology, it is safe for active driving on ice and snow; on the other hand, it always offers the self-assurance of a thoroughbred sports car. Owing to its excellent all-round visibility and the storage space behind the front seats, the car is very suitable for the city and for shopping as well," says Walter Röhl, twice holder of the rally world championship.





Porsche's 934:  
With a beautiful rear end!



*Happy  
Valentines  
Day*

## PCA Yellowstone Region Calendar of Events 2013

### April

- 3 *Wed* *Get-Together @ El Abuelito's - 6:30pm*
- 27 Sat Miller Motorsports Park - East Track

### June

- 8 *Sat* *Rendezvous Dinner @ Teton Pines - 6:00pm*
- 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* *Progressive Dinner and Social 3:00pm*
- 3 *Sat* *Porsche Putt-Putt - 10:00 am*

### September

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

### October

- 9 *Wed* *Rock-Tober Fest @ Side-Winders - 6:30pm*

*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.*



## SUMMER TOUR TO SUN VALLEY & RED FISH LAKE, IDAHO



**DATE: 7/12/13 (FRIDAY) THROUGH 7/14/13 (SUNDAY)**

**Day One:**

A 4 hour and 40 minute tour to Sun Valley Idaho will be broken up with a stop at Heise Hot Springs just this side of Idaho Falls. Bring a lunch so that we can eat at the Springs. We'll soak our weary bones and then continue on to the beautiful town of Sun Valley. On the way, you'll partake in a Poker Run to challenge your card playing ability. We'll check into our hotels and then gather later for a group dinner at the "Diners' Choice Winner" Il Naso Ristorante Italiano in downtown Ketchum.

**Day Two:**

Saturday morning we'll take a quick 1.5 hour excursion to Red Fish Lake for lunch at the Red Fish Lake lodge. We'll have time to see the sights and then return to Sun Valley later in the afternoon for a cocktail party. We'll be able to conclude the Poker Rally where we will transfer the Augusta Green Jacket. The winner will receive 50% of the proceeds and the balance will go to the Jackson Community Foundation on behalf of the Yellowstone Region PCA. After the celebration, you will be free to find the restaurant of your choosing for dinner.

**Day Three:**

Finishing off the weekend, we'll make our way back to Jackson on Sunday morning. Traveling as a group after breakfast, we'll stop at Craters of the Moon on the way home. Anyone who would like to continue on with the group and get a late lunch at Johnny Carino's in Idaho Falls is more than welcome.

**Contact: Scot Anderson  
307-734-6006**

**Checks: Yellowstone PCA**

**Mail to: Scot Anderson  
PO Box 11057  
Jackson, WY  
83002**

**Meet: 9 AM – Stage Coach Bar, Wilson, WY and leave by 9:30 AM.**  
**Cost: \$60 per person for members / \$70 for non-members.**  
**(\$20 per car for the Poker Run & \$40 for the Group Dinner in SV.)**  
**(Additional hands may be purchased for \$10 per hand at the event.)**

**Reserve for two nights: 7/12/13 through 7/14/13 (Friday through Sunday).**  
**Tell the hotel you are part of the Yellowstone Porsche Club.**

**Hotel: Clarion Inn of Sun Valley. Rate \$143 per night. Phone: 208-726-5900.**  
**Block of Rooms will be held until June 10<sup>th</sup>, 2013**



# Porsche Sport Driving School

By: Jason Tang

Larry Kangley and I had previously taken the Porsche Sport Driving School's basic High Performance Driving (HPD) and Master's Driving classes, so when we learned through the Internet they were going to offer an advanced Racing Class, we signed up. We would be the first group ever to take this course at PSDS. To those not familiar with the driving classes the Porsche Sport Driving School offers; they have a two day HPD school, which makes you eligible for the follow on two day Master's class. Both classes teach you car control techniques and above all safety in a fun filled environment.

In these classes you get an introduction to the basics of car handling in classroom sessions, with a practice autocross course, wet skid pad exercises, heel and toe braking/downshifting, ABS braking demonstration exercises and lead-follow driving on the race track. The instructors, which by the way are all world class with extensive and successful racing experience, lead small groups of 4 to 5 cars around the track showing the students the racing line and the braking/shifting points through each of the corners. Each student has a car to him/her self equipped with a one way radio, which is used by the instructor to coach the drivers. Groups are started at a comfortable pace and are worked up to a faster pace during the course of several on track sessions. At the completion of each track session a debrief is conducted in the pits. At the end of the second day in the HPD the students are able to apply their newly acquired skills in an open track session where the instructors observe from various points around the course. The Master's class is much of the same exercises, but with more open track time on the second day.

A quick word on the track and the facilities at Barber Motorsports Park, and yes it is a "park" in the truest sense of the word with numerous whimsical metal sculptures extensive flower plantings, trees and ornamental shrubs throughout the property. The track itself is 2.38 miles long with about 80 feet in elevation change. Porsche has its' own classroom

building and the race track paddock has a large building housing a garage, track viewing areas, a race control room, restrooms, etc. The cars used in the classes range from Boxster's, Cayman's, 911 Carrera's and Carrera C2S's (with ceramic brakes).

And then the third course, the 3 day advanced racing license course picks up where the first two leaves off but with a much greater emphasis placed on open track time.

The morning of our first day was essentially a short classroom review of the car handling techniques we'd learned in the past classes, and a overview of the race track. The class (16 people) was then split into four run groups. Our group, Larry, myself and two other guys from Canada, and another group of four then went to the car control exercise area, which is comprised of three rather large parking lots in back of the race track paddock area. One parking lot was set up with an autocross course, another had its' asphalt surface sealed and liberally wetted down by a sprinkler system making it very slippery. The third parking area had a short oval course outlined with cones.

Initially our group was taken to the autocross course where each student was taken for a lap in a Boxster driven by the instructor. We then switched seats with the instructor and took another lap. This was followed by a couple of more solo laps for each student. This exercise showed the importance of throttle management and maintaining momentum through the turns. Meanwhile the other group was on the skid pad. We then switched places with the other group and practiced wet handling techniques in a Carrera that had the traction controls turned off.

This session is always fun and provides great amusement for the other students in the group as we execute massive unintended spin outs. The instructor demonstrated how he wanted us to drive a figure eight course outlined by cones. The object was to drive the entire figure eight with the rear end of the car hanging out by about 20 degrees to the direction of travel. Easier said than done! Even the instructor spun while demonstrating the exercise to the delight of the students. This exercise emphasizes the importance of braking into and accelerating out of the corner without totally upsetting the car.



Next we went to the dry oval course where we had been hearing the screeching of tortured tires, while another group was practicing. In our previous classes this is where we had learned and practiced heel and toe down shifting and trail braking. This time a new wrinkle was introduced. Driving a Cayman with its' stability controls turned off, and with our instructor in the car, we were to accelerate to 30 mph, brake hard, on entering the turn, release the brake quickly thereby kicking the rear end out and inducing a power slide. The trick here was to overcome the reaction to give the car more gas once you thought the car was going in the right direction, because it wasn't, and if you did, it resulted in a great smoking spin out, which both Larry and I amply demonstrated. (God! I love the smell of burning rubber in the morning!) Each student got four passes with the corner entry speed being increased a few mph on each pass. This exercise was to come into play the next day on the track.

After a delicious catered lunch at the Barber Motorsports Museum we got into the 911 Carrera's for a lead follow session on the track where the instructor in the lead car coaches the students in the cars following him. This allowed us to familiarize ourselves with the racing line, braking zones, shifting points, turn in points, apexes and track out points. If all that sounds foreign to you, don't worry. It was to me when I first started. But, like a muscle memory, everything came rushing back once I got behind the wheel and did a few laps. We then drove the Carrera's in open track sessions with the instructors positioned around the course taking notes on each students' performance. At the end of each session the instructors debriefed us, pointing out what we were doing wrong and where we could improve. Somewhat like taking a drink from a fire hose. This went on for the rest of the afternoon. The two groups that were not driving on the course could choose a turn on the track to observe with one of the instructors and listen as he pointed out the mistakes the students might be making.

The next morning we had a brief classroom discussion on how to pass on the track in a racing situation and a review of the flag signals used during a race. There was also a brief presentation by a representative of Stand 21 on their line of race clothing, including shoes, helmets and HANS devices. This custom fitted line of equipment is very much top drawer stuff.

Then we were taken to the "corkscrew" (turns 7 and 8) to put into practice what we had learned the previous day on the dry skid pad. As before all the stability controls (i.e. traction control) were turned off. Again we were to try, with proper use of the throttle and brake, to kick out the rear end on entry to the corner and then accelerate smartly out of the corner. We had done this in the parking lot the day before, but it becomes vastly different on the track. They say that everything you do in the parking lot is magnified on the track. The little mistakes you make in the parking lot can become big ones on the track, if not done correctly. My first attempt resulted in wonderful 360 degree spin with a spectacular cloud of rubber smoke, but somehow I'd managed to stay on the asphalt. Everyone got a laugh out of that! Great fun in someone else's car!

This exercise was ironic, because the instructor wanted us to use the new techniques we had learned the day before, and although we understood these new concepts, it's our muscle memories that forced us to revert back to what we'd learned in previous classes. That's why we had to practice over and over. A means of forcing us to relearn/forget/learn things. This exercise taught us the technique of trail brake rotation which really changed our approach to cornering a rear engine car. Under trail braking we used the weight-bias between the front/rear to kind of 'swing' (rotate) the rear end around a turn all the while keeping the front end pointed in the direction we wanted to go with a judicious use of the throttle and maintaining eye contact with the track out point.

Next we were taken to turn 5 the "hairpin". Both the "corkscrew" and the "hairpin" have a downhill component on the entry making it easier to initiate the rotation of the rear end. You have to be patient long enough to let the rear come out before gradually applying throttle. The challenge was to resist mashing the throttle and upsetting the balance of the car. Bad things can happen, if you do, as I was able to demonstrate with a massive crowd pleasing spin on exiting the corner. Larry did an equally spectacular spin, showing how to come out of the turn backwards using the 540 degree spin technique (not something taught in the class).

In both of these turning exercises the student was accompanied by an instructor, which requires a great deal of courage on their part. Students got three tries at each corner and for the most part everyone executed a successful turn, getting a sense in the seat of their pants of what a trail brake rotation should feel like.

After another delicious lunch break we returned to the track to practice a simulated passing exercise. In this exercise the racing line on the entry to turn 5 (the hairpin) was blocked off by the placement of cones. The lane was meant to represent another car in that lane in which the driver would have to get around. This left very little room to negotiate the hairpin curve requiring the driver to have to brake harder on corner entry, clutch-in, heel-toe throttle blip, downshift to third from fourth, then continue to trail brake while apexing the curve and finally squeezing on throttle. Sounds complicated, and it was, but it helps to remember to separate each step into a 1-2-3 sequence rather than try and do everything all at once. We did several laps of practicing the passing technique before being called into the pit. At this point a memory stick was plugged into each of the cars which were equipped with video cameras and a telemetry device. We then returned to the track in an open session and video/telemetry data was collected. During this time Larry was having a great deal of difficulty getting through the hairpin (turn 5) properly. At the suggestion of the observing instructor in turn 5 at end of the open session, Hurley Haywood (The Legend) took him out on the track for two laps of private instruction. He showed him some alternatives to shift points and otherwise generally got him to relax. His speed afterwards increased dramatically. The rest of the day was taken up with open sessions on the track.

All during the day we had been admiring a brand new GT 3 parked in the track garage. During the afternoon they brought it out and just about everyone got their picture taken standing next to it.

But the highlight came at the end of the day, when numbers were drawn for five people to get a "hot lap" in it with Hurley Haywood driving. Both Larry and I scored on this. When my turn came I buckled myself in for the thrill of a lifetime! Hurley rocketed us out of the pits onto the entry road swinging

around turn 2 (the carousel) towards turn 3 up the hill to turn 4. We were barreling down the short straight into turn 5 when Hurley downshifted from 4th to 3rd and then, much to my surprise, 2nd! We had been only using third and fourth gears for our own track sessions. He masterfully swung the rear end around the hairpin as my neck muscles strained to keep straight against the ever increasing g-forces. We were moving at a breakneck speed! Turn 6 then 7 the corkscrew was gone in a flash! Again, he had downshifted into 3rd through turn 6 then again into 2nd before coming around the long banked corner passing the museum on the left towards turn 8 then 9 (the 'S' curves) on to turn 10 then 11. Turn 12 and 13 is where I knew it'd get hairy, because it's another 'S' curve going down into a dip then up a long hill over a tunnel before dropping down again towards turn 14. We were still moving at an breakneck pace. Is this guy human I kept thinking. All this time, he was methodically handling the controls with a very light touch, no strain, no sweat beads developing. Just another day on the job for this master. A man, a racer, a legend 40 years in the making to my left. Through turn 15 with a light jab on the brake, then finally turn 16 through the straightway at warp speed. (Larry had seen 122 mph before the end of the straightaway on his ride) I'd managed to pull out my little digital camera long enough to record the 2nd lap (<http://www.vimeo.com/2289811>). This is the man, the legend and the master at work here. I was privileged to experience it all.

When Larry got out of the car after his ride his eyes were rolling around like a pinball machine. He definitely had that Mr. Toad look about him as he kept mumbling something about a motorcar!

On the ride in the van back to the classroom, we talked about how Hurley got his start. 40 years ago at the tender age of 21 he met a driving legend of the time, who had come out to an autocross course Hurley had taken his car to. There, Hurley impressed the racer, who then took him under his wing and taught him how to be a "racer" not just a fast driver. I was in awe. On the shuttle ride back to the hotel, my adrenaline levels crashed and I was dead tired. I perked up a little after some "bench racing" at the bar before dinner. We all had an engrossing conversation over dinner at the hotel with our tablemates about our cars, racing, and other tall tales.



The previous two days had been cool and overcast, but on day three, the morning dawn brought fog combined with a light drizzle. The track was wet, which meant there was the potential for some scary things to happen. Although it had stopped raining by the time we arrived in the classroom, we were reminded to drive with care. We reviewed some of the things we'd learned the day before then jumped head first into our new lesson of the day, how to start a race. This would be the final step needed for everyone to gain their SCCA race license certification. We were told that we would follow a pace car after forming a two abreast grid at the start line. After the first turn we were to get into a single file and continue following the pace car.

At the next to the last turn before coming onto the straightaway we were to reform into our two abreast grouping and shift into second gear. The pace car would pull off the track and the pole position car was to maintain the set pace (about 35 mph) towards the starting line. If the starter saw that everyone was in order, he would wave the green flag, and off we'd go shifting up to third, storming into turn one. The steps seemed complicated to most.

The potential for excitement brought on by emotions, an adrenaline rush, missed shifts or forgetting to shift altogether with a resulting accident had everyone apprehensive and very nervous! We were told the steps over and over but to many it didn't seem clear. It was stressed that the trading of paint was not desired, and that situational awareness was the key to getting everyone through the exercise. It would eventually become very clear once we got on the track. Actually we got a break, because while the first two groups practiced their starts, we went to the track office overlooking the track and were able to watch how the whole exercise unfolded. While the others were practicing starting, we met with two of the instructors to review the video/telemetry that had been recorded the day before, during one of the open track sessions. We were able to compare our data with that of an instructor driving a "hot lap" around the course by use of an over lay of the data. This provides a great learning tool. Discussions ensued with each individual getting input on what could be improved and what was being done correctly. Each student got to keep his memory stick with 2 gb worth of video/telemetry courtesy of Porsche

and racekeeper.com the developer of the software. At home we'll be able to watch our lapping videos, but we won't be able to see our telemetry data until the software is released for a free download in about a month.

We then went to the track to practice our three starts. After having watched the others it became somewhat anti climatic. Our three practice starts came off without a hitch. After the starting exercise we resumed open session driving. Based on Larry's success with the use of different shift points on corner entry, I to tried experimenting with different shift points around the track to see what worked the best. That made all the difference in the world for me because I was able to negotiate the turns much faster while keeping the momentum going through the curves. By the end of the open sessions I had a good feel for the track and was driving faster than ever before.

Everyone also had a chance to drive the more powerful C2S at least once. I found that I didn't like driving it as much, because I'd gotten used to the C2. I even got black flagged once or twice too, prompting a few quick coaching sessions in the pit area. Once was because I'd made the mistake of downshifting from 4th into 3rd at the end of the long straightaway. I'd already gotten close to the engine redline by then and although I braked hard, I still wasn't going slow enough for 3rd gear resulting in the engine bouncing off the redline causing the back end to 'wiggle' dangerously. If I had done this in a curve, I'd have spun out big time. I was told to make the downshift just before turn 2 instead.

At the end of the open track sessions, we were all taken back to the classroom, where everyone received a handsome Certificate of Graduation suitably framed, said their farewells and were sent on their way. It was the end of an exhaustive 3 day program and now we were one step closer to becoming racers! We all came away with greater skills, confidence, and an appreciation for how wonderful the Porsche cars truly are.

Anyone with a love for anything with a motor should take the time to visit this museum when at the track.

# PORSCHE PROGRESSIVE DINNER

FOOD, FOOD AND MORE FOOD.  
THE FUN PART IS DRIVING FROM HOUSE TO HOUSE.



## Appetizers

**Charles & Kitty Brown**  
6175 Spring Gulch Rd.

Travel North of town on Cache towards the airport. At the Gros Ventre Junction, turn left onto Sage Brush Rd. Go to the stop sign & turn left onto Spring Gulch Rd. The Brown's home is on the right side just before the "Curve" sign. The vacant meadow on the left is Teton National Park.

Park diagonally against the fence on the right hand side of the road.



## Entrée

**Margaret & Lou Hochheiser**  
6025 E. Zenith Rd.

From the Brown's home, continue driving south on Spring Gulch road. Bear right on Old Kings Highway (before the bridge). Take your first right on E. Zenith Rd and travel 0.5 miles. Home is on the left.



## Dessert

**Dan & Nancy Clancy**  
2000 S. Park Ranch S. Fork

Return to town the way you came. Travel toward Smiths Grocery Store on Broadway & turn right on High School Rd. Turn left on S. Park Loop & travel 2.7 miles. Sharp left on S. Park Ranch Road & bear right taking the "South Fork". Home is on the right.

Meet: At Charles and Kitty Brown's home in Jackson @ 3 PM.

Cost: \$35 / person, \$45 for non-members

Contact: Scot Anderson [scotthomas@hotmail.com](mailto:scotthomas@hotmail.com) 307-734-6006

Checks: Yellowstone Region Porsche Club

Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

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## PORSCHE'S IN THE PARADE JACKSON, WY 4<sup>TH</sup> OF JULY GROUP DRIVE



Meet: 9 AM @ Teton County Fairgrounds Snow King Ave.  
Parade Starts at 10:30 AM on Thu, July 4<sup>th</sup>, 2013

Cost: \$10 per vehicle for members / \$20 for non-members

Contact: Scot Anderson at [scotthomas@hotmail.com](mailto:scotthomas@hotmail.com) or  
307-734-6006

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Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Attire: Lederhosen, your favorite St. Pauly Girl Outfit or  
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Meet: at the Visitors Center Parking Lot (across from the Rustic Inn) @ 10 AM on Saturday, August 3<sup>rd</sup>, 2013.

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PORSCHE CLUB OF AMERICA

# Yellowstone Region



## Porsche celebrates the 50th anniversary of the 911 with a new GT3

In the 50th anniversary year of the 911, Porsche is now set to open a new chapter in race track performance sports cars. The fifth generation of the 911 GT3, a complete new development, will take the pole position among the thoroughbred Porsche sports cars with naturally aspirated engines. Boxer engine and transmission, as well as body and chassis are completely new and constitute a further development of the 911 GT3 concept with an impressive performance leap. Power: 475 hp. Power to weight ratio: 3.0 kg/hp. Acceleration from zero to 100 km/h: in 3.5 seconds. Top speed: 315 km/h. Lap time Nürburgring Nordschleife: under 7:30 minutes. As a technical highlight, it features the first active rear wheel steering in a production Porsche. As well as the optional full LED headlights. The new 911 GT3 keeps all the successful properties of a sports car suitable for racing, with even more driving dynamics, more sophisticated practicality - and a highly emotional fun factor.



The powertrain of the new 911 GT3 is composed of a 3.8-liter boxer engine yielding 475 hp (350 kW) at 8.250 rpm, a Porsche dual-clutch transmission (PDK) and a high-traction rear-wheel drive. The six-cylinder engine is based on the same engine as the 911 Carrera S, although they share only few common parts. All other components, particularly the crankshaft and valve gear, were specially adapted or designed for the GT3. For instance, Porsche designed titanium connecting rods and forged pistons. The basic modifications set the stage for an extremely high-speed engine that reaches up

to 9.000 rpm. The Porsche dual-clutch transmission was also specially developed; the characteristics are directly based on a sequential gearbox from motor racing, thereby providing further performance and dynamics advantages to the driver.



For the first time, Porsche is using active rear wheel steering in order to achieve even higher precision and lateral dynamics. Depending on the speed, it steers in the same or opposite direction of the front wheels, improving stability and agility. Other new modules improving driving dynamics are the electronically controlled, fully variable rear differential lock, and the dynamic engine mounts. The newly developed all-aluminium chassis can still be adjusted by height, toe and camber. Contact with the road is made by the new 20-inch forged alloy wheels with central locking.

The 911 GT3 is based on the light, yet stiff body of the current generation 911 Carrera in hybrid steel-aluminium construction, however, it comes with independent front and rear parts. In addition, the 911 GT3 is 44 millimetres wider than a 911 Carrera S in the area of the rear axle. Another clear recognition feature is again the large, fixed rear wing. This makes a decisive contribution to the exemplary aerodynamics of the new 911 GT3, which combines low air resistance with even more power.

As a result, the new 911 GT3 sets new performance records. At full acceleration from standstill, the 100 km/h mark is breached after 3.5 seconds, and 200 km/h are reached in less than twelve seconds. The top speed is 315 km/h in the seventh, top gear of the completely newly adapted PDK transmission. The lap time on the Nürburgring Nordschleife, which the new 911 GT3 manages in under 7:30 minutes, is even more impressive.

# YELLOWSTONE REGION PORSCHE CLUB'S ANNUAL RENDEZVOUS DINNER



The Rendezvous Dinner is the Yellowstone Regions finest event of the summer and in typical Jackson style attire will be dressy casual. Once again, this years' event will be held at the Teton Pines Country Club. Cocktails will be served from a cash bar on the deck overlooking the parking area, weather permitting, for some of the finest automobile viewing and socializing this side of the Tetons.

The Rendezvous Dinner is also the biggest fundraiser for our region. The Yellowstone Region Porsche Club will be returning again this year with a silent auction to promote local businesses and local talent. So please, join us for another great start to our driving season.

## Saturday, June 8th

Mark your calendar for our first big event of the 2013 driving season.

### Location:

**Teton Pines, Jackson, Wyoming**  
**Cash bar beginning at 6:00 pm.**  
**Dinner served at 7:15 pm.**

### Dinner Buffet

Grilled Salmon with Lemon thyme beurre blanc  
Carved NY Sirloin with mushroom au jus  
Teton Pines scalloped potatoes  
Wilted spinach & chard over organic quinoa  
Summer Vegetable bouquet  
Garden Salad with shaved red onion

### Served Dessert

Homemade apple cake with caramel & whipped cream  
Coffee

Name(s): \_\_\_\_\_ Total attendees: \_\_\_\_\_  
Name(s): \_\_\_\_\_ Check amount: \_\_\_\_\_  
Total Price: \$60.00 / person for members & \$70.00 / person for non-members.

**Deadline for reservations is May 25th .**

Please **RSVP** and confirm your reservation by completing this form and a making check payable to:  
**Yellowstone Region Porsche Club.**

Mail form and check to: **Scot Anderson PO Box 11057 Jackson, WY 83002**

Any questions, please call **Scot Anderson @ 307-734-6006** or [scotthomas@hotmail.com](mailto:scotthomas@hotmail.com)

Attire: Dressy casual

# Best year in the history of Porsche

In the 2012 financial year, Dr. Ing. h.c. F. Porsche AG achieved record levels in sales, turnover and earnings. At 143,096 vehicles, sales were 22 per cent higher than in the previous year. Turnover increased by 27 percent to 13.9 billion euros. The operating result grew by 19 percent to 2.44 billion euros. Moreover, the number of employees reached a new peak level, with 17,502 persons at the end of the year. The company also increased the number of trainees - instead of the previous number of 100 young workers, last September 125 employees began their training at Porsche.

At the annual press conference of Porsche AG in Stuttgart, Germany, on Friday, Matthias Müller, Chairman of the Executive Board, emphasized that the sports car manufacturer has, despite the weak economy, particularly in Europe, continued to press ahead on the course for growth that it set upon two years ago. "2012 was the most successful year in the history of our company," Müller said. "The success that Porsche enjoys in the marketplace can be attributed very largely to our attractive product portfolio. We further enhanced this last year with the addition of several new, fascinating sports car models", the Chairman continued.

| PORSCHE AG Group               | January – December |                |               |
|--------------------------------|--------------------|----------------|---------------|
|                                | 2012               | 2011           | Change (%)    |
| <b>Sales (units)</b>           | <b>143,096</b>     | <b>116,978</b> | <b>+ 22.3</b> |
| 911                            | 26,203             | 17,607         | + 48.8        |
| Boxster/Cayman                 | 11,740             | 11,280         | + 4.1         |
| Cayenne                        | 77,822             | 59,873         | + 30.0        |
| Panamera                       | 27,331             | 28,218         | - 3.1         |
| <b>Production (units)</b>      | <b>151,999</b>     | <b>127,793</b> | <b>+ 18.9</b> |
| 911                            | 28,419             | 21,748         | + 30.7        |
| Boxster/Cayman                 | 13,316             | 12,207         | + 9.1         |
| Cayenne                        | 83,208             | 62,004         | + 34.2        |
| Panamera                       | 27,056             | 31,834         | - 15.0        |
| <b>Revenue (mn €)</b>          | <b>13,865</b>      | <b>10,928</b>  | <b>+ 26.9</b> |
| <b>Operating Profit (mn €)</b> | <b>2,439</b>       | <b>2,045</b>   | <b>+ 19.3</b> |
| <b>Employees</b>               | <b>17,502*</b>     | <b>15,307*</b> | <b>+ 14.3</b> |

\* Reference date 31 December

## Did You Know!

The 956 (along with its successor the 962), was Porsche's first monocoque racing car and the first to feature ground effects. They became the most successful racing cars in the firm's history by achieving seven LeMans victories, five at the 24 Hours of Daytona, and four more at the 12 Hours of Sebring. Over their lifetime, these cars won more races and championships than any other sports prototype race car. Today, it remains the most successful prototype of all time.



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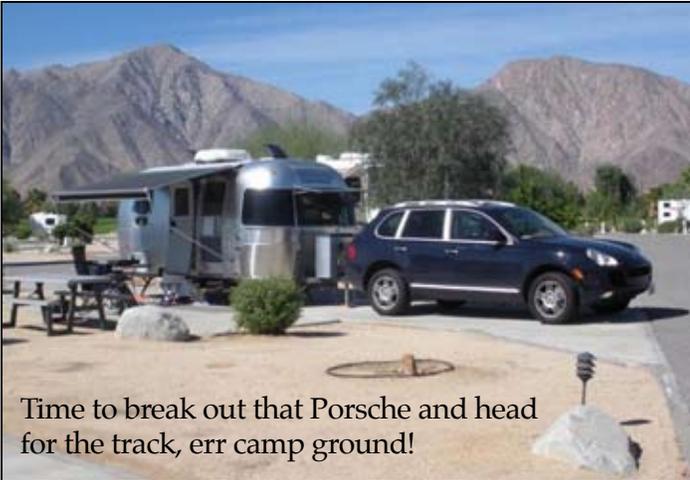
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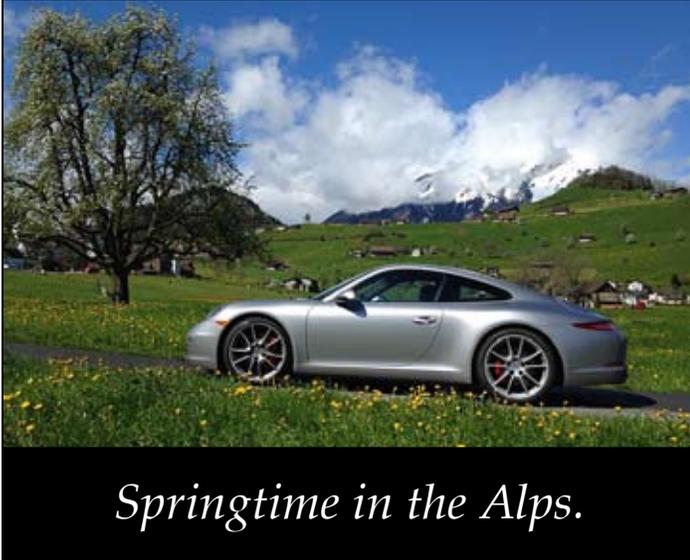
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