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Porsche



June 2013

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

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President's Message

Words From the President

The Presidents meeting for 2013 took place at Club Carrera, Carrera Motor's meeting room... I mean full on clubhouse with a kitchen, bathroom, conference table, library, private garage and outdoor balcony... created specifically for the High Dessert Region Porsche Club in Bend, Oregon. (So totally not fair!!!) The meeting was put on by, none other than the zone six region President, Dave Cooley on March 9, 2013. This year we had the privilege of the PCA National VP attending as well, the ever social and entertaining, Caren Cooper.

The two of them put on a great meeting. It started with the explanation of who PCA is, a group of people that have come together to celebrate the Porsche automobile. They also explained who PCA is not. We are not PCNA, Porsche CARS of North America, the group that sells Porsche automobiles in the United States and Canada. Often confusing for people, PCNA and PCA are two separate and distinct organizations.

The Porsche Club of America was founded by Bill Scholar in December of 1955 with people he met in the DC area that owned Porsches. The club idea came about when Bill decided that it would be a great idea to have a few friends that enjoyed driving the very distinct Porsche automobile that he so enjoyed. 58 years later, as of February 2013,

PCA has 63,000 primary members and 45,000 affiliate members totaling 108,000. This makes the Porsche Club of America, with 140 regions and 13 zones in North America alone, the largest single marque car club in the world.

Of course, the meeting was designed to connect the zone 6 region presidents, to discuss event coordination and to ensure all zones are following PCA rules and regulations. Of course we discussed most importantly who to call when insurance needs arise. Ken Labord is PCA's insurance "go-to" guy. If ever an accident or injury occurs, he's the guy to call to walk us through documentation during an accident. Vu Nguyen is PCA's executive Director, and is the number two guy to call to make sure we have filled out the Incident and Observers Reports to prevent future legal issues. And finally, the last call should go to Dave Cooley, the acting Zone 6 region President, to insure that he is informed of all occurrences within the region.

Dave informed us that most accidents occur on group tours when the roads get wet. Second to that, is when someone falls during a PCA event. We also discussed the "sling shot" effect that occurs on most group tours. That is when the cars in the middle of a tour try to catch up to those at the front of the tour. Dave informed us it is those people that get speeding tickets.

A rather controversial topic was copyright laws by PCNA. The Porsche Club of America, or any of its regions, is no longer allowed to use the word "Porsche" in naming their events, to use the word in their website address or to use the Porsche Crest in any of its advertising. Porsche has taken a strong stand on the word "Porsche" and finds it pertinent to protect the word just as much as protecting every other automotive patent they have to date. The specifics the company has taken to produce the design of the word itself is very extensive, from all capital letters, to the degree of the angles in the individual letters, to what appears surrounding the word itself, Porsche has spent a lot of time and money to produce the font specific to the brand. I do appreciate the concern; however, as the care Porsche takes in its name is the same care they take in their automobiles.



Driver Education events was also a hot topic. With 79 regions from the US and Canada holding DE's, we discussed the importance of the "no camera, no internet" rule at these events. Posting pictures on the web is often how "personal insurance policies" are voided because Driver Education is seen as a "racing" event, a "no, no" to many insurance carriers. The possibility also exists to void the manufacturers warranty, as well, something none of us want to happen.

Risk Management was the perfect discussion to mitigate these problems. It was concluded that all members should take an active role in avoiding cases that might arise. Risk Management itself is the ability to foresee where problems could occur, to evaluate how to avoid them, and to draw conclusions on how to perform events differently in the future to circumvent potential issues.

Rest assured, PCA has a \$10 Million "liability" policy. With 2000 moving events per year and only one policy, PCA has "the safest vehicle record of any car club on the planet."

The meeting wasn't all business, however. We also discussed happenings throughout the region. Pete Stout, the new editor of Panorama, comes to us from Excellence magazine. He has done an astounding job at recreating the Panorama magazine into something I actually look forward to reading.

The 2013 Porsche Parade, being one of two exceptions to the copyright law, is open for registration and will take place in Traverse City, Michigan from June 23rd to June 29th. The 2013 PorscheEscape, the other exception to the copyright law, will take place in Los Angeles, California from October 24th to October 27th. The 2013 LA Auto Show, this year will have a private hall for the Porsche marque and is being held November 22nd to December 1st. Caren Cooper invited the Yellowstone Region specifically as there will be a private showing for all PCA members before the Press and before the show even opens. And the exciting news for us Rocky Mountain lovers of Jackson Hole, The 2014 Porsche Parade will be held in Monterey, California and will be an easy jaunt for all of us to attend.

Dave Cooley also told us about the zone 6 "Grand Tour" he is trying to put together. The event chair for this tour is Miller Adams of the Big Sky region. The tour is a continuous loop through the zone 6 region. It is a tour where members can jump on and off the tour at different times throughout the summer as the "train" goes by. The schedule of the train will be posted on line. The tour will be approximately 4,758 miles long for the total loop with the hopes of the tour being up and running by the summer of 2014. The tour will have a contact person, a restaurant and a hotel in each region. This will allow people who want to take a road trip or a vacation the opportunity to travel with other Porsche members as the "train" goes by.

Dave also told us about the Zone 6 Logo contest. He is offering anyone who wants to put together a Logo for the zone 6 region to submit their proposal. The contest closes on August 1st, 2013 and the best logo submitted wins.

Dan Cole, the President of the Absoraka Region, who was at the meeting, would also like to do an "inter-region" tour with the Yellowstone Region Porsche Club during the summer of 2015. His suggestion was Chico hot springs or Red Lodge, Montana. The event of course would be just another great way for our club to socialize with other Porsche enthusiasts.

I can't say enough how much I enjoyed the Presidents Meeting. Not only did I feel it was vital for liability reasons, but it also showed me others exist that have the same enthusiasm I do not only about the Porsche automobile, but also about meeting others that love to drive.



Let's talk about CAFE

By Pedro P. Bonilla GCR PCA

This time let's talk about CAFE.

I'm not referring to café, the dark liquid that wakes you up in the morning or the place where you pay an outrageous amount of money for a cup of it, but to the **Corporate Average Fuel Economy (CAFE)** regulations. These regulations were enacted by Congress in 1975 and were intended to improve the average fuel economy of motor vehicles (cars, light trucks and SUVs) sold in the US, and came about in the wake of the 1973 Arab Oil Embargo.

The CAFE number for a particular manufacturer is the sales-weighted fuel economy of their fleet for a particular model year for sale in the US, expressed in miles per gallon (mpg) of the corresponding cars, light trucks and SUVs with a gross vehicle weight ratio (GVWR) of 8,500 pounds or less.

If the average mpg of their annual fleet falls below the CAFE standard for that year, the manufacturer must pay a penalty (tax), which is currently \$5.50 per 0.1 mpg under the standard, multiplied by the manufacturer's total production for the domestic US market. In addition a gas-guzzler tax is levied on individual passenger cars (not trucks, minivans or SUVs) that get less than 22.5 mpg.

If for instance, a particular manufacturer is just 1.0 mpg below the standard for model year 2012 (2012 CAFE = 25.2 mpg) and they produce 350,000 cars, trucks and SUVs destined for the US market that year, they would have to pay: \$19,250,000. ($1.0 \text{ mpg} \times \$5.50 / 0.1 \text{ mpg} \times 350,000 = \$19,250,000$)

The Obama administration just released the new CAFE standards for 2025. It requires the manufacturer's fleet average in the year 2025 to be at 54.5 mpg!

Wow. You may think, manufacturers are really going to have to develop new technologies and make cars that much more efficient to get to double the fuel economy in just 13 years. But in a way it's really a game the government plays with the car

manufacturers in order to generate more tax revenue while also improving fuel economy (somewhat). And the way the manufacturers answer is also mostly a game.

There's no doubt that manufacturers have made great strides in making cars much more efficient and less-polluting in the last 30 years, since the standards were enacted, but they can't keep repeating those results because there's just no that much more to improve upon.

Fuel-efficient technology has computerized engine management systems to bring emissions to the minimum and maximize economy, so how will the manufacturers do it?

Well, to start, they will produce and include as part of their fleets one or two all-electric models which offer infinite mpg (they use no gas) as well as hybrid technology which combines gasoline and electric powerplants and produce very high mpg numbers. This alone raises the average tremendously.

We will see transmissions with many more forward gears. Already, seven gears is not uncommon. Car makers will reduce the displacement size of their gasoline engines, swapping out six-cylinder engines with four-cylinder engines equipped with a turbo or a supercharger, which improves economy while maintaining power. Such is the case of the announced and un-announced but still rumored 4 cylinder Porsche entry model which some believe will be a joint-venture with VW. You can see Bably Porsche version here.



Manufacturers will also reduce the gross vehicle weights of vehicles by reducing their physical size (Fiat Cinquecento and SMART), by the use of lighter materials, such as exotic metal alloys and plastic composites. They have also reduced the weight of motor oil from 50 weight to 40 to 30 to 20 to 10 weight. Lighter weight (less viscosity) reduces the engine's internal friction, thereby using less fuel. They will also streamline the aerodynamics for less drag and will do away with rear view mirrors which can rob 1.0 - 1.5 mpg.

You think I'm joking?

Take a look at the just-announced Panamera Sport Turismo Concept presented at the Paris Auto Show. It is what Porsche calls an e-Hybrid 3.0 L V-6 / electric cell, with a fuel consumption of 3.5l/100 km or 62.21 mpg. Notice the sides. There are no external mirrors. It uses cameras integrated into the side air outlets and two video monitors on either side of the center instrument cluster show the rearview images.



Another way auto manufacturers are getting better mileage without touching the engine is by replacing some of the secondary systems such as the Power Steering Pump with electrical motors instead of by pumps run by the engine through a belt. Point in case the new Boxster and Carrera platforms that now offer electrically assisted steering. We are also seeing from Porsche and other auto makers: electrically operated oil pumps

and electrically operated water pumps which both reduce drag on the engine, making them more efficient but also allowing the ECU to control flow by varying the speed of the pumps adjusting it to the engine's needs.

Car makes will also have to cooperate on technology development to keep rising costs to a minimum. Porsche and Volkswagen have already been doing joint development projects for years with the Cayenne/Touareg SUVs and now with Porsche/VW manufacturing.

But all of these mandated changes come at a price. The cost of a new car will go up. The National Automobile Dealers Association complained that full implementation of the 2025 CAFE Standards will add at least \$3,000 to the average price of a new car.

Right now, the only Porsche that would meet the 2025 standards is the upcoming 2014, 918 Spyder which is slated to sell at \$845,000 but can produce 78 mpg.



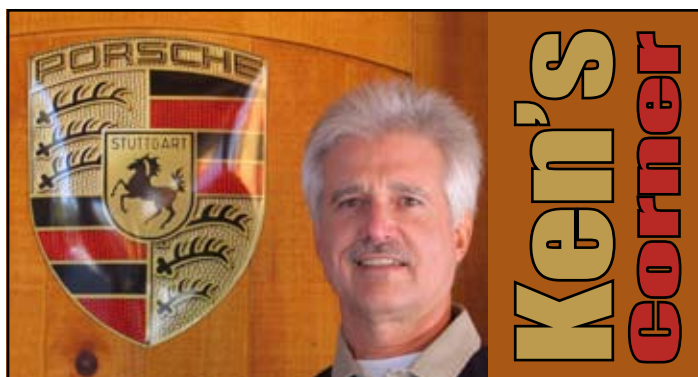
Right now, the only Porsche that would meet the 2025 standards is the upcoming 2014, 918 Spyder which is slated to sell at \$845,000 but can produce 78 mpg.

To learn more about CAFE Standards and more, please visit my website at: www.PedrosGarage.com.

Happy Porscheing,

Pedro

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Does Speed Make You a Better Driver?

By: Ken Koop

We're the educated minority. The people who understand that a car can't be described by numbers alone. I'm assuming that you either drive a Porsche or hope to in the near future—and for all the right reasons. You understand the subtleties of quality damping, the tangible but nearly indescribable tingle known as steering feel, the deep satisfaction of nailing that rev-perfect downshift, the stomach fluttering excitement of balancing a car on the edge of grip along with the feedback and precision that comes from driving a Porsche. Of course, I'm with you.

There is nothing more satisfying than getting to know your car by gradually learning to get the maximum out of it. Whether you like to simply drive up to the grip limit of the front tires and feel the car's front end gently float over the tarmac; or prefer to grab the car by the scruff and drive beyond the limits of adhesion and traction. Either one results in a spike of adrenaline. We are enthusiasts and the one over-arching feeling we're all searching for is "involvement". We desire to feel the car bending to our inputs, good and bad. Perhaps it's some strange instinctual need to have mastery over a machine: maybe it is just because controlling a heap of fast moving metal is just plain good fun.

Numbers are only a tiny part of the story, but exactly where do they fit into the picture? Is a faster, more powerful car, with loads of grip and traction necessarily more exhilarating? Or as many enthusiasts assert, is a slower car with lower limits just as exciting and a whole bunch more accessible



for the wallet? This is a crucial argument and one that's gaining more credibility amongst car fans.

The most extreme and driver-centric of all Porsches are afflicted to the greatest degree with this problem (if you perceive it as one). You could not argue that a GT2 or GT3 with super sticky tires, high horse power and precise handling makes for an impressive road or track car. With such vast reserves, it makes it alluring for drivers to explore the car's limit. Or, are these cars simply so radical at raising the performance levels, that they present a barrier to the driver's own limit and hence a barrier to the sort of fun and involvement that we all crave. After all, what's the point of steering feel, if all it's telling you is that you blew past the corner apex and you now need to make up for lost time by mashing the go-pedal and let that extra horse power carry you down the long straight?

A person could logically explain (without sounding foolish) why we need to be pulling 1.2G in a corner to feel truly alive in an RS? We're intelligent, fully-developed members of society who need that immense power, face-altering lateral G's, along with brakes powerful enough to put a reverse impression of your passenger's face into the dash board to get a kick out of driving. Rationally speaking, it's a compelling argument. Right? Of course it is!

When speed ramps up, everything becomes hyper-concentrated as the G's start using internal organs like percussion instruments. The inconvenient truth is that speed is intoxicating in itself; lateral and braking G's make things even more exhilarating. Now throw in multiple layers of precision steering, a wonderfully engineered drive train and a chassis which allows you to drive up to and beyond the car's limit. This combination helps contribute to the addiction. Therefore, fast cars must make us better drivers! Or do they?



The conundrum is the feeling of involvement and that stupid instinctual mastery thing. Human beings are programmed to look for the biggest thrill; to go faster, jump further, ski the steepest slope or ride the fastest rollercoaster. As much as I hate to admit it, wringing out a Turbo or GT3 on a track is immeasurably more exciting than doing the same in a Boxster. We'd like to think this isn't true, but our inner Neanderthal just loves a bit of violent force surging through our bodies.

Only you will be able to bring this topic to its logical conclusion. There are two simple paths to consider; Hyper-speed cars versus merely Fast cars. Which one is the best choice? Hyper-speed technically does not make us better drivers. Hard to believe! Truth is, it most likely perpetuates poor driving behavior and diminishes our proficiency when we are approaching a corner at supersonic velocities. At slightly slower speeds, the driver has a little more time to do the myriad of things required before approaching that same corner. A slower car can help the driver learn how to carry speed through corners, steer more smoothly, apply less brake into the corner while trail braking through it and roll the throttle more gently than when piloting an extreme machine. Skills generally improve at a quicker pace when driving at a moderate speed.

Now, with all that being said, there is simply no substitute for "SPEED". Why? Because it provides a rush of adrenalin that is just plain hard to beat!

Porsche Boxster and Cayman named 2013 World Performance Car

At a ceremony hosted by Bridgestone Corporation at the New York Auto Show this morning, the Porsche Boxster and Cayman were named the 2013 World Performance Car. The Cayman celebrated its world premiere only last November at the International Motor Show in Los Angeles, while the Boxster has been on the market now for a year.

The World Car Awards (WCA) are presented annually in four categories – Car Design, Green Car, Performance Car and Car of the Year. Winners are determined by an international panel of 66 automotive journalists from 23 countries. Jurors are appointed by the World Car Steering Committee based on automotive expertise, experience, credibility and influence. Since the inception of the World Car of the Year Awards, Porsche has won World Performance Car twice; for the 911 (2012) and for the Cayman (2006).



911



Night Stalker



Porsche Classics



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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.*



Consequent lightweight design for 50th anniversary Porsche 911 RSR

Porsche has developed a new GT race car for the World Endurance Championship (WEC) and the Le Mans 24 Hours. The new 911 RSR is characterised by consequent lightweight design and sophisticated aerodynamics. The exceptional vehicle styling honours a very special anniversary: From a bird's eye perspective, the numbers 50 and 911 are visible. These stand for 50 years of the Porsche 911. The Porsche AG Team Manthey works squad exclusively fields two Porsche 911 RSR in the 2013 season.

The new 911 RSR, which is based on the seventh generation of the iconic 911 sports car, follows in the footsteps of its successful predecessor, the 911 GT3 RSR. As with the production vehicle, the wheelbase grew by about ten centimetres. A new wishbone front suspension replaces the previously used McPherson struts. Another new development from Porsche Motorsport is the particularly lightweight racing gearbox. The six gears are selected via paddles on the steering wheel. The 460 hp, 4.0-litre six-cylinder boxer engine was taken from the predecessor and optimised in detail.

One of the priorities in the development of the new 911 RSR was the more evenly balanced weight distribution. The centre of gravity is also significantly lower than that of its predecessor. Carbon fibre played a crucial role in the new design.

The front and rear mudguards, front and rear lids, doors, underbody, wheel arches, rear wing, dashboard and centre console are constructed from the very light and strong material. Moreover, all windows are made of particularly thin and light polycarbonate.



Also contributing to the weight reduction is the lithium-ion battery known from the GT road-legal models.

The look of the new 911 RSR is dominated by the flared mudguards and the deep cooling air intakes at the front. With the new air ducting, the radiator is now centrally located in the front and even more effective than in the previous model. At the same time, the cockpit air conditioning became more efficient. The quick-change concept of the body parts was specially adapted for endurance racing, allowing for easier maintenance and shorter repair times. The front end, front lid and rear panel are fitted with quick release systems and can be replaced within seconds.



TWO YELLOW CANARIES



Straightaways: Time to catch your breath between the curves.
The new Porsche Cayman.



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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 10th, 2013

Tennis idol to become brand ambassador of the Stuttgart sports car manufacturer

Maria Sharapova to represent Porsche

Tennis megastar Maria Sharapova has taken on a new role: Effective immediately, the 26-year-old world class player will be representing the sports car manufacturer, Porsche AG, as brand ambassador. The cooperation is initially signed for three years and involves a global communications campaign. The athlete is already very familiar with the vehicles from Zuffenhausen: As last year's winner of the Porsche Tennis Grand Prix in Stuttgart, Sharapova not only took home prize money, but also a white 911 Carrera S Cabriolet.



Born in Russia and living in the United States, Sharapova has achieved victories at all four Grand Slam tournaments in women's tennis and she was ranked number 1 for a total of 21 weeks. "Maria Sharapova is an exceptional athlete. She combines top performance in her sports with elegance and power. These are precisely the qualities that are embroiled in our sports cars", as Matthias Mueller, CEO of Porsche AG, explained in today's introduction of the partnership. According to Mueller it was not easy to find the right person to be Porsche's ambassador. "Maria Sharapova is the perfect choice. Her profile and charisma are an ideal fit for Porsche. She is also highly respected around the world and enjoys an outstanding reputation."

Maria Sharapova did not really have to think twice: "This is a really special day for me. I have had the privilege to be associated with some of the best brands in the world, but now to be partners with Porsche, is such an amazing honor", she explained during her presentation in Stuttgart.

The new Porsche 911 Turbo and 911 Turbo S

911 Turbo sets new reference values for dynamics and fuel consumption

The Porsche model offensive in the anniversary year of the 911 is reaching new heights. 50 years ago, the 911 made its debut at the Frankfurt International Auto Show. And just ten years later, the first 911 Turbo prototype was at the IAA. On this 40th anniversary Porsche is now presenting the new generation 911 Turbo and Turbo S – the technological and dynamic performance peak of the 911 series. New all-wheel drive, active rear axle steering, adaptive aerodynamics, full-LED headlights and the up to 560 hp flat six-cylinder engine with bi-turbo charging underscore the role of the new generation 911 Turbo as a circuit racing car, everyday car and technology platform. Playing an equally crucial role are the entirely new chassis in lightweight design with a 100 mm longer wheelbase and larger 20-inch wheels. The PDCC active anti-roll system, which is being offered for the first time in 911 Turbo models, increases dynamic performance even more. This system is standard equipment in the 911 Turbo S, as is the Sport Chrono Package with dynamic engine mounts and PCCB ceramic brakes; all of these features are also available as options in the 911 Turbo. The results: The new 911 Turbo S shortens the lap time for the North Loop of the Nürburgring to well under 7:30 minutes – naturally with standard production tyres. The standard sound symposer intensifies the driving experience; it transmits induction sounds of the turbo engine to the passenger compartment via a speaker diaphragm.



The performance partners in the powertrain area are the further advanced engines and the new PTM all-wheel drive system. The turbocharged 3.8-litre six-cylinder engine with direct petrol injection

produces 520 hp (383 kW) in the 911 Turbo and 560 hp (412 kW) in the S model. Porsche continues to be the only carmaker to offer two turbochargers with variable turbine geometry for a petrol engine. Power is transferred to the drivetrain via the seven-speed dual clutch transmission (PDK), which now enables an auto start/stop function with engine shutoff that now activates earlier during coasting to a stop as well as a coasting function. Together with the new thermal management system for the turbo engine and the PDK transmission, fuel efficiency technologies have reduced NEDC fuel consumption by up to 16 per cent to 9.7 l/100 km; these figures apply to both models.



New all-wheel drive with electro-hydraulic control

For an even faster and more precise power distribution to the two axles, Porsche developed a new all-wheel drive system (PTM) with electronically controlled and activated multi-plate coupling. The system is equipped with a new water cooling function, so that it can direct even more drive torque to the front wheels if necessary. Simultaneously, the optimised interplay of the engine, transmission and all-wheel drive systems takes the new top 911 to even better sprint capabilities. The 911 Turbo with the optional Sport Chrono Package accelerates from zero to 100 km/h in 3.2 seconds, which is even one-tenth better than the value of the previous 911 Turbo S. The new 911 Turbo S handles the standard sprint to 100 km/h in just 3.1 seconds. The car's top speed is 318 km/h.

Widest body of all 911 cars

The two new top models display their performance visually more than ever. The characteristic, expansively wide rear body panels of the new generation 911 Turbo are 28 mm wider than on the 911 Carrera 4 models – they feature a nearly level surface, about the width of a hand, between the C-pillar and the outer edge of the car body. Other differentiating characteristics include two-tone

forged 20-inch wheels – on the 911 Turbo S they have hub wheel locks. The Turbo S is also making its appearance with new full-LED headlights that feature four-point daytime running lights and dynamic, camera-based main beam control, which can be ordered as an option for the 911 Turbo.

Rear axle steering sustainably improves handling

The introduction of rear axle steering in all turbo models immensely improves both circuit racing and everyday performance of the two new top sports cars. The system consists of two electro-mechanical actuators instead of the conventional control arms on the left and right of the rear axle. The steering angle of the rear wheels can be varied by up to 2.8 degrees, depending on vehicle speed. At speeds up to 50 km/h, when the front wheels are turned the system steers the rear wheels in the opposite direction. This actually corresponds to a virtual shortening of the wheelbase by 250 mm, which gives the 911 Turbo unrivalled performance in bends. The system lets the car turn faster into the bend and offers more dynamic steering response. This noticeably simplifies manoeuvring and parking.

At speeds above 80 km/h, the system steers the rear wheels parallel to the turned front wheels. This is equivalent to a virtual lengthening of the wheelbase by a significant 500 mm and gives the sports car tremendous stability, especially at high speeds. At the same time, the steering input by the driver leads to significantly faster build-up of lateral force at the rear axle, which initiates the change in direction more spontaneous and harmoniously.

Active aerodynamics improve efficiency & performance

Porsche developed an active aerodynamic system on the new 911 Turbo models for the first time — Porsche active aerodynamics (PAA). It consists of a sturdy, retractable three-stage front spoiler, whose segments can be pneumatically extended, and a deployable rear wing with three adjustable wing positions. This makes it possible to tune the aerodynamics of the 911 Turbo to fulfil driver wishes for either optimal efficiency (speed position) or top dynamic performance. In the performance position, all segments of the front spoiler are fully extended, and they generate considerable downforce at the front axle. Similarly, the rear wing is extended to its maximum height with the greatest angle of attack. This also generates more downforce at the rear axle. Dynamic performance is improved to such an extent that lap times at the North Loop of the Nürburgring are improved by up to two seconds due to this system alone.

YELLOWSTONE PCA PROGRESSIVE DINNER

AUGUST 24TH, 2013 - SATURDAY

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 (there are two Zenith's, be sure to take "East" Zenith Road) and travel 0.5 miles. The Hochheiser 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 & Kitty Brown's home in Jackson @ 3 PM.

Cost:

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

Contact:

Scot Anderson 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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YELLOWSTONE REGION PCA IN THE PARADE JACKSON, WY 4TH OF JULY GROUP DRIVE



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

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

Contact: Scot Anderson at scotthomas@hotmail.com or
307-734-6006

Checks: Yellowstone Region PCA

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

Attire: Lederhosen, your favorite St. Pauly Girl Outfit or
German character.

JOIN US TO PROMOTE THE
YELLOWSTONE REGION PORSCHE CLUB

YELLOWSTONE REGION PCA "PUTT-PUTT" SCENIC DRIVE AND BOAT CRUISE ON JACKSON LAKE

Join us for a full day of
socializing and camaraderie
you won't want to miss.
A drive in the park followed
by a day on the water at
Jackson Lake.

Your fellow PCA members will
take you out on the lake for a
day of **fun, boating** and
friendship.

Lunch included.

Meet: at the Visitors Center
Parking Lot (across from the
Rustic Inn) @ 10 AM on
Saturday, August 3rd, 2013.

Cost: \$20/person for members
\$30/person for non members
(Space is limited-reserve now)

BYOB or W.
Don't forget your sunscreen
and bathing suit.

Contact: Scot Anderson
307-734-6006
scotthomas@hotmail.com

Checks: Yellowstone Region
PCA

Mail to: Scot Anderson
PO Box 11057
Jackson, WY 83002-1057

Leaving: from Colter Bay



PORSCHE CLUB OF AMERICA

Yellowstone Region



Yellowstone Region's April Get Together

By: Greg Wallace

One might not think that Mexican food and Porsches make a good combo. I know I always have a hard time gripping the wheel after a couple of those greasy nuggets of love, and that's tacos I'm talking about. So we decided that it would be best if we met somewhere to sit and eat, and that somewhere was El Abuelito's. I am not sure when the last time the club was there if ever, but this was another attempt to try a different place for us to hold our get together. While there was not much room for people to stand and mingle, the 21 of us did manage to find a comfortable place to sit, grab a beverage and get to know each other just a little bit better. Uno mas margarita por favor.

The evening then started out with Scot giving us a briefing on the President's Meeting. This is a meeting of the 15 Presidents of Zone 6, the Northwest Region that was held at Club Carrera by Carrera Porsche in Bend, OR. Now, I am not sure how many people were listening between beverages and boasting, but Scot covered a myriad of topics, with a few that are of interest to us. One is liability, of which we are covered for moving events, i.e. the summer tour, with a policy of \$10 million. The important thing to remember here is that all participants and spectators will be required to sign a waiver for each moving

event in order for us to qualify under the liability policy. And, it was noted, that the PCA has "the safest vehicle record of any car club on the planet". The next was the legal wrangling that Porsche Cars North America has been doing with regards to copyright law and how it applies to the Porsche brand. Now we are not allowed to use the word 'Porsche' in the naming of any of our events, nor are we allowed to use 'Porsche' in our URL. I think we are safe with www.yel.pca.org.

Another point of interest was making sure the Porsche dealership, where you take your vehicle for service, knows that you are a member of PCA. The suggestion is that PCA member should introduce themselves to the GM at the service department to develop a personal relationship with the dealership.



A couple other topics: The Las Vegas region PCA will be in Teton Village June 12-14. A Zone 6 'Grand Tour' in Summer of 2014, 10-14 day, 4758 mile loop throughout the Northwest region and an inter-region event with the Absaroka Region in the summer 2015. Uno mas margarita por favor. Now I know the acoustics were not the most favorable as we were competing with all the other patrons and their high spirited conversations. But we managed with updates on future events like the Rendezvous Dinner, Summer Driving Tour to Sun Valley, the July 4th Jackson Parade, the "Porsche Putt-Putt", our Progressive Dinner in August. Please look for the schedule of events in this edition of the Old Faithful Porsche newsletter.

So, as I was sitting there sipping my margarita, Pat Siegel commented to me on the strength of the margarita. I mentioned how El Ab reminds me of my favorite Mexican

food hangouts in Orange County, CA, and it turns out that Stan & Pat are from the OC and that is one of their favorites as well. What a small world it is indeed. Now this is what I mean about getting to know each other. I apologize for not getting around more and introducing myself as your new VP, however, it was great to see some of our members who frequent our gatherings less than the rest of us. A special thanks for our out of area members who joined us. Dan Popovich made the drive over the hill from IF, as did the Whitlock's from Victor. As food delivery commenced, people attentions turned to some of the basics of life, food & beverage. The evening winding down is always a good time to reflect on our membership. Getting to know a member better or getting to know a member for the first time, to me, is always a great pleasure as we share a passion in something that is truly special.

Again, thanks to all who showed up and I look forward to meeting more of you at the Rendezvous Dinner at the Teton Pine Country Club on June 8th.

Hasta luego.



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

Attire: Dressy casual





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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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734-8111

Teton Village Branch
3285 West Village Dr.
734-9037

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3525 North Moose
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S.P.L Standards

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Old Faithful Porsche Newsletter

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Send editorial submissions to:

Ken Koop
phone: (307) 733-8806
e-mail: krkoop@aol.com

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