

# OLD FAITHFUL

*Porsche*



August 2013

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*neighbors*  
IN THE PLACE  
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*Old Faithful Porsche* is the official newsletter of the Porsche Club of America - Yellowstone Region.

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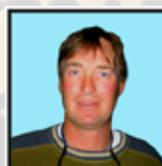
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**Newsletter Contents**

President's Message .....	4
Ken's Corner .....	6
Education is Wasted on Our Youth .....	12
Porsche's in the Parade .....	16
Porsche Progressive Dinner .....	18
Porsche Putt-Putt .....	19
Annual Rendezvous Dinner .....	22
Meet the Member .....	24
Calendar of Events 2013 .....	25
Porsche 911 50th Anniversary Edition .....	26
Engine of the Year Award .....	27
Ferry-tales: Porsche's Philosophy on Cars .....	27
History of the RS .....	28
Tracking Your Porsche 101 .....	30
Handmade Through and Through .....	35
Classifieds .....	37
New Members .....	38
Famous Porsche Ads .....	39





## President's Message

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### **Modularer Baukasten by the Volkswagen Group**

The "Modular Matrix" is VW Group's latest contribution to the automotive industry. It is one of the three programs produced by the VW Group to streamline the production of the automobile. The three programs are simply "assembly kits" providing consistency across similar models in order to reduce costs during production.

The Volkswagen Group has marketed the strategy under the code name Modularer Querbaukasten (MQB for short) and can be translated as "modular transverse toolkit" or "modular transverse matrix." It specifically represents those vehicles with transversely mounted engines and equates to currently 60 vehicles being produced by the VW Group.

A vehicle that uses an MQB platform, is a vehicle that uses a core "matrix" of components across a wide number of models. The most significant component of an MQB platform is the engine. The MQB platform's greatest glory is the common engine mounting core for all drivetrains, which greatly reduces the number of components required for different vehicles. Thus, no matter the engine, gas, diesel, natural gas, hybrid, or purely electric, the engines for vehicles on the same platform can be mounted interchangeably and with less manufacturing time. The VW Group has been able to reduce weight by standardizing the mounting core and as a bonus, is able to produce different models from a company's various brands at the same manufacturing facility.

Sharing a common engine mounting core unifies the relationship between the engine and the front axle, and the

front axle and the firewall. By being able to interchange engines within the core, the VW group has also been able to standardize the engine package, which accounts for 60 percent of the target value of each vehicle. The remaining 40 percent would allow for variation in the obvious body design, but also wheelbase width and track, front and rear overhang, interior packaging, rear suspension and trunk packaging.

By creating a set of interchangeable parts from which to build a variety of cars, the VW Group plans to cut the time taken to build a car by 30 percent and to decrease costs by 20. That savings will help Volkswagen sell cars with innovations you would only see on upscale and luxury vehicles. Items like adaptive cruise control, ambient lighting, driver alert systems, lane changing assistance, cylinder deactivation, massaging seats, front, rear and side view cameras, and modular infotainment systems are just some of the features the VW group hopes to bring to a majority of its product line.

The VW Group has three MQB platforms that it is currently working with. The first is the NSF, the new small family of cars that feature the European Up model, the VW Polo, the Audi TT and the Audi A1. The second platform is the MLB, the longitudinal kit for the Audi A4, A5, A6, A7 and A8. The third is the MSB, the modern drivetrain that covers front engine vehicles like the Porsche Panamera, Bentley Continental and VW Phaeton. The future platform is the MSS, which is the Sports platform, and will include models like the next generation Porsche Boxster and Cayman, the 911, the Audi R8, and Lamborghini Gallardo.

The cost savings over the three assembly kits, allows the VW Group to use the greater use of steel and aluminum where needed, which will also reduce weight. The first model coming off the MQB platform is the seventh generation Golf. With a weight savings of 40 pounds over the previous Golf, VW hopes to see similar or greater savings with other platforms. Which brings us to the upcoming Porsche Macan, rumored to be released at the LA Autoshow November 22nd to December 1st, 2013, it too will be based off the MQB platform. Similar in size to the Audi Q5 and sharing some of the suspension components, we can only wait to see how Porsche put's its finishing touches on the vehicle. We can also only hope it drives as well, if not better, than its big brother, the Cayenne.

The VW group plans to build 30 models off of the MQB platform and to use the cost savings to improve content and build quality while bolstering corporate profit. It will be exciting to see how the VW Group can streamline the automotive industry by standardizing production. It will also be exciting to see how that effects Porsche and their upcoming models.



## Mission 2014: Our Return Coming Home to Le Mans

“There is probably not another place as closely associated with the Porsche name as this idyllic town on the Sarthe. This venue is where we made Motorsports History. In 1971, the mighty 917K achieved the fastest speed ever recorded at the famous circuit at 240 MPH and in the same race recorded the fastest average lap at 156 MPH. It also drove a distance of 3316 miles during the 24 hours. In 1983, a look at the final standings provides an unforgettable image: Porsche attained 9 of the top 10 places including first through eighth. All of these records are still intact to this day.

# Nobody's perfect.

1983 Le Mans results

- 1<sup>st</sup> Porsche
- 2<sup>nd</sup> Porsche
- 3<sup>rd</sup> Porsche
- 4<sup>th</sup> Porsche
- 5<sup>th</sup> Porsche
- 6<sup>th</sup> Porsche
- 7<sup>th</sup> Porsche
- 8<sup>th</sup> Porsche
- 9<sup>th</sup> Sauber/BMW
- 10<sup>th</sup> Porsche

There's no tougher endurance race than Le Mans. Over 3,000 punishing miles in 24 hours at speeds often in excess of 200 mph. Last year, Porsche took the first five places. This year, the first eight. Next year, who knows? There's always room for improvement. Even at Porsche. **INFORMATIONS LAUSANNE**

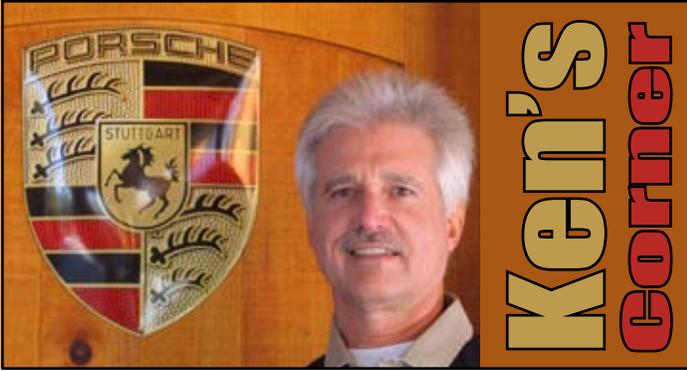
In 2014 we are returning to Le Mans to continue the success story. With principles we have not departed from in more than 60 years. We constantly question even the smallest component and are fully rethinking every detail to make intelligent use of technology and performance for maximum efficiency”.  
Porsche Motorsports



### 2013 Porsche Parade National Awards

Unfortunately none of our members were able to attend the Parade this year in Traverse City, Michigan, but the Yellowstone Region did not go unnoticed. Every year, awards are given to Regions who excel in a variety of categories. Traditionally we have done very well in both the Website and Newsletter classes. This year was no different. Ked Nilson has done an unbelievable job at maintaining the website to keep everyone up to date with the latest news and activities. He was awarded top honors as a result. I, your humble editor, was also recognized with 1st place in the Newsletter class. Thank all of you who have submitted articles and photos which have contributed to the success of our website and newsletter.





## Porsche - The Engineering Firm

By: Ken Koop

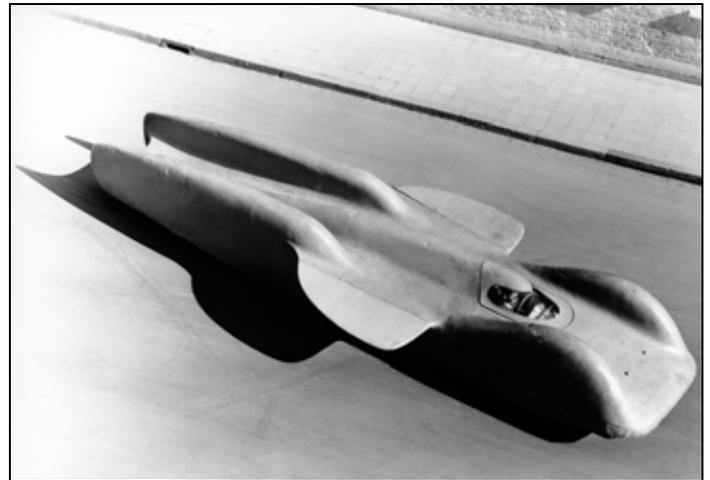
Everyone knows Porsche (the company) as a car manufacturer. But did you know that Porsche Consulting (more appropriately, Porsche Engineering) happens to be one of the largest firms of its kind in the world. They make enormous profits for engineering work performed for other companies. Not bad for what you could say is just another one of Porsche's extraordinary subsidiaries.

Engineering has been critical to Porsche's operations every since Professor Ferdinand Porsche set up his shop in 1930. The business was initially registered under the title "The Porsche Design and Consultancy Company for Engine and Vehicle Construction." During the company's past 83 years, they have been involved in many exciting as well as some very unusual projects. Let's take a look at some of their work.



Most people are aware that the 911 is the most successful, continuously produced, longest lasting and best selling sports car to have ever been built. The VW Beetle on the other hand, was the largest selling automobile of all time. Both of these vehicles were conceived and engineered by Porsche. They are two extremely successful automotive designs that are polar opposites on the performance spectrum.

But the success of Porsche engineering doesn't stop there. One of their projects took speed to the extreme when Daimler-Benz commissioned Professor Porsche to build its streamlined T-80 Land Speed record car in 1939. Looking like something out of an early Flash Gordon Movie, the "Recordwagon" was powered by a 3500 HP aircraft engine. Unfortunately, the record attempt was cancelled because of some pesky conflict called World War II. If it had run, it would have certainly established a new land speed record.



During the war, Porsche was in a struggle for survival. They engineered and developed a variety of products which included water powered generators for farmers along with amphibious vehicles & tanks for the German military during those troubled years. One of their projects included the most famous and feared tank of the war: the Tiger & King Tiger. These tanks featured the torsion bar suspension system (which was developed by Porsche) allowing for greater track articulation. After the war, the torsion bar suspension was licensed for many different applications. Following the conflict, the new German Republic asked Porsche to design a modern, world class battle tank. The new "Leopard" tank is considered to be one of the best in existence and is currently being used by many NATO countries.





In 1951, Studebaker was so enamored with the 356; they commissioned Porsche to develop a four door sedan with an engine in the rear. The contract called for a number of engine types to be used in the vehicle as well. A prototype was developed, but Studebaker felt the design was too far ahead of its time for America's automotive market and decided not to proceed with production. Porsche earned \$500,000 along with valuable design experience for their development work.



In 1952, Porsche patented the first all-synchromesh transmission using a ring-type synchronizer. Over the next ten years, gearboxes were built under licensing from Porsche and would be used by almost every transmission manufacturer around the world.

Porsche then received a contract to design a radical new type of ambulance for the German government. One of Porsche's Engineers, Ulrich Bez (Aston Martin's current CEO), was assigned the task to head up this project called the "RAPID OUTPATIENT PRE-CLINICAL FIRST AID AMBULANCE". Essentially it was a self contained mobile clinic that could be transported by truck or helicopter to a distant accident/catastrophe. Care

could immediately be given to the patients at the site before being transferred to a suitable hospital. This turned out to be a very important project for the company.



The Spanish car company, "SEAT", commissioned Porsche to develop a four cylinder engine for a new compact car in 1971. This engine configuration was used in a variety of SEAT automobiles for many years. The VW Group recently acquired SEAT and it is now one of their nine automotive brands.



The original air cooled flat six engine that was designed in the early 60's (with many modifications over the years) has been the primary engine used in 356's and 911's. These air cooled engines were refined and used by the private aircraft industry. Today, most of the piston driven engines used in this market are still derivatives of the original design.

However, that engine was just the beginning of work in the aircraft industry. In 1980, Porsche was hired by Airbus to design the ergonomics for the cockpit of its commercial aircraft, the A310. They were paid \$600,000 for the design which vastly improved safety and efficiency for pilots.



Changes to the Formula 1 engine regulations were enacted by the FIA organizers in the mid 80's. The McLaren International Racing Team asked Porsche to develop a new turbo-charged 1.5 liter engine for them to compete with. The engine became known as the "PORSCHE-TAG TURBO" engine and developed 1000HP. It was compact and light weight. Shortly thereafter, the engine, coupled with the McLaren chassis, became the team to beat. This combination dominated the series and won the F1 championships for three consecutive years. Porsche received a great deal of admiration in the racing world with their success.



In 1981, Porsche found itself manufacturing forklift trucks in an effort to bring in much needed cash for the company. With auto sales falling sharply toward the end of the 1980's, Porsche aggressively chased lucrative engineering contracts to help bridge the gap during its automotive slow down. At one point, Helmuth Bott (Director of Porsche's Research and Development Division), even suggested that Porsche's financial independence might actually lie in a return to focusing primarily on contract engineering; while the manufacturing of its sports cars would be used to uphold the company's image. Although few in the company shared Bott's grim vision of Stuttgart's future, Porsche desperately needed outside contracts to stay alive.



Of course, being renowned for their sports cars, it was inevitable that Porsche would be contracted to design and build cars for other manufacturers. After serious negotiations, Weissach received the contract to design, fabricate, and assemble Mercedes-Benz's new high-performance 5-liter V8 Über Saloon; the 500E. Production began at Zuffenhausen in the autumn of 1990. By the completion of their contract in April 1996, a total of 10,467 Mercedes had rolled off Porsche's own production line.





Running parallel to Benz's 500E was the production line for the sporty Audi RS2 Avant. Beginning in 1993, the RS2 churned out 315 HP via its turbo-charged five cylinder engine and added some much needed sparkle to Audi's line-up. This helped rake in extra money for Porsche and unlike the fixed price Mercedes contract, Stuttgart split the profits 50/50 in the Audi arrangement.



In a quest for cash, not all of Weissach's projects could be so glamorous. To make ends meet, Porsche had to slum it at times. One of the strangest projects that the Engineering Division embarked on was a design study for an inexpensive family car commissioned by the Chinese government. Chasing a mouth watering \$160 million contract to design, produce and sell the new car; Porsche went as far as manufacturing a prototype. Despite showing an initial interest, the Chinese government did a U-turn and hung Weissach out to dry when they decided not to produce the car.



More successful was Porsche's agreement to develop the "Zafira" MPV by Opel. With the help of Weissach's innovative and versatile interior, the seven-seat MPV became a huge success in Europe.



Another company which is very proud of their relationship with Porsche is Harley-Davidson. Porsche was hired to design a new engine for the next generation of Harley motorcycles. The "V-Rod" design brought Harley into the 21st century of engine technology and has helped Harley stay ahead of its competition.



Luge Team during the 2002 Winter Olympic Games (held in Salt Lake City) was designed by Porsche. They received a Silver Medal for their effort. Aerodynamics is one of their specialties and having one of the most modern wind tunnels in the world brings many international customers seeking their services.



In the past few years, a number of unique nautical concepts have crossed their desk. The first was designing a complete line of beautiful high speed yachts for "Fearless Yachts". Based in Florida, yacht sizes range from 28-150 feet. All are extremely modern in design and appearance.



With experience in the field of ship hydrodynamics under their belt, the America's Cup Sailing Team from Germany awarded Porsche Consulting the contract to design and construct the German Team Boat for 2009. Shortly thereafter, Royal Falcon revealed a beautiful 135 ft catamaran which sleeps 20 people and cruises at 40 MPH. It was completely designed by Porsche's engineering group with fluid dynamics playing an important role in the ships fuel economy and extraordinary speed.



Because of their previous aircraft expertise, Grob Aerospace of Switzerland asked Porsche to design a luxurious interior, along with the cockpit ergonomics for their business jet. This popular business jet is sold around the world.

In 2010, at the home of the Porsche Design Studio in the village of Zell am See, Austria, two new gondolas went into operation. These gondolas are beautifully designed with floor-to-ceiling glass walls and gives the passengers an uninterrupted panoramic view on their way up the mountain. The Schmitterhohebahn lift can be seen from the village which helped to create a new landmark for the town.



Another unique contract was for the design of the interior and exterior of a modern subway station along with new trains in Oslo, Norway. It has become a highlight in modern architecture for the city.



With green energy playing a larger role in today's society, Porsche was presented a new engineering challenge. Develop an attractive looking two megawatt wind turbine. The structures are not only esthetically pleasing to the eye, but extremely efficient at generating power.

No, this isn't the latest Disney ride; it's the world's first luxury condominium complex with elevators that will take residents directly to their condo while they sit in their cars. Pull into your designated space, turn off the engine; and enjoy the ocean view as you ride the glass elevator which takes you to your front door. The 57 story tower will have 132 units and is scheduled to be built in Sunny Isles Beach, Florida.

The Newell Coach Corporation, a manufacturer of custom luxury motor homes, announced it has just completed production of its first motor home featuring an innovative and updated design by Porsche. Newell and Porsche first partnered together back in 2006 with a different model. Today if you want the new version, it will set you back a cool \$1,700,000.



These are just a few of the projects that Porsche has been occupied with over the years. Most of their work is kept confidential at the request of the company who is contracting for their services. Therefore, little is published about most of the programs that Porsche Engineering and Research has been involved. On the other hand, there are some customers who want to capitalize on the work Porsche did for them. These customers use Porsche's name and reputation because they are known for some of the most innovative work in the world. Wouldn't it be interesting to know how many secret projects and innovations they've been involved with?

Even though Porsche is known as a car manufacturer, they still make considerable profits from their original core business; Engineering!

Tschüss!

**They say,  
"Education is wasted on our Youth."**

By Scot Anderson

I am not so sure I agree. It started with a Friday drive to Sun Valley. We waited for everyone to show up. Our departure time was 9:30, but turned into 10 o'clock. Somehow I knew life is lot more fun when all your friends show up. "Together" we drove over the Teton Pass. The sun was shining and we had weather predictions for a bright sun-shiny future, exactly why I wanted our fall tour to be turned into a summer adventure.



Stopping at Heise Hot Springs was an oasis no one ever knew existed outside of Idaho Falls. Lunch along the Snake River was pretty special. Sitting on picnic tables to enjoy each other's company was certainly a treat. The little oasis had hot springs, a pool and a water slide - all the ingredients I needed for a future destination. As our time was limited, together we decided to continue on. Certainly the minds of many are better than those of a selected few.

Our arrival in Sun Valley was greeted by a feisty little woman named Betty. She was, to say the least, the spice that added to a great meal. She checked us in to a cheeky little hotel called the Lift Tower Lodge. Thanks to her, she made sure we had every accommodation we needed. Our cars were parked outside our hotel door, which made each and every one of us very happy. Our little prize possessions were watched over like the blessed children we have come to know and love.

The weekend started with drinks outside our hotel rooms, followed by more drinks at the Il Naso Ristorante Italiano - a very well rated restaurant in the valley. It didn't take long for all of us to get to know one another. The food was great and the wine was even better - the perfect combination to put everyone at ease. I think he was right when Roger Waters sang "The Wall" - when the walls are broken do we realize the true ability to coexist.

The next day was greeted by an 8:30 rising for breakfast. "I'll have the Macho Burrito please and an extra strength double shot mocha," I yelled to the barista at the Java Joint - a locals' special in downtown Ketchum. It was exactly what I needed to give me that extra shot of energy, something I learned during those long, hung over college days.

From there we ventured to Red Fish Lake, just this side of Stanley, Idaho. It was lakeside that Greg Wallace concluded our Poker Run that started at the Stage Coach Bar in Wilson. Five cards selected on the way added to our entertainment. I am not sure where Greg learned to play the game, but I can only imagine his expertise came from his youth. With everyone turning in their hands, it was Jim Wunsch that came out the victor. A pair of 9's was difficult to beat, but when the stakes are high and the mind just a little foggy from the previous nights' cocktails, anything goes. The winner of the Augusta Green Jacket is passed on and deservedly so. We hope Jim wears it well at the next Porsche event.



Some of us stayed on at Red Fish Lake. I for one had a great time swimming and throwing the football with Mike Mielke, Kristy Welfl and their daughter Olivia. It brought me back to days long past that I had no better care in the world but to play catch with old friends. To say the least, it made me very happy. Others returned to Sun Valley to shop and peruse the area.





Greg Wallace and his girlfriend Elaine hosted a cocktail party later that afternoon poolside by Greg's family's condo. The wine and cheese flowed, but better yet the conversation of getting to know each other improved with every minute. It made me realize that it's not time spent in the office that matters, but the friends you make along the way.

As the evening approached, Anne Fish's special connections with the owners of Grumpy's Restaurant made for a very relaxed time. We ordered off the menu and sat outside on picnic tables stuffing our faces with burgers, fries and onion rings. A leisurely dinner progressed to ice cream at a homemade store in downtown Ketchum. The name of the store escapes me, but it was the entertainment that followed which added years to my life.



Mike Mielke's purchase of fake "pooh" for his daughter Olivia was the perfect remedy for bringing me back to my youth. Strategically placing the pooh along the sidewalk, hoping and waiting for someone to "mis-step," was the next hours entertainment that put all of us into roars of laughter. As each and every passerby approached, we waited in anguish for that one opportune moment of disgust to show up on a stranger's face. I am not sure it ever happened, but the joy of being 10 years old again can never be replaced.

The next day, we returned to Jackson. Some of us left early to return home sooner than planned. John and Michelle Kren, John Miller and Paula and Marty Quadland were the early risers that wanted to make it home at a reasonable hour.

The rest of us left at the crack of 10 AM. Along the way, we decided to play musical cars. We switched vehicles frequently as we stopped along the road side attractions, the highlight of course being Craters of the Moon. I had my "new to me" 2007 Porsche 911 C4S Cabriolet, Rusty Brown had his 2011 Panamera 4S, Mike Meilke and Kristy Welfl had their 2004 911 Turbo Cab and Jim Wunsch had his 2001 Ferrari 360 Modena.



At every stop, we had the opportunity to drive a car none of us had ever driven before. With JJ Batazel watching out for the dreaded safety police, we threw caution to the wind, drove it like we stole it, and to say the least made tracks in record time. It was a great opportunity for all of us to compare cars and it was a great opportunity for all of us to show our best racing knowledge - a skill learned from the ownership of such fine automobiles.

It is those skills that I will admit are invaluable. Not only the ones I have learned as an adult, but those from my youth. I may not know the square root of 69, or the atomic number of uranium, but I do know that joy should be experienced at every opportunity in life and that it's not the destination, but the journey that makes it all worthwhile.

Thank you to those who made my Sun Valley trip so special. Thank you to those who gave me back my youth. And thank you to those who helped me realize I did not waste my education.





# Porsche's in the Parade

By: Greg Wallace

Fortunately the downpour and hail did not hit until after the Jackson Hole July 4th parade was over. So, we had a beautiful morning for the 8 cars that showed up at the Howdy Partner's 4th of July Parade. There was a nice variety of cars as well, ranging from Dick Beck's 56 Speedster to Carl Nagel's 2008 911 Turbo. We were even graced with Bill & Georgette McCreary's extremely rare '69 912. Bill, I won't tell anyone that I saw you putting it on a trailer down by Smith's for your drive back down to south Star Valley.



While we all have beautiful cars, how could we stand out from all the wackiness and patriotism that the July 4th parade brings, especially, since these are German cars on America's birthday. Enter Kitty & Charlie Brown, donning some Austrian garb and who brought their 12' Alpenhorn. So with all the problem solving power of a super computer at hand, the solution...strap that bad boy onto their '06 Cayenne, along with Charlie, strapped to the roof, and there you have it, a sight that had everyone yelling at Charlie to put his lips to the horn and blow as we proceeded along the parade route. Now, it turns out that Kitty is the one who has the knack at making the horn work, but she could only drive and yodel. I guess sitting on the car roof and blowing a horn was not what she had in mind that day.



Scot Anderson & Greg Wallace showed up in their lederhosen, kinda feeling like it was Oktoberfest, but without the mugs. Joe Bennett brought his granddaughter Jocelyn who tossed candy to the spectators, Carl Nagel had 4 young ladies accompany him, his identical twin daughters Raines & Regan, along with Caroline Kucera & Hailey Barlow. Renny & Sarah Kerr also joined in their '87 Targa.

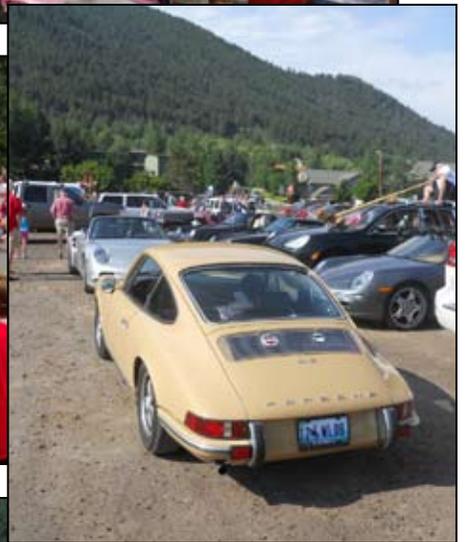


As we proceeded down the route, I saw several club members in the audience, and even our local Porsche mechanic was seen driving a yellow "VW Thing". As one can imagine, people loved our cars, or maybe they were just cheering at Charlie to put some air into that horn, you know, like when we were kids trying to get the semi drivers to blow their air horns. All in all it was a fun morning. We got recognition from announcers as we past certain points along the route, so some good marketing for the club. Maybe next year we can double our efforts and get 16 cars entered.



So, I hope that you all had a safe and sane Forth of July. See you at our next event, the Sun Valley / Redfish Lake tour / poker run.

Guten Tag...



# YELLOWSTONE PCA PROGRESSIVE DINNER

AUGUST 24<sup>TH</sup>, 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](mailto:scotthomas@hotmail.com) 307-734-6006

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# EAT, DRINK AND BE MERRY!!!

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## The Greatest Single Day Spectator Event Can You Name It?

No, it's not the Indy 500 or the Daytona 500, not any F1 race, nor World Cup Soccer, Kentucky Derby or the Super Bowl; it's the 24 Hours of LeMans! For the race this year, Porsche cars were entered in 2 of the 4 classes—next year with the addition of their Prototype racer; they will participate in 3 of the 4 classes (something to look forward to).

In recent years, Porsche has focused on constructing more affordable vehicles with private race teams in mind. The company is now taking a more hard-line approach to competition. This change in philosophy clearly signals their intent. Enthusiasts can once again look forward to seeing "Porsche Works" cars on the podium.



This year's race was a rain soaked weekend and having the new 991 RSR on its maiden voyage would be a test of how good or bad this new race car really is. Well it's good! In the GTE Pro class, the RSR finished 1st & 2nd competing against the best Aston Martin, Corvette, Viper and Ferrari could field. In the GTE Am class, a Porsche finished 1st. This gave Porsche their 99th and 100th class victory at LeMans and proves once again that LeMans is still Porsche's stomping ground. They're back in a big way.

# 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 3<sup>rd</sup>, 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](mailto: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



## Formula 1 pilot Mark Webber to contest Le Mans for Porsche

The Australian Formula 1 pilot Mark Webber has signed a contract with Porsche that extends over several years. From the 2014 season he will compete in Porsche's new LMP1 sports prototype at the Le Mans 24 Hours and in the sports car World Endurance Championship WEC. The 36-year-old Australian has already raced at Le Mans twice. In 1998 he finished runner-up in the FIA GT Championship at the wheel of a sports prototype. Over the course of his Formula 1 career from 2002 until today, Webber has achieved 36 podium places, nine race victories and has started from pole position eleven times.

"It's an honour for me to join Porsche at its return to the top category in Le Mans and in the sports car World Endurance Championship and be part of the team. Porsche has written racing history as a manufacturer and stands for outstanding technology and performance at the highest level," says Mark Webber. "I'm very much looking forward to this new challenge after my time in Formula 1. Porsche will undoubtedly set itself very high goals. I can hardly wait to pilot one of the fastest sports cars in the world."

"I'm very pleased to have secured Mark Webber for our LMP1 project as one of the best and most successful Formula 1 pilots of our time," says Wolfgang Hatz, Board Member for Research and Development at Porsche AG. "Mark is without doubt one of the world's best race drivers, he has experience at the Le Mans 24 hour race and on top of that he's been a Porsche enthusiast for many years."

## Let The Celebration begin: The 911 Hits 50 And Hails Its Golden Anniversary



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

This is a big year for Porsche and it's huge for the 911. Known in German as the "Neunelfer", this perennial sports car celebrates its 50th anniversary in 2013. A few other car marques will be celebrating milestones this year as well; Aston Martin is 100 years old, while Lamborghini reaches 50. However, Porsche is the only manufacturer that has ever celebrated an anniversary for a single model that's been in continuous production for a half century.

There are galas to mark this occasion every week on the calendar and in every country on the planet (well, maybe not North Korea), so there is little to do but put on your best party smile and enjoy the festivities.

The 911 is the longest-lived (and many would say the only) currently produced automotive icon. There is a tremendous amount of love and respect by owners and the entire working staff at Porsche for these cars. This anniversary reminds the engineers at Porsche why they do the work they do. They have the best jobs around, because they each get to play a role in designing and building the best automobile ever conceived.

This year, the 911 will set another record in production numbers. Customers continue to appreciate the cars original concept for being a practical everyday sports car. No automobile has come close to its longevity and versatility. Porsche has taken a 50 year old design and constantly refined and improved it without altering a single word from the original mission statement. In the truest sense, the 911 proves that less is more. Auto journalists ordain the 911 as the most successful sports car of all time. Period!



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



How does one live life to the fullest? Let the Code of the Curve teach us a more rewarding way. For along this path we discover the wisdom in forging your own way to the exhilarating fringes. Follow this code, and driving will never be the same. Stop by Ken Garff Porsche to test drive the redesigned Cayman and experience the Code of the Curve. The Cayman will see to it that you are rewarded. Instantaneously. At every curvy opportunity.



175 E. University Pkwy. (801) 852-5300  
Orem, Utah 84058 [www.KenGarffPorsche.com](http://www.KenGarffPorsche.com)



# Rendezvous Dinner

By: Greg Wallace

On a very pleasant June 8th Saturday, the Yellowstone Region held its annual Rendezvous Dinner at Teton Pines. We had a good mix of existing and new members as well as some non-members among the 44 attendees. The cash bar and nice weather made the outdoor patio a very pleasant place to mingle while ogling over our cars, telling tales of high speed runs over Tin Cup Pass and catching up with some of our seasonal friends. One car of note was Scot's 2007 C4S Convertible sitting front and center when I arrived, only to think that it was his 993 convertible with new wheels. Nice bait and switch Scot.



While the patio was a nice place to mingle, we also had the pleasure of participating in a silent auction. Thanks to the many members who donated the 22 items like Lou's photograph, a men's sweater & 6 whiskey glasses from Wool & Whiskey to an oil change from RMC Motorsports, and, after some social lubrication, we were able to raise \$1405.



Teton Pines always provides a good spread and we were not disappointed, and who does not like a good meal. As we neared dessert Scot presented some of our members with awards of recognition:

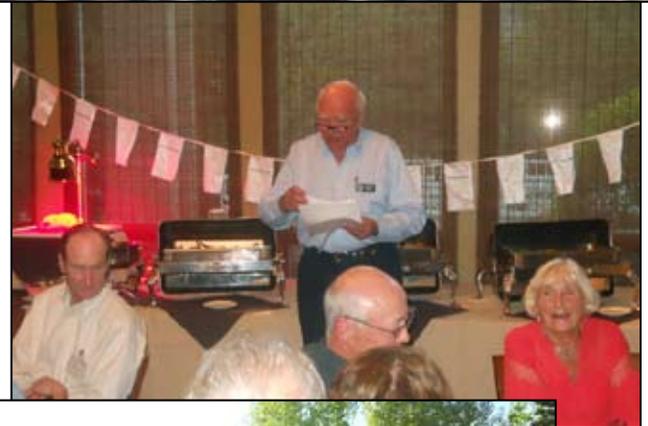


- Jim Wunsch ..... Director and event chair for the Sun Valley tour
- Eric Weber ..... Director and event chair
- Mike Faems ..... Director and event chair for the Winter Driving School
- Ken Koop ..... Newsletter Editor and past president
- Robin Koop ..... Director and past treasurer
- Stan Siegel ..... Director and event chair for the Rendezvous Dinner
- Nancy Clancy ... Director and event chair
- Charlie Brown .. Director and event chair for the Progressive Dinner
- Dick Beck ..... Treasurer
- Pat Siegel ..... Secretary and event chair the Rendezvous dinner
- Greg Wallace ... VP and event chair for the Sun Valley Tour





If you did not get a chance to attend, hopefully we will see you at some of our upcoming events like the Porsches in the JH July 4th parade or the Sun Valley / Redfish Lake Drive / Poker run July 12-14.





## Meet the Member

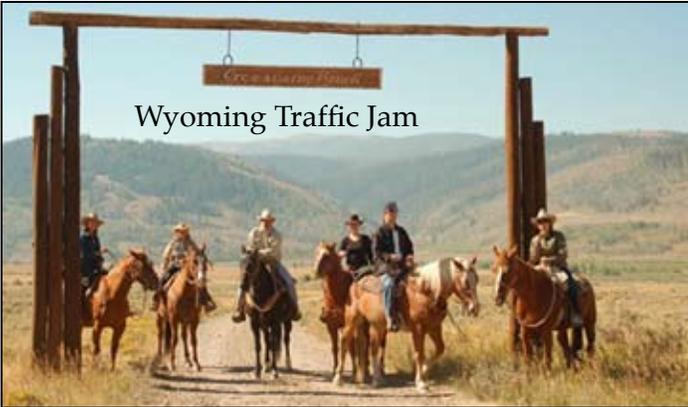
“Karen and Rick Shea are 20 year part time residents of Jackson Hole. When they are not in Jackson they live in the Seattle area and are members of PCA and the Pacific Northwest Porsche Club. They have owned many Porsches over the years...a 356B, 1982 911SC Targa, 1983 SC Coupe, 1987 Carrera Coupe, a Boxster, and now a 1989 (964) Carrera 4. Karen and Rick have recently completed a full restoration of the 89 C4 and just last month received first place in the first club concours event of the season.

Rick has recently retired as CEO of a respiratory medical device company, and Karen has been a past Board Member of Seattle Audubon and owned and operated the Images of Nature Galley



in Kirkland, Washington before selling it back to Tom Mengelsen. WELCOME Rick and Karen! We look forward to meeting you at our upcoming Yellowstone Region events.”





Wyoming Traffic Jam

**PORSCHE MAKES \$8,514,000 A DAY**

2012 was the most successful year in the history of Porsche. They reported a record output of 143,096 vehicles, which is a 22% increase over 2011. Twenty years ago, sales hovered around 20,000 cars a year. Equally impressive is Porsche's operating margin, or return on sales. It is 18% which is amongst the highest, if not the highest in the automotive industry. Not bad from just a few years ago when Porsche faced bankruptcy with the debt incurred during the VW takeover.

**Synergies from Race to Street**

Where is Porsche's biggest development center? Not the Research and Development center at Weissach, but the Race Track! Race tracks around the world have long served as their research lab. Race cars happen to be the technological incubators which ultimately lead the way for Porsche's series production vehicles.



**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**

- 3 *Sat* **Porsche Putt-Putt - 10:00 am**
- 24 *Sat* **Progressive Dinner and Social 3:00pm**

**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.*

## Porsche celebrates 50 years of the 911 with exclusive limited edition model

### 911 50th Anniversary Edition

The Porsche 911 resolves apparent contradictions like no other sports car – such as between tradition and innovation or between exclusivity and high social acceptance, and of course between performance and efficiency. And so, Porsche is celebrating the 50th anniversary of the 911 at the International Motor Show (IAA) in Frankfurt with a special anniversary model based on the 911 Carrera S: like the original 911, the 911 50th Anniversary Edition is a coupé with a flat-six rear engine and rear wheel drive. Its efficient performance, active sport suspension – and special body have current relevancy: the anniversary 911 features the wide body, which is typically reserved for the all-wheel drive Carrera 4 models. This special edition will be limited to 1963 cars, a number that represents the year of the 911 world premiere.



Special 20-inch wheels are a visual tribute to the legendary “Fuchs” wheels and are finished in matte black paint with machine-polished centres.

Two unique colours are available for the anniversary 911, a darker graphite grey and a lighter geyser grey metallic. In addition black monochrome is also available. Each of the cars has a two-tone 3D-effect badge on the rear lid with the numbers “911 50”. This is repeated in three colour embroidery on the headrest and in two colours as a logo on the tachometer and the aluminium door sill plates.

# 386

## Porsche Numbers Game

386km/hr (231.6mph)—a runaway record!  
 This is the top speed clocked by the Porsche 917 LH (Langheck or long-tail in English) version at LeMans in 1971. After 42 years, the record is still intact.



## Did You Know That the Porsche 991 was Sketched with a Pencil?

Michael Mauer, the head of the Porsche Design Studio said; “I belong to a generation that was educated in doing renderings in a conventional way—with a pencil and paper. I’ve tried to do sketches on a tablet with an electronic pencil, but there is no connection. I’m often accused of not paying attention at meetings, since I’m busy drawing. It’s actually the other way around. I am so busy listening; I’m not paying attention to what’s on the paper. This is the way I do all of my renderings, including the 991”.



## “Engine of the Year Award” for the 2.7-litre flat-six engine

Once again, a flat-six engine from Porsche has been named “Engine of the Year”. This year, the international jury gave the renowned award to the 2.7-litre engine that is used in the Boxster and the Cayman for the 2.5 to 3.0-litre engine displacement class. “A brilliant engine for a brilliant car. This centrepiece of Porsche technology combines performance and a sporty pedigree with impressive fuel efficiency.” This is how Dean Slavnich of “Engine Technology International Magazine” supported the jury’s decision. The British trade magazine has been giving this award for excellent engines for 15 years now. The jury also praised the flexibility and responsiveness, performance and smooth running of the smallest-displacement flat engine from Porsche.



This is the fourth time that a flat engine from Porsche has won this competition between the best engines in the world.

In 2007, Porsche has already won in the category of three to four-litre engines with the engine of the 911 Turbo. In 2008, the turbocharged 3.6-litre flat engine with 480 hp even won in the open displacement class. In 2009, the 3.8-litre six-cylinder engine of the 911 Carrera S was named “Best New Engine”. The choice of “Engine of the Year” is made by 87 highly regarded automotive journalists from 35 countries who evaluate the engines in various categories. Along with power, fuel economy, driving properties and comfort, the use of innovative technologies is also assessed.

The 50 years of Porsche 911 also represents 50 years of the flat-six engine. Not simply for tradition sake, but because of its advantages: it is very flat, lightweight and compact. The flat engine with six cylinders is very smooth running, and it has neither free moments nor free forces of inertia. In addition, horizontally opposed engines are very well suited to lowering a vehicle’s centre of gravity. The horizontal cylinders enable very low-profile construction. And the lower a vehicle’s centre of gravity, the sportier it can be driven.

Porsche is making a clear statement: the six-cylinder flat engine is not an engine of yesterday. Rather, it is the foundation for development of the efficient sports engine of tomorrow.

## Ferry-tales: Porsche’s Philosophy on Cars

Dr. Ferry Porsche had a belief that instead of trying to convenience the public to buy his cars by means of advertising, his cars should demonstrate their merits directly by winning races.

“The severe stress that cars have to withstand in motor racing, soon reveal any weak points and oblige our engineers to look for new and better solutions. This principle results in fast, reliable cars that found favor with enthusiasts all over the world. There was no need for us to encourage Porsche owners to take part in races or rallies. With the cars that we produce at their disposal, the temptation to try one’s luck in competition was impossible to resist. The experience that we gained from racing was fed back as improvements into our production cars.”

For Dr. Porsche, motorsport was the key to ongoing technical progress. His philosophy is summed up in brief: “Racing is like a state of war for designers—an emergency situation at a track will exert pressure on them, and this pressure helps speed up development work.”

As a result, the Porsche name quickly became synonymous for sports cars with character. The products from Zuffenhausen acquired a sporty image that they have retained to this very day.



		1. Generation		2. Generation		3. Generation			4. Generation	5. Generation	6. Generation	
Type		Carrera RS 2,7	Carrera RS 3,0	911 SC/RS	911 Carrera RS	911 Carrera RS America	911 Carrera RS 3,8	911 Carrera RS	911 GT3 RS	911 GT3 RS	911 GT3 RS	
Model series		901	"G-Serie"	"G-Serie"	964	964	964	993	996	997 I	997 II	
Production period/ model year		10/1972– 7/1973	10/1973– 12/1974	1/1984– 4/1984	11/1991– 12/1992	8/1992– 11/1993	6/1992– 3/1994	5/1995– 7/1996	9/2003– 7/2004	5/2006– 4/2008		
Units built		1525	110	20	2282	701	90	1014	682	1909		
Output	hp	210	230	250	260	247	300	300	381	415	450	
Capacity	cc	2687	2994	2994	3600	3600	3746	3746	3600	3600	3.797	
Torque	Nm	255	275	250	325	310	360	355	385	405	430	
Top Speed	km/h	240	245	255	260	260	270	277	306	310	310	
0-100 km/h approx.	sec	6.3	5.3	5.3	5.3	5.6	4.9	5.0	4.4	4.2	4.0	



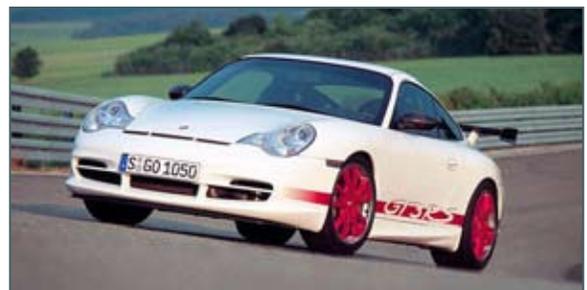
RS 2.7



993 RS



RS 3.0



996 RS



964 RS  
America



997 RS



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FDIC 

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# Tracking Your Porsche 101

What you need to know before driving your Porsche on track.

STORY BY TOM VAN OVERBEEK PHOTOS BY WILL VAN OVERBEEK

If you're reading this magazine there's a good chance you'll consider driving your Porsche on a race track at some point. You have good reason: The Porsche brand is synonymous with road racing and, right off the showroom floor, most Porsches are at home on a race track.

The key to making your first track day a great experience is simple: Be prepared. Many enthusiasts arrive at their first track event without knowing what to expect and are soon overwhelmed. In doing so, they fail to make the most of their time on track.

Track events range from wheel-to-wheel racing to driver education events, and the latter are the best way to get started. Driver education days are usually put on by car clubs or for-profit companies. The Porsche

Club of America ([pca.org](http://pca.org)) and Hooked on Driving ([hookedondriving.com](http://hookedondriving.com)) are examples of each that operate on a national scale. Both provide a controlled environment in which to explore the limits of your car as well as personal, in-car instruction.

There are usually several options on a local level, so you might check with your nearest race track for a list of organizations that are renting track time. Before you pick up the phone or open your web browser, however, let's tackle what you need to know before hitting the track.

## Driver Preparation

When it comes to this hobby, safety is Number One. The most important determinant of safety is driver attitude. Almost

every accident at non-race track days are single-car accidents involving beginners whose confidence exceeds their skill. In 30 years of track driving and instructing students, I've met few beginners who didn't think they were *great* drivers. What they didn't yet realize: Driving fast and safely on a race track and being a good street driver are two very different things.

My basic rule regarding safety equipment is this: *Assume you will crash.* Don't get into a car with compromised safety equipment. Make sure your seatbelts are in good condition and function properly. Make sure your seat is firmly bolted to the floor. If you hit something going backwards and the seat breaks, *your body will collide* with the back of the interior.

Arrive at the track early to register yourself and your car before the drivers meeting. Take time to prepare and remove loose items from your car's interior.



FEBRUARY 2012 excellence 113



Unless you have a \$100 brain, don't buy a \$100 helmet! Fit is very important, and different helmet makers use molds that are shaped differently. For example, I have an oval-shaped head and find that Arai helmets fit me best. All helmets should have a Snell rating sticker; make sure that yours is current (SA2010). Wear comfortable, loose-fitting clothes (that won't melt!), eye protection, and shoes that allow you to "heel-and-toe" shift comfortably.

Before your first track day, go over this simple checklist:

1. Read the organizer's rules and prepare your car and yourself accordingly.
2. Make sure your helmet and safety equipment comply with the organizer's rules.
3. Know and understand the flags *before* you get to the race track.
4. Learn the track *before* you get there.
5. Download the schedule, print it out, and place it in your glovebox.

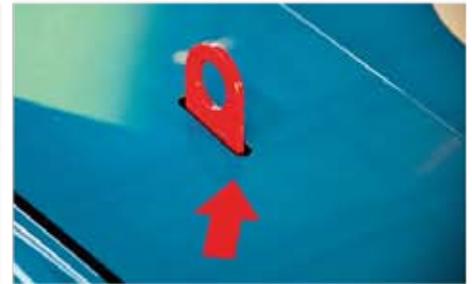
The fourth point may be the shortest, but it's critical. By learning as much as you can about the track *before* you get there, you can focus on learning how to drive your car rather than trying to remember which way the track turns next. Fortunately, multiple videos of every race track are available on [YouTube.com](http://YouTube.com). Track websites usually have videos of hot laps, as well. Watch them until you have the track layout memorized.

### Car Preparation

Tires are the most important component on a car. It's amazing when you think about it: A 3,000-pound Porsche has a total tire contact patch area of about 94 square inches, or about the size of an Apple iPad. And that's for all four tires!

Bad things happen when tires malfunction. Your tires should have at least one-eighth of an inch of tread at the most worn part of the tire. Make sure to check the *inside* edge of your rear tires, as these usually wear out first in Porsches and are the hardest part of the tire to see. Replace any tire that is five years old or older. Check tire pressures and check the tightness of wheel lugs/bolts with a torque wrench. For most Porsches, I tighten them to 94 lb-ft.

If you have an older Porsche, make sure that the shocks are functioning and the suspension bushings and ball joints aren't loose. Check the alignment. It is very common for new cars to be out of alignment because they "settle" after a few hundred



Checking the torque on your wheel lug nuts (above, left) with a proper torque wrench is a critical safety precaution before heading out on track. A tow hook (top, right) and external electrical kill switch (above, right) aren't required for driver education events, but they are in many racing groups.



miles of driving. Have the shop doing the work add weight equal to yours in the driver's seat when it does the alignment.

If your Porsche can be corner-balanced and you have a shop that can do it during an alignment, consider doing so. This will ensure that the car handles the same turning left as it does when turning right. Increasing the negative camber of the tires by a degree or so beyond the factory spec

will enable the car to corner better.

Brakes are the most common source of problems at a track day. Make sure your brake fluid has been changed recently and is DOT 4 fluid. Brake fluid absorbs water, so old fluid will boil at a much lower temperature than new fluid, which will make your pedal soft; ultimately, it will go to the floor. In older cars, check all flex hoses to be sure they don't have leaks or bulges. Brake



Drivers meeting (top, left). Cooling air ducted to front brakes (above, right). Snell rating sticker tucked inside the helmet's padding (above, left). Driver in a stock seat and a three-point belt (below, left). Driver in a race seat wearing a five-point harness and HANS device, under a full cage (below, right).



pads should have 60 percent or more of their life left before you hit the track, and rotors should be within wear tolerance. The minimum allowable thickness is stamped on the rotor hat or outside edge.

Since you're going to ask the engine and transmission of your car to give their all, it's important that they're in tune. Valves should be adjusted properly, all lubricants should be fresh, and there should be no oil

or coolant leaking on rear tires, etc. Run your car up to redline under load a few times to make sure there are no misses or other driveability problems.

### At the Track

Make sure you get to the track early so you have time to remove loose items from your car and register *before* the drivers meeting, which will be first thing in the

morning. The first "on track" session after the meeting is usually an orientation for beginners, so make sure you and your car are ready to go before the meeting.

Typically, track days are organized into three to five "run groups" based on driver experience. Each run group goes on track on a rotating basis for 20–30 minutes at a time, typically allowing five to six sessions for each run group per day.

As a beginner, you will typically be assigned an instructor. Your first day will focus on "the line," which is the fastest, safest way around the track. You'll learn where to brake, turn in, apex, and exit. Over the first laps, gradually warm the fluids, brakes, and tires. Check the gauges every lap. Most common car-related problems encountered at the track are due to heat buildup in drivetrain, brakes, and tires.

After you receive the checkered flag, use your last lap as a cool-down lap and try to use your brakes as little as possible so they gradually cool. When you come into the pits, leave the car in gear after you turn off the engine. *Do not* engage the parking brake — unless you want your brake pads to be welded to your brake rotors.

The people at Porsche didn't realize the world outside of Germany wasn't cold and rainy until recently, so most heat-related problems tend to be in the pre-1989 air-cooled cars. Watch your oil temperature gauge; 180° F is ideal, while 210° F is okay. If you're starting to see 240°+ F, I'd bring the car in and let it cool down.

Tire management is an important issue at track days. Tires get much hotter on the track than they do in normal street driving. Because you'll be braking, cornering, and accelerating hard at a track day, the increased friction with the road surface will introduce additional heat into the tire.

As a tire heats up, the air inside expands, increasing the pressure. At a track day, tire pressure can increase by 10 to 15 psi. As it builds, the tire's contact patch *decreases* because the size of any pneumatic tire's contact patch in square inches is the weight on the tire divided by the tire's pressure in psi. For example, a tire inflated to 32 psi with a load of 1,000 pounds has a contact patch of 31.25 square inches. If tire pressure increases to 40 psi, it is 25 square inches — or 20-percent smaller.

Since mid- and rear-engined Porsches place most of their weight over the rear wheels, the rear tires experience a disproportionate amount of heat and pressure buildup. This means the rear of the car will

## Trackitis

**WARNING:** Driving a Porsche on a race track is addictive and can lead to obsessive behavior. Fortunately, symptoms at various stages of the disease are easy to spot:

### Stage 1

- You drive your street-legal (well, almost) car to the track. It remains close to stock, and you think of it as primarily a street car.
- Your spouse thinks you're cool because you drive on race tracks, and tells friends about it.
- Your spouse goes to track events with you.
- You will spend \$200 to take a second off your lap time.

### Stage 1A

- You drive your car less and less on the street.
- You still drive it to the track, but it's been so heavily modified for track use that it rides like a stage coach. You don't care because it is five seconds a lap faster.
- Your spouse no longer goes to track events with you.
- You have dedicated track wheels and tires.
- You will spend \$500 to take a second off your lap time.

### Stage 2

- Your Porsche is a dedicated track car, but you still drive it to the track.
- You've decided to optimize it for the track, or you've bought a dedicated track Porsche.

- Your spouse says things like "you've ruined a perfectly nice car," refuses to ride in it, and does not want to borrow it anymore (good news!).
- Your mechanic is on your iPhone "favorites" list, and you interrupt calls with your spouse to take his call.
- Your car now has numbers on it all the time.
- You will spend \$1,000 to take a second off your lap time.

### Stage 2A

- You own a trailer.
- You participate in your first competitive event.
- Your spouse suggests marriage counseling and glowers at the UPS man.
- Your spouse starts to talk a lot about how to pay for children's college educations.
- You put your spouse's name on the car in hopes that might placate him/her.
- You visualize the turns at your local track to put yourself to sleep at night.
- The message on your voicemail has engine sounds and says, "I can't come to the phone now... because I'm at the race track."
- You will spend \$2,000 to take a second off your lap time.

### Stage 3

- You've decided to club race.
- You own an enclosed trailer, which you could live in if need be.
- You have car parts delivered to your office.
- You have three sets of wheels and tires.
- Your race car cost more than your street car.

- Race dates are the priority in your calendar; everything else is flexible.
- You view your job primarily as a way to support your racing habit.
- You show in-car racing videos to friends when they come over, which you find engrossing and they find interminable.
- You will spend \$3,000 to take a second off your lap time.

### Stage 3A

- You realize the cost of a divorce will make it impossible for you to continue racing.
- You develop an annual racing budget, which reduces spousal tension.
- You say things like "Well, sweetheart, real people always have some sort of bad habit. Some drink too much, some chase women, and some race cars. Pick one." (By the way, this line really works!)
- You stop postponing sex with your spouse because you have to work on the race car.
- Without the specter of looming divorce, you will now spend \$4,000 to reduce your lap time by a second.

### Stage 4

- You can't remember what you had for lunch, but you know the size of every bolt in your car.
- All of your friends are gearheads.
- Pictures of race cars hang in your living room and your coffee table is made from a wheel. You see crash-damaged parts as sculpture.
- You will consider taking a second mortgage on your house to lose a second per lap.

have less and less grip as the tires heat up unless you manage the tire pressure. A simple rule is to adjust your pressures so that they don't exceed Porsche's recommended pressures by more than 5 psi.

### Reversible Modifications

Okay, so you're hooked. You've done several track days and are thinking about all the things you want to do to your car so you can hang with the fast drivers. There are a number of reversible modifications worth considering if you will take your car to the track frequently.

**SAFETY FIRST:** If you will track your car more than a few times, you should upgrade its safety equipment. Install a set of FIA-approved five- or six-point seat belts. Consider a head restraint system. I use a Hans device designed to work with two-inch shoulder straps. You should also consider one-piece, FIA-approved racing seats. Such seats weigh less than factory seats, will hold you more securely, and do a better job of restraining your head.

**COOL BRAKES:** Upgrading to brake pads designed to operate at higher temperatures is a good first step. Many of our

advertisers offer technical support and can help you get the pads you need for your application. Make sure you have cool air ducted to your front brakes, particularly if you own an earlier car. Before you upgrade to bigger rotors and calipers, ask a lot of questions. Bigger isn't always better.

**STICKIER TIRES:** The tires that came on your Porsche probably had a treadwear rating of 220 or so. Stickier, track-specific tires have treadwear ratings of 60 or lower, so they won't last as long — but they have dramatically better adhesion. I like Toyo RA-1s because they wear like iron and are

consistent as they wear. The same 911 with a set of Toyo RA-1s will be five seconds a lap faster than with normal street tires!

**LOWER AND FIRMER:** After tires, the single best thing you can do to make your Porsche handle better on track is to lower it. The difference in handling between a 911 at stock U.S. ride height and 25–40 mm lower is startling. Once you have the car lowered, you'll want stiffer shocks, springs/torsion bars, and anti-roll bars. Remember, all of these components work together as a system. The stock suspension system on a Porsche is a compromise between good handling and acceptable ride quality. The trade-off when you optimize your suspension for better track handling is that you will degrade the ride quality. Ask the fast people what they use.

**LOSE WEIGHT:** If you increase your car's power, it will accelerate better. If you reduce its weight, it will corner, stop, and accelerate better. It's tough to get weight out of the newer cars, but there are a number of simple, reversible things you can do to reduce weight in 1978–89 911s.

We already mentioned racing seats (-50 pounds), but A/C delete (-25 pounds), a backdated exhaust (-25 pounds), and a

smaller battery (-25 pounds) can save a lot of weight. Ditching the stock 5-mph bumpers in favor of fiberglass bumpers will save at least 35 pounds and remove weight at the extreme ends of the car, where you want it least. Replacing the rear window with a Plexiglas pane drops another 15 pounds, high and at the rear. Removing the back seats is worth another 10 pounds. Let's see, that's 185 pounds.

Before heading out on track, remove the spare tire, toolkit, and those extra brick samples you've been hauling around in the trunk. Remember: Gasoline is 7.5 pounds per gallon and it's explosive, so don't carry any more than you have to.

**DRIVETRAIN:** Porsche does a great job with engines, so modifying them to make more power is the least cost-effective thing you can do to improve your lap times. Converting a 1978–89 911 to use an early style exhaust is worthwhile. Not only will you lose weight, the engine will make more power and run cooler, too. If oil temperatures are getting too high consistently, upgrade your system. Once oil temperature exceeds 180° F, the engine will lose power and internal wear will increase.

A limited-slip differential is a must. It

will make a huge difference not only in reducing lap times but in making the car handle more predictably. I like "short-shift kits" that reduce the distance you have to move the shift lever when changing gears, but your preferences may differ.

### In Closing

Driving your Porsche at a track day is a truly wonderful experience. It can be a stepping stone to wheel-to-wheel racing — or it can be a way to enjoy your car in a controlled environment with some very pleasant people who have similar interests.

If you're driving a late-model Porsche, be advised that there's a very good chance any mechanical failures that occur on track will not be repaired under warranty. It's worth speaking with your service advisor before you take the car on track, as owner experiences in this matter vary from dealer to dealer. If you're driving an older Porsche, stop by your mechanic and ask what you should do before and after taking your Porsche to the track.

New or old, Porsches are generally robust cars that are up to the challenge of track use — and are deeply enjoyable on a race track. Have fun! ♣

## Chairman of the Porsche Supervisory Board keeps company tradition alive

Dr. Wolfgang Porsche: 70th birthday on May 10

Dr. Wolfgang Porsche, Shareholder and Chairman of the Supervisory Board of Porsche Automobil Holding SE as well as of the Dr. Ing. h.c. F. Porsche AG, is celebrating his 70th birthday on May 10, 2013. Matthias Müller, President and CEO of Dr. Ing. h.c. F. Porsche AG, paid tribute to the "invaluable contribution" Mr. Porsche has made for the sports car maker: "The fact that a member of the founder family is actively representing our company internationally is essential for many Porsche fans in their extraordinary identification with the brand and its products. As the son of Professor Ferry Porsche, Dr. Wolfgang Porsche supports our company with the greatest personal commitment. He has shaped the development of the Porsche AG over the past 35 years as a Member of the Supervisory Board and since 2007 as Chairman of the Supervisory Board."

Wolfgang Porsche was born in Stuttgart on May 10, 1943, the youngest son of Dorothea and Ferry Porsche, the founder of the Porsche sports car brand. His grandfather was the brilliant automotive design engineer who shaped the history of the car history with his Stuttgart automotive design engineering office. Wolfgang Porsche spent the first six and a half years

of his life at the so-called "Schüttgut" in Zell am See, Austria, the estate of his grandfather Ferdinand Porsche. The family, and the company, returned to Stuttgart in 1950. Wolfgang obtained his Abitur (higher school-leaving certificate) in 1965. He also passed his journeyman's examination as a metalworker. Afterwards, Porsche obtained his degree in Business Administration from the Vienna University of Economics and Business Administration. He received his doctorate in International Business in 1973.

At first, Dr. Wolfgang Porsche went into business as an independent entrepreneur: As Managing Director of JAMOTO, he became general importer of Yamaha motor-bikes in Austria. He returned to Germany in 1976 and worked at the Daimler-Benz AG in Stuttgart as manager in various areas of domestic and foreign sales. In 1978, he was appointed a member of the Supervisory Board of Porsche AG, taking over the position of Chairman in 2007. He was also appointed Chairman of the Supervisory Board of Porsche Automobil Holding SE at its incorporation in June 2007. In addition, Dr. Wolfgang Porsche has been a member of the Supervisory Board of Volkswagen AG, Wolfsburg, since April 24, 2008.

Upon the death of his father Ferry in 1998, he was selected spokesman by the Porsche family. The father of four lives alternatively in Salzburg and the "Schüttgut" in Zell am See,



which he acquired from the family estate. There, in Salzburger Land, he operates an Alpine organic farm with around 200 dairy cows. An ardent hunter, he has always felt close to nature. His enthusiasm for sports cars has been the focus of his life from his very early youth on. Over the course of decades, a private collection of vintage cars has evolved that contains numerous very rare Porsche vehicles, which he drives regularly.

Dr. Wolfgang Porsche has received numerous honours for his services to business. In 2005, he was awarded the "Great Golden Medal for Services to the Republic of Austria" by the Chancellor of Austria, the highest award granted by his homeland. For his services to the federal state of Baden-Württemberg, he received the Gold "Staufermedaille" Award. At the onset of 2012, Dr. Wolfgang Porsche was appointed Honorary Senator of Salzburg University and was admitted to the University's Council in 2013.



Reprint of this article courtesy of "Christophorus" Magazine.



PORSCHE CREST

## Handmade Through and Through

*The Porsche crest is turning 60 this year: What better reason for Porsche Classic to reissue two original logos for the 356 and 911?*

**It reveals commitment** to a place, commitment to one's home—a Porsche would simply not be a Porsche without its logo paying homage to the Stuttgart Rössle, the stallion on Stuttgart's coat of arms, and the stylized antlers from the coat of arms of the state of Württemberg. Publicity director Hermann Lapper and engineer Franz Xaver Reimspiess designed the crest in 1952 for the 356, after the idea for a company logo was born during a meeting in New York between Ferry Porsche and Max Hoffman, Porsche's first U.S. importer.

Sixty years later, Porsche Classic has re-issued two original crests: one is the legendary hood handle crest for the

356 built between 1954 and 1965. This crest is considerably smaller than the second one, designed for the front hood of 911 models built between 1963 and 1973. As can be seen in the results of their intricate handiwork, the experts placed great importance on the classic combination of red and orange. Special tools were used for the reconstruction, which is based on original renderings.

This seal of quality represents not only the bond between Porsche and both the state of Württemberg and the city of Stuttgart, but also fidelity to color and materials, color application, and enameling. And the same holds true of the silver and gold plating. What



Engraving calls for an absolutely steady hand



The black enamel is poured into the die-cut mold

is more, the crest—which has also adorned Porsche wheel covers since 1959—passed all of its quality tests in Weissach, including a 240-hour sojourn in the salt spray booth, with flying colors.

Both crests are available at all Porsche Centers worldwide.

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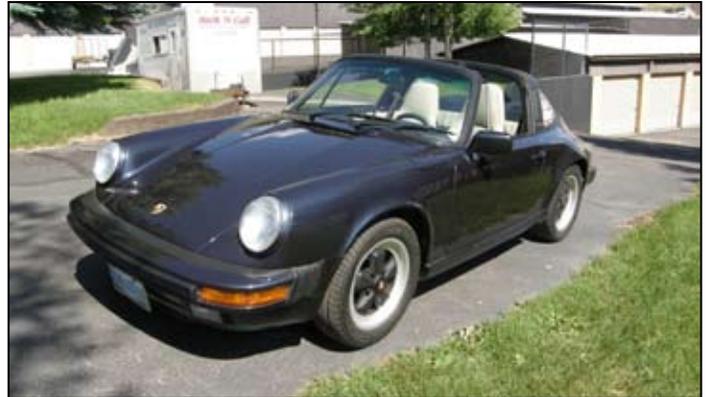


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## New vehicle buyers rank Porsche highest in Initial Quality

Porsche ranked highest among all nameplates in J.D. Power and Associates Initial Quality StudySM out of a total of 33 international automakers covered in the U.S. survey. This is the best result for Porsche in its company history in this study.

The Porsche 911 and Boxster models ranked highest in their segments, receiving the J.D. Power Award as the vehicles with the highest level of initial quality in the Midsize Premium Sporty Car and Compact Premium Sporty Car segments, respectively. This is the second year in a row that the Porsche 911 finished highest in its segment.

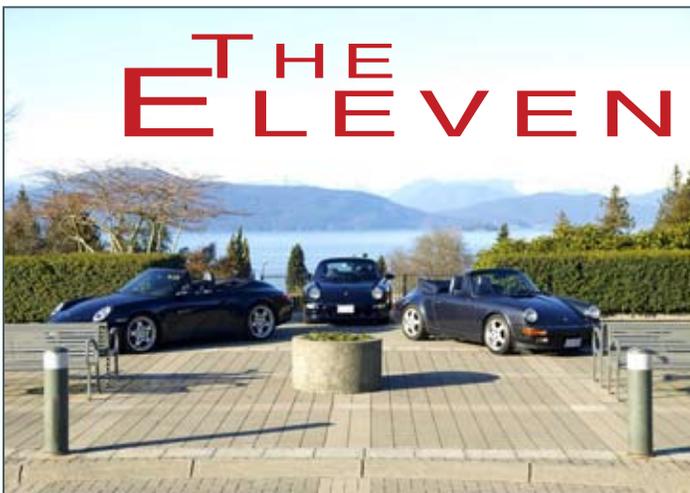
The Porsche Panamera sports sedan ranked third in the Large Premium Car segment while the Porsche Cayenne SUV ranked third in the Midsize Premium CUV segment.

"Porsche stands for sportiness and performance," said Matthias Müller, President and CEO of Dr. Ing. h.c. F. Porsche AG. "We are pleased to see that our equally high levels of quality in design, development and production have also been confirmed with these awards."

The annual Initial Quality Study, now in its 27th year, serves as an industry benchmark for new-vehicle quality measured at 90 days of ownership. The survey of more than 83,000 American car buyers forms the basis for the study. These buyers indicated how satisfied they were with the quality of their new cars during the first three months of ownership. The study evaluated a total of 230 vehicle models from 33 carmakers, which were initially registered between November 2012 and February 2013. The owners answered questions on more than 230 criteria from different categories.

### Ferry Porsche Maxim

*"Porsche can build anything, and is entitled to. Provided that the end result, is better than anything other manufacturers can produce".*



## Famous Porsche Ads



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