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Porsche



February 2014



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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

Chapter 2

My friend Kate once told me “you never know what you have until it’s gone.” I’ve never really understood that until it actually happened. I think now is one of those times.

Ken Koop has been our editor for the Yellowstone Region “Old Faithful” Newsletter since 2006. Like the title states, Ken has been faithful. Six times a year Ken would produce an amazing newsletter filled with all things Porsche, from travel tips, vacations, racing victories, upcoming automobiles, industry trends, sales figures and other informative articles to the great happenings in our local region.

The time and effort Ken has put in, not only as President of our region, but also as the editor cannot be quantified. Writing “Ken’s Corner” has always been one of my favorite reads. I am also certain raising funds through advertisers was not an easy task. I can only imagine the time spent emailing, organizing, attaining articles, taking pictures, writing more articles and then of course mailing added years to Ken’s life (and I don’t mean the good kind).

I also must thank his beautiful wife Robin for all of her input as well. Her efforts in reading, proofing, answering phone calls, attaining gifts, auction items

and door prizes, coordinating events and of course supporting our advertisers certainly should not go without a tremendous thank you.

I don’t know if I would even call it a newsletter any longer. After winning multiple awards, the publication has certainly become a prized possession. Here’s the list: 2007 won 1st place, 2008 won 2nd place, 2009 won 1st place, 2010 won 1st place, 2011 won 1st place, 2012 won 3rd place, 2013 won 1st place and we are still waiting to hear back from the 2014 award. Ken has basically won an award for every year he was the editor. I don’t think I would be remiss to say that Ken has created a “magazine” read by jealous onlookers throughout the PCA World.

As we turn the chapter, I cannot think of a better recipient than our own VP Greg Wallace to take the baton. Owning and managing a newspaper in Orange County, California, Greg will be a tremendous asset to continuing the legacy Ken and Robin have created.

With this transition, I would like to encourage every one of our members to assist us in achieving the same fame and fortune our local “magazine” is known for. I would like to ask that you take out those pens, that you brush off that pad of paper, or better yet that you turn on your computer, and write an article to contribute.

If you so choose to accept, contributions can entail any topic as long as it includes your love of the Porsche automobile. A few topics that come to mind are test driving your own vehicle, a vacation in your beloved Porsche that sits near and dear to your heart or how and why your infatuation with the automobile began. Our own Nancy Clancy, the “Wilkommen” new member chair, would be happy to assist you at clancy.wy@gmail.com.

When you have read and re-read your article to the point that it makes no sense whatsoever, as mine normally do, you can send your contributions to Greg Wallace at gwallace@bropart.com.

With that I want to thank Ken and Robin for all they did to make the Yellowstone Region Porsche Club such a great success. I thank Greg Wallace for stepping up to take the reigns. And I thank all of you for making our club what it is today.



Porsche Delivers More Than 162,000 Vehicles to Customers for the First Time

Deliveries in 2013: Global growth across all regions

Atlanta. For the first time in the history of the company, Porsche delivered more than 162,000 vehicles to customers across the world last year. This figure corresponds to an increase of 15 percent in comparison to 2012. The Porsche 911 was especially successful last year: During its anniversary year, around 30,000 of these iconic sports cars were handed over to customers.

"Thanks to our strong product campaign and the extension of our business model, we have been able



2014 Porsche Macan

to further enhance the appeal of our brand on a global scale, as demonstrated by the 162,145 deliveries we made in 2013," said Bernhard Maier, Member of the Executive Board Sales and Marketing at Dr. Ing. h.c. F. Porsche AG. "We are looking ahead to the coming months with optimism and are anticipating new growth with the Porsche Macan and 911 Targa models."

Porsche enjoyed success in all regions last year. In the USA, which remains the largest market for the sports car manufacturer, 42,323 new vehicles were handed over to customers, representing an increase of 20.8 percent in comparison to 2012. In the Chinese market, a total of 37,425 vehicles were delivered to customers in 2013. This figure corresponds to a growth of 20 per cent in comparison with the previous year. In the company's domestic market of Germany, Porsche topped the 20,000 mark: Precisely 20,638 new owners were able to celebrate the delivery of their new vehicles.

The most popular Porsche model was still the Cayenne in 2013: More than 84,000 units of the sporty SUV vehicle were sold. Demand in the mid-engine sports car segment also showed a strong increase. With around 25,500 deliveries, the Boxster model range, which also includes the new Cayman model, saw the greatest increase in comparison to 2012 (+117.4 percent).

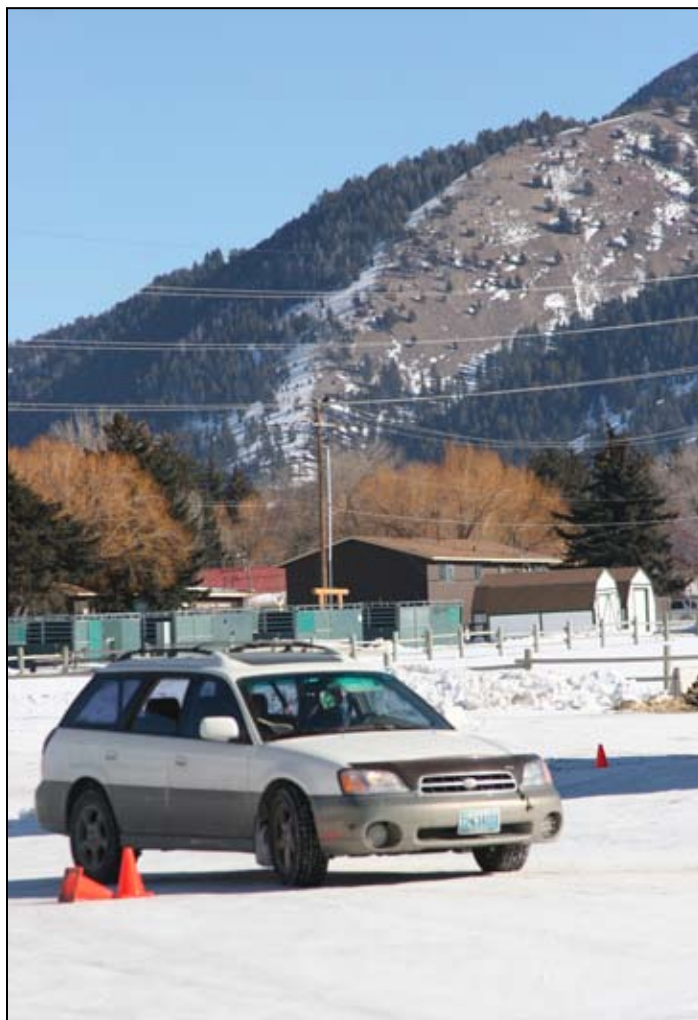
PORSCHE AG	December			January - December		
Deliveries	2013	2012	Variance (%)	2013	2012	Variance (%)
World	14,855	12,097	22.8	162,145	141,075	14.9
Europe	5,018	4,556	10.1	51,049	48,877	4.4
Germany	1,428	1,389	2.8	20,638	17,526	17.8
America	3,900	3,479	12.1	49,562	41,060	20.7
USA	3,246	2,952	10.0	42,323	35,043	20.8
Asia Pacific, Africa and Mideast	5,937	4,062	46.2	61,534	51,138	20.3
China	3,312	1,937	71.0	37,425	31,205	19.9

What is Success?

By Scot Anderson

Dr. Jekyll and Mr. Hyde. I'm pretty sure they showed up for the Winter Driving Experience the club put on for the public this past weekend. The attendance was few but the learning was plenty.

us with the equipment from his company, WestWood Curtis Excavation. Along with the help of Bucky Fairbanks, the paths were plowed and the berms created for runoff, a very much appreciated gift.

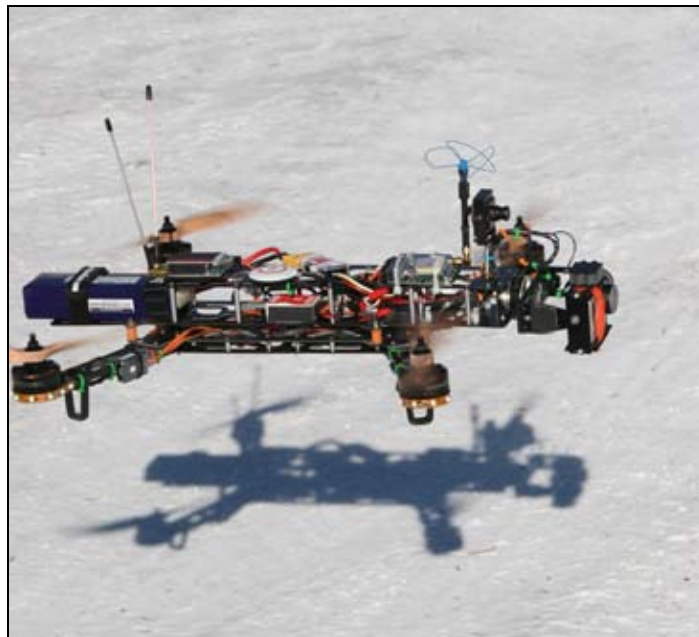


Of course the weather god's were in full favor with the snow we had just received a few days prior. It was the perfect combination for the ice pack that lay underneath, making the conditions slick and fast. The sun that day was out amongst the clouds and the temperature was in the mid-20's. Mike Mielke had graced



With the practice from the two weeks prior, Mike Faems made sure we had a product worthy of its' name. And oh what an experience it was. Having laid the foundation for the one hour lecture, Mike had put together some of the finest notes on driving instruction this side of the Rockies. However, the date he had planned with the Sebring Motorsport facility in sunny Florida could not be avoided, and it was I that attempted to fill in.

Speaking for an hour was nothing like we practiced in Toast Masters. Using props a plenty, speaking loud and clear for all to hear and telling them what I told them, for some reason kept them entertained. Fortunately, knowing that I was standing amongst friends kept my stress levels to a minimum, the hour passed like mere minutes and before I knew it the timer went off.



It was then that Sargent Todd from the Sheriff's Office appeared. He spoke on the dangers of driving in Jackson. The number one reason for accidents in Jackson is speed, he said. The fine



print under every speed limit sign, that doesn't actually exist, is "for optimal driving conditions." He told us you can still get a ticket if you're driving 55 mph in a 55 mph speed zone. He also told us the number two reason for accidents in Jackson is tail gaiting. The three second rule that applies in dry conditions should be doubled in snowy weather. "That three seconds," he said, "should become six." "Those two car lengths," he said, "should become four." We were also able to ask him any questions we wanted as he was there to help us all become better drivers. He ended his talk by telling us we can call the sheriff's non-emergency number at any time and ask any questions that might arise in the future.



however, and it can be found in almost every situation. Thanks to Stan and Pat Siegel, Eric Weber and Brian Moore who were there to help me laugh and to dispel those myths.

However, the attendees that showed up for the driving experience understood those myths and were actually there to learn. And learn they did. What can be explained in theory sometimes can only be taught in practice. And did we ever. Braking, skidding, braking, skidding. Doughnuts, oversteer, turn and evaluate. Push, understeer, turn, foot off the gas, brake. It all became natural after every run. The autocross worked beautifully to combine the braking, the understeer and the oversteer skills that were just learned.



And finally, it was time to put all of that information to the test. With the three aspects of the winter driving course at hand, a braking lane, a circular skid pad, and an autocross, our attendees were able to practice some of the skills that were just discussed. What it feels like to use your ABS, how a car on snow and ice can actually stop shorter when the ABS is not activated, and of course how to correct a car in a skid when both oversteer and understeer situations occur.

It was always entertaining for me to hear the excuses. "I know how to drive, I've been doing it all my life." With the new technologies in automobiles, driving when you were young or even ten years ago, is nothing like it is today. Another one of my favorites is, "I know how to control my car, I have all wheel drive." Unfortunately, all wheel drive has nothing to do with braking situations. Humor is a great thing



At the end of the day, the contest began. Three laps and the best time wins. King of the Parking lot was awarded to Ilya Rosikhan in his Subaru Impreza WRX. It was great to see his times improve with every lap. That little Subaru could handle the cones quite well. It was a close second by Robbie Coulter, who had just received his license only a year ago. Driving a front wheel



drive Toyota Camry without any electronic stability or ABS, was a sight to see. By the end of the day, he was tearing up the course, leaving skid marks and taking names. The Queen of the Parking Lot was awarded to Pam Lau in her Volvo XC90. She beamed with confidence as the day concluded and exclaimed how comfortable she now felt behind the wheel. No longer “white knuckling” the steering wheel, she said, has given her confidence to take on the world.

It is that sentiment we were hoping all would learn from a great day at the Yellowstone Region Porsche Club’s Winter Driving Experience. Coming in as Dr. Jekyll and leaving as Mr. Hyde, coming in with fear and leaving with confidence, coming in afraid and leaving with the attitude that they can take on the world. That my friends, is true success!



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The First Porsche in the World - the Return of the "P1"

The Porsche Museum presents genuine electric vehicles from 1898

Atlanta. The history of the Stuttgart-based sportscar manufacturer Porsche begins in 1948 with the "Type 356", the first sportscar to bear the Porsche name, but the history behind the Porsche brand goes back much further in time. Ferdinand Porsche, a pioneer in the field of automotive construction, began working on the construction of motor vehicles as early as the end of the 19th century. As the chief designer at leading manufacturers Lohner, Austro-Daimler, Daimler-Benz and Steyr, Ferdinand Porsche was able to draw on over 30 years of experience in the automotive industry when he founded his own company in Stuttgart in 1931.

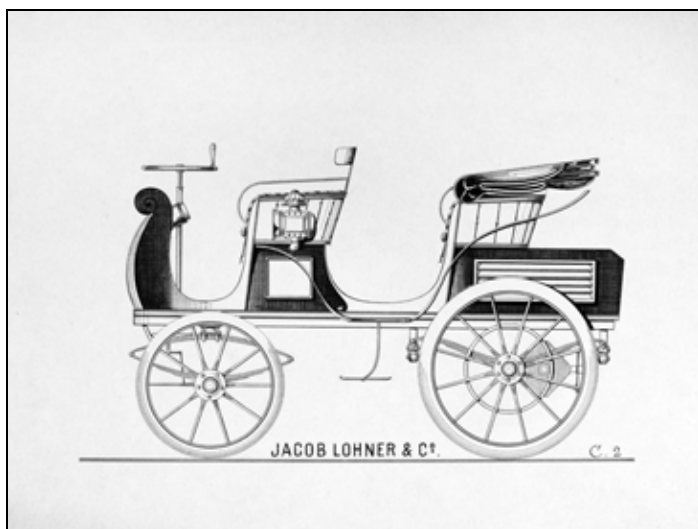
The collection belonging to the Porsche Museum in Stuttgart-Zuffenhausen is now able to boast a very special relict from the early years of Ferdinand Porsche's business venture: The original and unrestored "Egger-Lohner electric vehicle, C.2 Phaeton model"-known as the "P1" for short-from 1898. Although at first glance it may resemble an old horse-drawn carriage, this model actually represents the world's very first Porsche. Constructed and built by Ferdinand Porsche himself. Parked in a warehouse in 1902 and since left untouched, this Porsche electric vehicle is a technological and historical sensation. As the centrepiece of the permanent exhibition at

the Porsche Museum, the "P1" is able to bridge the gap between the past and present. The "P1" is also set to influence the future of the Porsche brand too - after all, this first construction by Ferdinand Porsche is not only a legacy for the Stuttgart-based sportscar manufacturer, but also provides the perfect stimulus for future, innovative vehicle concepts such as the new 918 Spyder.

The automotive pioneer Ferdinand Porsche

Ferdinand Porsche was born on September 3, 1875, in the North Bohemian district of Maffersdorf, now known as Vratislavice. As the third child of master tinsmith Anton Porsche and wife Anna, tradition dictated that Ferdinand Porsche was to follow in the footsteps of his father to become a craftsman. However, his true interest was in the field of electricity. In 1893, he went to Vienna to start work as an apprentice at electrical engineering firm "Béla Egger & Co." (known from 1896 onwards as "Vereinigte Elektrizitäts-AG"). 18-year-old Ferdinand Porsche quickly made a name for himself in the testing department due to his extraordinary talents and strong work ethic. He expanded his theoretical knowledge by observing lectures at the technical University, and then immediately put this knowledge into practice. Ferdinand Porsche quickly carved out a career for himself through his ambition and determination to succeed. In just four years, he rose up the ranks to become head of the "Testing department" and the first assistant in the calculations office. It was in this position that Ferdinand Porsche came into contact with Viennese carriage manufacturer Ludwig Lohner, who dreamt of having his own electric vehicle.

The owner of "K.K. Hofwagenfabrik Jacob Lohner & Comp." had a wide range of interests, and in the face of declining sales of his luxurious carriages had come to the logical conclusion that the age of the horse and carriage was coming to an end. During his travels in Europe and America, Lohner had developed a talent for predicting the social changes of his time, and wanted to combat these changes in an innovative way through new business fields. He came to the decision that he needed to start manufacturing petrol and electric vehicles. Lohner expected electric vehicles in particular to sell well, as the minimal disruption from noise and exhaust



fumes would mean a higher level of acceptance from the general public. The electrical equipment for the vehicles was ordered from “Vereinigten Elektrizitäts-AG”, while the chassis and body were manufactured by Lohner’s own company in Porzellangasse in Vienna and at the production site in Floridsdorf respectively.



The “Egger-Lohner C.2 electric vehicle”

The first Lohner electric vehicle developed with the help of Ferdinand Porsche was presented in 1898 at an exhibition for the newly founded “Austrian Automobile Club”. With an electric motor installed transversely between the front wheels and steered rear wheels, this electric vehicle was still far from being ready for series production. The vehicle concept was discarded and other test vehicles were built - this time in line with the ideas developed by young Ferdinand Porsche, who favoured front wheel stub axle steering and the electric motor at the rear of a Lohner carriage. The result of Ferdinand Porsche’s vision, the “Egger-Lohner C.2 electric vehicle”, rolled onto the streets of Vienna for the first time on June 26, 1898, and Ferdinand Porsche made sure that he would take credit for the vehicle’s design in a most unusual manner: He engraved the code “P1” (P for Porsche, number 1) onto all of the key components, thus giving the vehicle its unofficial name.

The sheer volume of ideas realised within this vehicle is still something to be admired today: For the vehicle’s drive, Ferdinand Porsche used one of his own inventions, the “octagon” electric motor, which took its name from the eight-sided design of the motor housing. Shock absorbers were used

to protect the electric motor, which was suspended so that it oscillated around the vehicle axle. The highly compact drive, weighing just 130 kg, offered an output of 3 hp at 350 rpm. For short periods, up to 5 hp could be achieved in overloading mode, allowing the vehicle to reach up to 35 km/h. To transfer the power, Ferdinand Porsche used a single-speed differential gear (with a transmission ratio of 1:6.5) operated using a system of gear rings on internally toothed wheel hubs. The vehicle speed was regulated via a 12-speed controller, which offered six forward gears, two reverse gears and four braking gears. To enable this set-up, Ferdinand Porsche coupled the commutators of the electric motor both consecutively and in parallel. In addition, the electrical resistance in the electrical circuit could be changed and individual accumulator cells could be connected and disconnected. Thanks to the 500-kg “Tudor” batteries, the overall range of the vehicle could reach up to 80 kilometres, or 3-6 operating hours. The 1350-kg vehicle was braked using two different brake systems: Alongside a mechanical band brake, the driver could activate an electrical brake by pressing the steering wheel rim to interrupt the current flow. Another innovation was the Lohner alternating vehicle body with a closed Coupé-style design and an open Phaeton design, which allowed the vehicle to be used both in summer and winter.



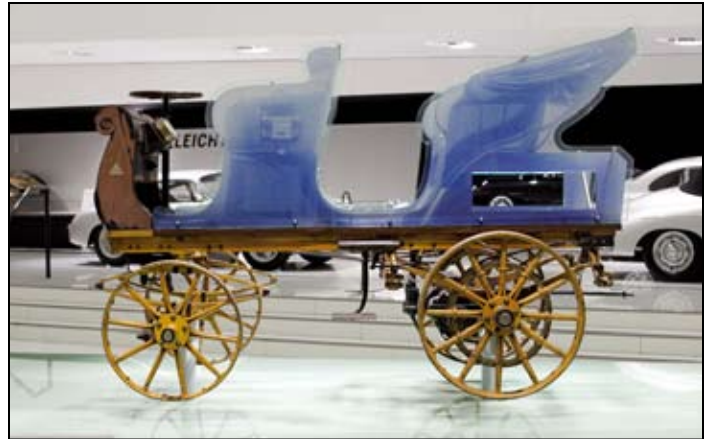
The first Porsche race victory

Its first practical test awaited the “P1” in September 1899 at the international motor vehicle exhibition in the German capital of Berlin. At the time, the competition to produce the best drive systems was fierce, and the 120

exhibitors included no less than 19 electric vehicle manufacturers competing against a considerably higher number of petrol vehicles. To demonstrate to the public the performance and efficiency of the electric vehicles, a race for electric vehicles with a prize for the winner was announced for September 28. The race covered a distance of 40 kilometres, taking the drivers from Berlin to Zehlendorf and back. The route demanded a great amount of skill from the participants, who had to tackle challenges such as gradients, an 8.6-km high-speed section and a 7.8-km efficiency test. This first automotive race marked a great victory for Ferdinand Porsche, who took the gold medal with his "P1". With three passengers on board, Porsche steered his electric vehicle across the finish line 18 minutes ahead of the next competitor. More than half the participants failed to reach the finish line due to technical difficulties, while others were not assessed because they had failed to meet the specified minimum speed. Ferdinand Porsche also came out on top in the efficiency test, as his "P1" recorded the lowest energy consumption in urban traffic.

The Lohner-Porsche vehicle

For Ferdinand Porsche, the "P1" was only the start of his career as a vehicle designer. In November 1899, he became the chief designer for the Lohner sites, where he was able to bring his next big idea to life: the electric wheel-hub motor. By 1900, an electric vehicle driven by steered wheel-hub motors known as the "Lohner-Porsche" was causing a stir at the Paris Exposition Universelle. There, Ferdinand Porsche demonstrated the true extent of his innovative energy in an even more impressive fashion: A sportscar fitted with four electric wheel-hub motors was showcased as the first all-wheel drive passenger vehicle in the world, and stole the show with its four-wheel brake system. Ferdinand Porsche's next idea was just as pioneering: In 1900, the same year as the Paris Exposition Universelle, Porsche combined his battery-powered wheel-hub drive with a petrol engine - and the idea behind the serial hybrid drive was born. Known as the "Lohner-Porsche Mixte", these vehicles went into series production in 1902.



The "P1" in the Porsche Museum

Five years since it opened in January 2009, the Porsche Museum has decided to update its permanent exhibition. In addition to reorganising the "Product history" section as well as the individual thematic displays, the Porsche museum has added numerous new highlights to its exhibition. Located in the first section of the museum-the "prologue"-the "P1" now serves as the starting point of the exhibition. An extensive animated film explains the technological innovations embodied by the electric vehicle. A new film describes the work of Professor Ferdinand Porsche, covering everything up to the construction of the first Porsche sportscar in 1948. The previous opening exhibit, the aluminium body of the Type 64 "Berlin-Rome car", now takes its place in the correct chronological order and is featured in the "Porsche before 1948" section.

Further changes have also been made in the "Motorsport" section, which is now divided according to the eras of the various vehicle concepts, rather than primarily by racing events. For example, the racing vehicles from the time of the Type 356 or the era of the first GfK race vehicles in the 1960s are now presented together. In the "Product history" section, fans of the transaxle sportscar can enjoy new additions to the museum relating to the 924 to 928 model lines.

Further innovative vehicle concepts

Today, Porsche is launching the future of the sportscar with the 918 Spyder: As the first vehicle to boast global road homologation, the model has

beaten the record of seven minutes set for a lap on the Nürburgring Nordschleife, achieving a time of 6:57 minutes. The maximum level of performance delivered by the vehicle-namely through its system output of 887 hp and minimal consumption figure of three litres per 100 kilometres (NEDC)-is the result of a unique plug-in hybrid concept. The 918 Spyder is the first production vehicle to have three independent power units that can be controlled separately. The combustion engine and rear electric motor are arranged in series on a common axle and drive the rear axle via the PDK. The second electric motor acts on the front wheels via a single-stage transmission and a decoupler.

To meet the driver's requirements, the 918 Spyder exhausts all possibilities offered by the combined drive of combustion engine and electric motor. The 918 Spyder embodies the traditional Porsche virtue, while providing impressive evidence of the potential provided by plug-in technology for maximum coverage between performance and efficiency. Porsche's future generations of sportscar will benefit from the pioneering achievements in this technology benchmark. In short, the 918 Spyder contains the genetic blueprint for the Porsche sportscar of the future - a blueprint created 115 years ago with the "P1". In 2013, Porsche introduced the world's first luxury-class plug-in hybrid in the form of the Panamera S E-Hybrid. This grand tourer is the result of the systematic development of the parallel full hybrid, featuring a more powerful electric motor, a more efficient and higher-energy battery and the option to charge the battery via an external

power supply. The Cayenne S Hybrid has also been available on the market since 2010 - a vehicle representing the true embodiment of the "Porsche Intelligent Performance" philosophy: more power at a lower fuel consumption level, enhanced efficiency and lower CO2 emissions.

Mission 2014 - Our Return: World Debut of the 919 Hybrid and 911 RSR

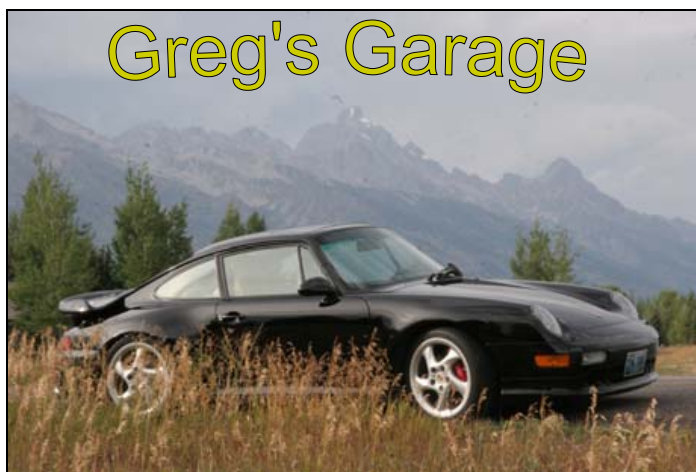
At this year's Geneva Motor Show Porsche is hailing its return to the top tier of sports car racing by rolling out the new Porsche 919 Hybrid for the LMP1 category of the sports car World Endurance Championship (WEC) in 2014, with the 24 Hours of Le Mans as the undisputed climax of the season. The new efficiency-based regulations of the WEC stipulate innovative hybrid drives. The 919 Hybrid can therefore be regarded as a research laboratory for the technology of future production vehicles. The innovative prototype will be flanked on the stage in Geneva by the Porsche 911 RSR, as it will on the grid of all eight WEC races in eight countries across four continents. In addition, the 911 RSR will race in the North American TUDOR United Sports Car Championship where it began the motorsports season with a victory in the Rolex 24 At Daytona.

Porsche Inspecting Engines of Current 911 GT3 Models

The sports car producer Porsche is inspecting all engines of 911 GT3 vehicles of model year 2014. Porsche is informing the owners of the affected vehicles directly and recommending that they stop using their vehicles. The company is offering to pick up the vehicles and take them to a Porsche Centre immediately.

Safety is a number one priority at Porsche, and the company takes its responsibility seriously. After engine damage occurred in two vehicles in Europe and the vehicles then caught fire. Porsche decided to inspect all 785 delivered vehicles worldwide. There was no traffic accident and no personal injury. Internal studies to determine the cause of the engine damage have not been completed yet.

Technical Data "Egger-Lohner C.2 electric vehicle"	
Model year:	1898
Wheelbase:	1600 mm
Gross weight:	2,977 lbs.
Battery weight:	1,103 lbs.
Motor weight:	287 lbs.
Units:	approximately four units built
Octagon electric motor with differential gear	
Motor shaft pinion (phosphor bronze) engages with the system of gears rings on internally toothed wheel hubs (cast steel)	
Continuous power of 3 hp; can be overloaded to 5 hp (40-80 volts)	
"Tudor system" 44-cell accumulator battery; 120 amp hours	
Stub axle front wheel steering	
Rear wheel drive with differential gear (with a transmission ratio of 1:6.5)	
Mechanical band brake and electrical short circuit brake	
Wooden wheels with pneumatic tires	
Cruise control:	12-speed controller
Top speed:	21 mph
Travelling speed:	15 mph
Driving time:	3-5 hours
Range:	approx. 49 miles



Hello Yellowstone Region.

I sit here in my room, 1 km east of Rogers Pass, Canada, on a delayed start due to -32C temps and wind chills below -40C, which I believe is the same as -40F. Jackson, by comparison is a mere -9F, balmy, Scots Winter Driving Experience article in front of me and thawing out my frozen extremities. Also realizing that I have been given the privilege to be the new Publisher, Editor, Ad Director and Circulation manager of our newsletter and that I should probably write something down for this issue. I have big shoes to fill as Ken Koop's successor as he has managed 8 consecutive best newsletter honors for Regions of our size.

Being part of the PCA and specifically the Yellowstone Region VP has begun to show me the depth and breadth of Porsche owners. The other day, as I was un-layering, and that is an understatement as I was literally wearing 3 pair of long underwear, 2 base layers, 1 vest, 1 jacket and a shell, I saw a gentleman packing his bag that had Porsche embroidered on it. I kindly asked the stupid question, "Do you own a Porsche?" Turns out that not only does he own one, but was with a friend who supposedly help start their local group in region 1 up here in Camden, Canada. We began chatting and the topic of our Winter Driving Experience came up and they said that they had recently completed the Bridgestone Winter Driving School in Steamboat Springs. I have never done that, but the club did get a video as part of our research for our own Winter Driving Experience. I explained how we had completed our first winter event, and while we did not have our expected turnout from the public, but that it was well received. They said that they put on an annual autocross and now over 180 participants. WOW, how great that would be if we could continue a tradition that would begin to draw an ever increasing interest, not only from within the club,

but also outside. As they had only paid for a couple days of skiing, they were packing and heading out so I gave them my card and asked them to keep in touch. I will certainly reach out to them as we begin to plan our autocross for the fall.

As I assimilate more and more into the culture of Jackson, being part of the Porsche Club has just added to the experience. We are a wonderful membership, who likes to have fun and drive cars. I think being a Porsche owner is not just about owning and/or driving a Porsche, it is also about the freedom that we feel when we are behind the wheel of any vehicle. Each one has its advantages and drawbacks. I know that I am always thinking about hitting the apex on the left green light onto 22 West in my Dodge MegaCab, weaving around all the pot holes on Wilson bridge in my 1988 VW GLI, struggling to get over the pass in my 1991 Toyota Landcruiser or accelerate to cheek flapping speed on Jackson Lake. Maybe it's just me, but each brings me a special satisfaction when the vehicle is feeling balanced and in control. Of course, pinning my spine to the back of the seat in my 993 is just what is needed in some cases, if not for some lumbar adjustment but mental adjustment as well.

Fortunately, our club brings us those driving opportunities with the Summer Tour, Progressive dinners, Jackson Lake Putt Putt (ok, this opportunity is for me, but will gladly share the experience anytime) and now the Winter Driving Experience and fall auto-cross. I especially like the idea of the autocross as it harkens me back to those SCCA days in FL & TX, when I was slinging my GLI around the tracks, albeit, with many fewer miles, on both vehicle and driver.

With that, I hope that you find your PCA membership an opportunity to do something new, meet someone new, or even write something new. I would also like to hear from you, submit an article on any travel, racing or road trip experiences that you might have that would relate to being an owner of a Porsche. Suggestions as to what you would like to see in our newsletter. And, finally, any contacts for potential advertisers. The more advertising, the more content. It's that simple. So, hopefully, I will see many of you that I already know and get to know more of you who I don't over the course of 2014.

Enjoy the rest of the winter

Greg.



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In the Zone

Hello to Zone 6 from me, Tim Hagner, your new Zone 6 Rep. I'll be trying to fill the shoes of past Zone Rep. David Cooley. First, don't forget to say "Thank you" to Dave for all the work he did for our Zone.

Several regions have asked for a Bio to introduce myself to you, so here goes (I'd rather type Porsche than type Tim).

I saw my first Porsche in 1960 and was smitten. Then in 1973 my new bride, Sue, and I purchased our first Porsche, a 1962 356B coup. We started auto-Xing and rallying with the 356 and met fellow Porsche owners and PCA members. Joining PCA was soon to follow. Sue and I joined the Loma Prieta Region and this was the start of our long and enjoyable association with the family we call PCA.

Working for a large Aerospace company required us to do some relocation. In Southern California we were active in the Cal-Inland Region and I served 2 years as President and various other positions. Then after another transfer we joined the Peach State Region. In retirement, we now reside in Bend, Oregon and are active members of the High Desert Region, I having just completed my 3rd term as President and Sue as Goodie Store chairperson.

We have two sons and 5 grandchildren. One of the sons still complains about being "forced" to sit in the back seat of a 911. He had grown too big to sit on Mom's lap in the 914 so we bought the "family" size Porsche, a 911. It made perfect sense to me! He is now in the market for a 911 of his own. Currently we drive a Silver 1987 911 Turbo.

Through all the different Porsches, auto-xes, rallies, concours, DEs or Parades Sue and I have been part of over the years, we still find it's the people that makes PCA great! We look forward to meeting everyone throughout Zone 6 and expanding our PCA family.

tim

WELCOME OUR NEW BOARD OF DIRECTORS FOR 2014

President—Scot Anderson

Vice President—Greg Wallace

Treasurer—Dick Beck

Secretary—Pat Siegel

Director—Eric Weber

Director—Nancy Clancy

Director—Stan Siegel

Director—Charles Brown



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2014 YR PCA Event Schedule for Members

Title: Spring Get Together
Event Chair: Scot Anderson
Date: Wednesday March 26th
Meet: 6:30 – 9:00 PM Sidewinders
Cost: \$20 suggested donation.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org

Title: Spring Fling – Lava Hot Springs (bring a bathing suit)
Event Chair: Scot Anderson
Date: Saturday May 3rd
Meet: 8:30 AM – Stage Coach Bar, Wilson, WY.
Leave: 9:00 AM
Cost: Bring a lunch.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org

Title: Rendezvous Dinner at the Teton Pines Country Club
Event Chair: Stan & Pat Siegel
Date: May 31st, 2014 – Saturday
Description: The Rendezvous Dinner is the Yellowstone Regions finest event of the summer and in typical Jackson style the attire will be dressy casual. The event will occur at the Teton Pines Country Club and cocktails will be served from a cash bar on the deck overlooking the parking area. Weather permitting, we'll be able to view some of the finest automobiles this side of the Tetons. So please, join us for another great start to our driving season.
Menu: Buffet Dinner:

- Grilled Salmon with lemon thyme beurre blanc
- Wilted spinach and chard over organic quinoa
- Carved NY Sirloin with mushroom au jus
- Teton Pines Scalloped Potatoes
- Garden Salad with shaved red onion & Bread basket

Dessert Menu: Homemade Apple Cake with caramel and whipped cream
Meet: 6 PM for Cocktails (cash bar), Buffet Dinner is at 7:15
Leave: 10:30 PM
Cost: \$70 per person for members / \$75 for non-members.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org
Checks to: Yellowstone Region Porsche Club
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002



Title: **Porsche Parade in Monterey, CA**
Registration begins April 1st, 2014 at <http://prade2014.pca.org>
Event Chair: Eric Weber and Scot Anderson
Date: Sunday (June 15th, 2014) through Saturday (June 21st, 2014).
Meet: Saturday 6/14/14 at 6 AM – Stage Coach Bar, Wilson, WY.
Leave: 6:30 AM
Cost: Individual billing.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org

Title: **Yellowstone PCA in the Jackson “4th of July” Parade**
Event Chair: Scot Anderson
Date: 7/4/14 = “4th of July” = Friday
Description: Dressed in your favorite German Attire (St. Pauly Girl Outfit, Your favorite Lederhosen) or as your favorite German character (Ferdinand, Ferry or Butzi Porsche perhaps), we will be driving our Porsche’s in the Parade to promote the Yellowstone Region Porsche Club.
Meet: 9 AM at the Teton County Fairgrounds on Snow King Ave.
Leave: Parade starts at 10:30 AM
Cost: \$20 per vehicle for Members / \$25 for non-members. Sign up by 6/25/14.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org for an application.
Checks to: Yellowstone Region PCA
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Title: **Summer Tour to Red Lodge, Montana**
Event Chair: Greg Wallace and Scot Anderson
Date: Friday (July 18th, 2014) through Sunday (July 20th, 2014).
Meet: 9 AM – Visitors Center Parking lot (across from the Rustic Inn).
Leave: 9:30 AM
Cost: \$50 per person for members / \$55 for non-members.
(Tour T-shirt included)
Additional hands for the Poker Run may be purchased at \$10 per hand at the event.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org
Checks to: Yellowstone Region Porsche Club
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Title: **PCA Scavenger Hunt to Leaks Marina** After Party at Dornans (4 PM)
Event Chair: Greg Wallace, Scot Anderson and Nancy Clancy
Date: Saturday – August 2nd, 2014
Description: Join us for a fun scavenger hunt between Jackson and Leaks Marina. This will be a no holds bard game of fun and trickery that will leave you begging for more. The transfer of the Augusta Green Jacket from last years Poker Rally Winner Jim Wunsch will happen at the After Party at Dornans.
Meet: 10 AM @ The Jackson High School on High School Road.
Cost: \$20 per person for members/\$25 for non-members.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org
Checks to: Yellowstone Region PCA.
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Title: **Progressive Potluck**
Event Chair: Charles Brown
Date: August 23rd, 2014 – Saturday @ 3 PM
Description: This years' event will be a potluck. We will still have the joy of driving from house to house as we sample appetizers, entrée's and desserts from those who attend. Please contact your friendly president for potluck assignments when you RSVP to scotthomas@hotmail.com.
Dress: Summer Casual.
Meet: 3 to 4:30 PM – House #1, 5 to 6:30 PM – House #2, 7 to 8:30 PM – House #3
Cost: \$25 per person for members/\$30 for non-members (to cover beverages).
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org
Checks to: Yellowstone Region Porsche Club
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Title: **AutoCross at Targhee**
Event Chair: Greg Wallace
Date: Saturday September 27th, 2014
Meet: 10 AM at Stagecoach Bar, Wilson, WY.
Cost: Bring a lunch/ Individual Billing for dinner at the War Bird Café in Driggs

Title: **Fall Get Together**
Event Chair: Scot Anderson
Date: Wednesday October 22nd, 2014
Meet: 6:30 – 9:00 PM Sidewinders
Cost: \$20 suggested donation.
Contact: Scot Anderson @ 307-734-6006 or president@yellowstonepca.org



The Porsche Beginnings

Ferdinand Porsche was born in 1875 in Haffersdorf, Bohemia. He was a genius engineer and extraordinary automotive designer. Ferdinand debuted his first design at the World's Fair in Paris in 1900. The electric vehicle set several Austrian land speed records, including a top speed of 35 miles per hour. Having produced the world's first electric car and at the same time the world's fastest car, Ferdinand earned a name as an acclaimed engineer.

Following the accolades, Ferdinand became general director for the Austro-Daimler Company in 1916, a subsidiary of the Daimler Automotive maker. Later, he was promoted to the Daimler Headquarters in Stuttgart, Germany. Daimler then merged with the Benz firm in the 1920's, and it was Ferdinand that took responsibility for designing some of the great racing cars of the 20's for the Daimler-Benz company.

Ferdinand later left Daimler-Benz in 1931 and formed his own company. He created a design studio also in Stuttgart, Germany, where he could consult with a wider range of companies.

A few years later, Ferdinand was hired by Adolf Hitler to produce a small "people's car" for the German public. Along with his son, Ferdinand Jr (aka: Ferry), Ferdinand designed the prototype of the original Volkswagen beetle in 1936, known as the KDF, "Kraft durch Freude," or "strength through joy."

World War 2 interrupted the progress of Adolf Hitler just a little bit. But that didn't stop Ferdinand's design studio. Ferdinand Porsche went on to design military vehicles, most notably the powerful Tiger Tank.

At the wars end, the French accused Ferdinand of various war crimes and imprisoned him for over a year. Ferry struggled to keep the family firm afloat. He then built a Gran Prix race car, the Type 360 Cisitalia, for a wealthy Italian industrialist, and used the money to pay his father's bail.

When Ferdinand was released from jail, he excitedly approved Ferry's next project, a new sports car that would actually be the first to bear the Porsche name. The vehicle was to be a natural progression from where his father left off with the Volkswagen Beetle. The car, known as the 356, was to be a mix of the Volkswagen Beetle drivetrain components and the mid-engine chassis from the Type 360 Cisitalia.

The 356 went into production during the winter of the 1947-1948, and the hand built aluminum prototype, was completed in June 8, 1948. At the same time, the Germans helped Ferdinand and Ferry to produce their dream. They hired the Porsche Design Studio to consult on further development of the VW Beetle. With the proceeds, Ferdinand and Ferry were able to open new offices in Stuttgart, with plans to build up to five hundred 356 models per year. Over the next twenty years, the company would surpass that number to a total of 78,000 vehicles.



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Nancy Clancy
Membership Chair

Willkommen

"Please welcome our newest members"

Thomas Thomson Idaho Falls, ID

Old Faithful Porsche Newsletter

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Visit the Yellowstone Region web site at: <http://yel.pca.org/>

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