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*Porsche*



December 2014




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

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### Cover Photo

"Light rain at Elaine's home in Teton Springs, during the Progressive Dinner, produced this beautiful effect on the bonnet of Greg Wallace's 993T.





## President's Message

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### Lessons from the Deep

Lines. Some people stand in them. Some people avoid them. And some people draw them in the sand with the hopes that they won't be crossed. We'd all like to say we have boundaries in our lives – some that define, some that give direction and some that allow us to play the game without getting hurt. But what about the boundaries that limit. Those lines that we think will help us, but in the end, actually keep us from being who we are.

When Ferdinand worked for Adolph Hitler, his lines were well defined. "A car for the people" he was told. Affordable transportation. "Kraft durch Freude" – strength through joy. But Ferdinand knew the boundaries Adolph set were limiting to his dream.

In 1948, Ferdinand broke free from those limitations when he started Porsche AG with the dream of building a sports car. Setting his sights high, Ferdinand believed all sports cars should have "aerodynamically refined bodywork powered by a rear mounted, horizontally apposed, air-cooled engine." The Porsche 356 took many forms. Dictated by a dream, but regulated by customer demand. Lower windshield, bigger engine, better handling, less weight. The lines continued. Define the shape. Improve the headlights. Design the emblem. Add heat. Create the tachometer. The definition of the 356 continued as the number of designs blossomed throughout its life.

The Porsche 550 Spyder of 1953 was the first purpose designed race car and was the second line Ferdinand created. It was based off the 356 and was inspired by Walter Glockler of Frankfurt Germany, a VW dealer at the time. It originally had a 1.1 liter rear mounted, air cooled, four cylinder engine with overhead camshafts and in 1954, was boosted to a 1.5 liter unit. Glockler himself enjoyed racing success with the vehicle.

The 356 Speedster was created by the input of Max Hoffman, Porsche's US importer since 1950. He suggested that the factory should produce a stripped down, lower cost, open version of the 356 that could compete with the British Austin Healey 100 and the Triumph TR2. The model was so successful, it established a cult following that still exists today.

The 911, Porsche's most infamous model, began in 1964 and extended the rear engine, air cooled line of the 356. Being four inches longer than the 356, made it a more practical two plus two seater. With its sleek, coupe like design, which was created by Ferdinand's eldest son Butzi and skillfully refined by Erwin Komenda, the lines of the 911 have been so successful, that they are still with us to this day. With this creativity of mindset, the 911 came in the variations we all know and love, the coupe, the targa (produced two years after the production of the coupe debuting in 1967) and the cabriolet (which was not introduced until 1982 because of strict US led safety regulations).

In 1969, Porsche created the 914 model in close conjunction with VW. Maintaining the Porsche philosophy of balance and handling, this was Porsche's first mass produced vehicle with a mid-engine and was Porsche's second attempt at producing a no frills unit that was similar to the 356 Speedster of the 1950's. Using the VW derived Flat four, 1.7 liter engine, the 914/4 maintained the all independent suspension of the 911. The same year, Porsche announced the 914/6 using a Porsche powered flat 6 engine from the 911. Ending production in 1975, the 914/4 VW powered model sold 65,351 units and the Porsche powered 914/6 sold only 3,333 units, making the 914/6 a highly sought after model in today's market.

It was not until 1972, when Porsche AG began to think outside the boundaries that they had set for themselves. Creating the first of a trio of models, came the 924, a front engine, watercooled unit that



was designed for “every man.” The design came from Porsche’s own Harm Lagaay and used an Audi sourced 2 liter fuel injected engine with MacPherson strut independent front suspension. Announced late in 1975, the 924 proved to be an instant success and became the bestselling Porsche of its day. It was not until 1978 that Porsche chose to create the 924 Turbo to remedy the 924’s lack of acceleration. Following the 924 Turbo, the third generation of the vehicle was called the 944 and appeared in 1981. In similar Porsche evolution, the 944 stepped up the Porsche tradition with 135 mph top speed, sparkling acceleration and outstanding performance. Its success could be seen with 90,000 units being sold in the 10 year period of its production.

In 1974, Porsche created the 911 Turbo. Its impetus was the “Group 4 homologation for its projected 935 sports car.” Simply put, these were regulations put upon Porsche to produce a minimum of 400 road cars in order to enter the 935 into racing. The vehicle was produced in 1975 and was identified by its flared arches and rear “tea tray” spoiler. Equipped with a 3.0 liter engine, 200 brake horsepower, a 4 speed manual, air conditioning, electric windows and leather upholstery, it was the most well equipped model in the 911 range.

The Porsche 928 of 1977, was Porsche’s attempt to move the brand up-market. It was a costly front engine , 4.5 liter, V8 powered grand tourer that bore no relationship to any previous model, even though it shared a similar layout to the 924. Under the direction of Dr. Ernst Fuhrmann, Porsche attempted to produce conventional front engine vehicles. The success of the 928 was highlighted in 1978 when it was voted Car of the Year at the Geneva Motor show. However, the car began to lose its luster as popular opinion revealed the discrepancy in handling so well exemplified by the 911. The criticisms were remedied by the creation of a 4.6 liter engine and a top speed above 145 mph, however it was eventually thought that there was “something missing” that the 911 maintained.

The 959 was Porsche’s first supercar. It appeared in 1987 with four wheel drive and a top speed of 195 mph. Created under the management of Peter Schutz, during a time when Porsche was emphasizing front engine vehicles, it reminded the public that Porsche was still in the sports car business. Intended for Group B racing, the racing intentions were abandoned and

the car was sold to the public. With a 2.8 liter, 444 hp, twin turbo, flat six with water cooled cylinder heads, six speed gearbox and an electronically controlled ride height, Porsche had produced a vehicle that was faster than anything on the road and was remarkably very easy to drive. With a top speed of 195 mph, there were only 337 production models produced from 1986 to 1989, at a price of \$225,000 (approximately \$563,000 in today’s values).

Following in the footsteps of the 959 came the Carrera GT, manufactured with a 5.7 liter V10 mid-engine, with a 6 speed manual transmission, 612 hp and a top speed of 205 mph, was produced from 2004 to 2006 in Leipzig, Germany. Originally planning to produce 1500 units, only 1,270 GT’s had been manufactured, with 604 being sold in the United States and an MSRP of \$448,000.

The 918 was the Porsche’s next supercar, produced as a plug in hybrid, it came with a 4.6 liter mid-engine V8 producing 608 hp and two additional electric motors storing an additional 279 hp via Lithium Ion batteries (good for 12 miles under all electric power), totaling a whopping 887 hp. The PDK equipped automatic transmission powers the vehicle to a top speed of 210 mph. Developed in Weissach and assembled in Zuffenhausen, Germany, there are only 918 units being sold. Sales began in December, 2013 and it is expected to be sold out in December, 2014. As of October 2014, deliveries in the U.S. totaled 37 units at an MSRP of \$845,000.

The two seat Boxster, on sale in 1997, was Porsche’s attempt to bring a second vehicle to the 911 line. The name of the vehicle comes from two derivatives, the horizontally apposed “boxer” engine and the Speedster model which grounded Porsche in the US market during the early 1950’s. Being styled after the 550 Spyder, with a similarly placed power unit, the mid-engine layout provides a low center of gravity, near-perfect weight distribution, and neutral handling. Harm Lagaay’s design of the Boxster initiated a financial turnaround for Porsche. With significant parts sharing between the Boxster and its big brother the 911, Porsche was able to cut costs significantly while increasing sales volume. Now in its’ third generation, the Boxster, alongside its hard top brother, the Cayman, continue to sell in significant numbers.



The 996 Porsche 911 was a major leap for Porsche across a line that originated under Ferdinand's control. Going from air cooled to water cooled was necessitated by market competition during the 1990's. In addition, noise and emission regulations, and a high-performance 4 valve per cylinder engine, used to keep up with times, initiated the move. Again designed by Harm Lagaay, the new 911 began production in 1999. With 16 iterations of the vehicle, sporting a new interior, exterior and engine, Porsche was back on their game, giving us the Carrera, the Carrera 4S, the "40 Jahre", the Targa, the Turbo, the Turbo X50, the Turbo S, the GT3, the GT3 RS, the GT2, the Turbo Cabriolet, the Turbo X50 Cabriolet, the Turbo S Cabriolet, the Carrera Cabriolet, the Carrera 4 Cabriolet, and the Carrera 4S Cabriolet.

The Cayenne was the next leap for Porsche. Throwing caution to the wind, Porsche produced their first mid-size crossover vehicle in collaboration with VW. Beginning production in 2002, and US sales in 2003, the Cayenne used the first production V8 since the demise of the 928 in 1995. Sharing a platform, frame, doors and, in the base, the diesel and the hybrid models, VW derived 6 cylinder engines with the VW Touareg. All other aspects of the vehicle, design, tuning, V8 engines and production, were done in house at Porsche's facility in Leipzig, Germany. Giving us approximately 8 versions of the Cayenne over the years, the base model, the S, the Turbo, The Turbo S, the GTS, the hybrid, the Transsyberia, and the Diesel, Porsche has made the Cayenne its best-selling vehicle. Of the 165,808 cars produced in the 2013 financial year, 17.5% (28,996) were of the Boxster/Cayman design, 17.9% (29,751) were 911 models, 15.0% (24,798) were Panameras and 49.4% (81,916) were Cayennes.

Like the Cayenne, the Panamera was a jump for Porsche into new territory. Crossing the line of what a Porsche is "supposed to be," the Panamera is a front engine, rear or 4 wheel drive, luxury sedan. It flashes its sumptuous interior, technological amenities and expensive leather upholstery in the face of the 911 Purist. Upset as they were, the Panamera's appeal was to attract those not so focused on the sparse interior and performance of the original 911.

The next stage of the game comes with the Cayenne's smaller brother, the Macan. Originally named the Cajun, standing for Cayenne Junior, the name was changed to the Javanese word meaning Tiger. In the US, we currently have the Macan S, using a 3.0 liter V6 Biturbo good for 335 bhp and 339 ft-lb of torque, and the Macan Turbo, using a 3.6 liter V6 Biturbo good for 395 bhp and 406 ft-lb of torque. The Asian and UK markets currently use a 2.0 liter VW derived 4 cylinder turbo in the base Macan (234 bhp and 258 ft-lb of torque) and the VW/Audi's 3.0 liter V6 Tdi engine in the Macan Diesel (254 bhp and 428 ft-lb of torque). It will be interesting to see how the Macan affects sales for the Porsche brand.

It's also interesting in life when our minds can only see so far. Sometimes, we need the support of others to help improve ourselves. Sometimes, we need the input of others to realize our full potential. And sometimes, if we could get out of our own way, we just might realize that waiting behind the unseen is a life we've never dreamed of.



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**When do you tell it that it's not a sportscar?**

## **Introducing the 2014 Macan.**

We are pleased to announce Daniel Eastman has joined Ken Garff's Porsche Team. Daniel was most recently the 918 Client Relationship Manager for Porsche Cars North America.

With his 25 years experience with the brand as a client, race driver and lead instructor, Daniel brings a wealth of knowledge and expertise about the Porsche line.

Additionally, he was one of the seven original approved drivers for the 918 Spyder prototype. He is also Porsche AG certified 918 delivery expert (one of 50 in the world).

Please stop by to say "hello" and have Daniel or one of our Porsche consultants join you for a test drive!



### **Ken Garff Porsche**

165 East University Parkway  
Orem, UT 84058  
(801) 852-5400  
KenGarffPorsche.com



## In the Zone



"Broncos" football score, but not one Duck update! After the bidding ended and the dust settled Silver Sage had raised approximately \$10,000 for their two charities. Great job Silver Sage!

Logo update, we have a winner and it has been approved by Porsche Cars as good to go! Because the logo has a likeness of a Porsche in it we needed their approval. We are in the process of a few last minute "tweaks" and will have it out to you very soon. It looks very cool!

This has been a learning year for me, thanks to everyone for your support. Figuring out the travel has been the hardest part, but we mostly got through it all unscathed! For the record it was 5,600 miles driven (mostly the old 930) and approximately 11,500 flying miles, all in support of Zone 6, whew! You're worth it!!

Looking forward, have a happy and safe Holiday season with your family and Porsche friends. I plan on seeing everyone next year!

Don't forget: it really is about the people.

tim

It's that time of the year, for a large number of us the Porsche gets tucked away till spring, and our thoughts turn towards the Holidays or those winter "updates"! We got an early snow here in Bend and all the Porsche sports cars disappeared!

But first, let's look back a little bit, Polar region celebrated their 25th anniversary and I'm happy to say, "I was there". There is Edmonton Canada. Thank you Polar Region for great hospitality, great food and great Porsche camaraderie. Like all the Regions, I'm looking forward to the return trip! I hope to be able to help celebrate many more anniversaries with you.

We drove to the Silver Sage Region, Boise Idaho, to attend their annual charity dinner and auction. This was another great event with both a silent auction, bidding open through dinner, and a regular "bidding war" that was after dinner. The bidding provided some great after dinner entertainment and some really fun items where on the block! During the evening we did get an occasional update on the

## Yellowstone Porsche Club

Winter Driving Experience	01/24/15 & 01/31/15	\$25/day
Spring Fling	03/18/15	\$20
Rendezvous Dinner at Teton Pines Ctry Club	06/06/15	\$70/\$75
4th of July Parade— Jackson, WY	07/04/15	\$20
Summer Tour to Montana w/ Rusty & Mike	07/17/15 to 07/19/15	\$30
Zone 6 Grand Tour	7/25—8/8/15	--
Turns in the Tetons— Targhee Autocross	To be announced.	\$50/\$55
Fall Get Together	10/21/15	\$20

Checks to: Yellowstone PCA

Mail to: Scot Anderson  
PO Box 11057,  
Jackson, WY 83002  
(Note: Member / Non-member rates.)





# The Zone 6 Grand Tour

July 25 (Saturday) through August 8th (Saturday), 2015



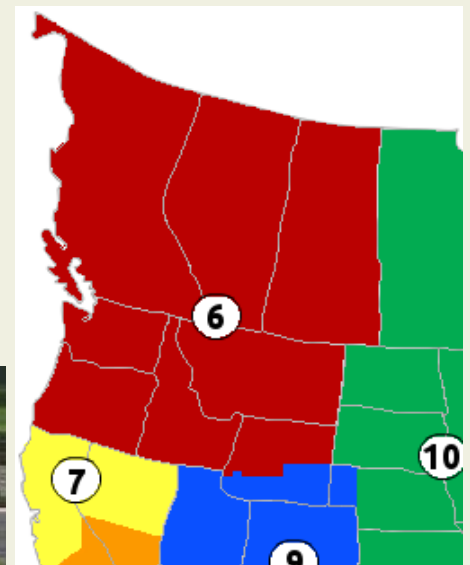
Join the rally as the tour passes through Jackson. Ride with PCA Members for the full loop or just part of it.

Here's the Loop including the 16 regions in our Zone:

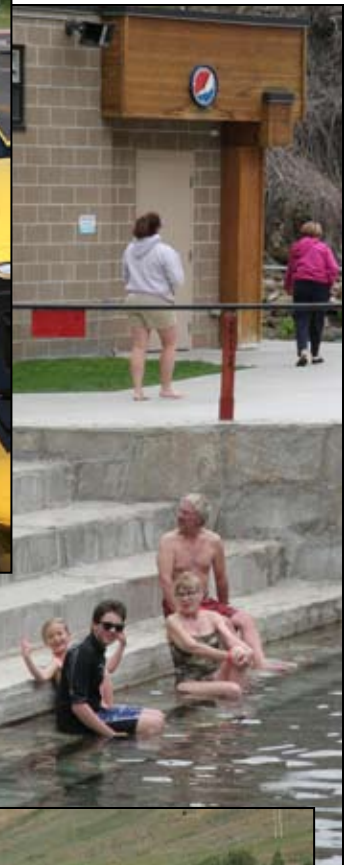
1. Pacific Northwest Region: 7/25/15
2. Inland Northwest Region
3. Olympic Peninsula Region
4. Vancouver Island
5. Canada West Region
6. BC Interior Region
7. Wild Rose Region
8. Polar Region
9. Big Sky Region
10. Absaroka Region
11. Yellowstone Region
12. Big Sky Region
13. Inland Northwest Region
14. Silver Sage Region
15. High Desert Region
16. Cascade Region
17. Oregon Region: 8/8/15

Don't forget your  
passport

More information  
to be announced.



# Remembering 2014







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Porsche recommends **Mobil 1** and **Michelin**

## Get the all-purpose vehicle whose sole purpose is exhilaration.

The Cayenne is born and bred to do what every Porsche does. Thrill. And with relentless horsepower and precision handling, it more than lives up to its name. The Cayenne also, however, satisfies the practical side with generous cargo space and ample seating room. Visit our showroom, where you'll see how it all comes together to give you the thrill only a Porsche can deliver. Porsche. There is no substitute.

Experience all the thrills of the Cayenne.



**Ken Garff Porsche**  
165 East University Parkway  
Orem, UT 84058  
(801) 852-5400  
KenGarffPorsche.com



**PORSCHE**

# YELLOWSTONE REGION PORSCHE CLUB'S ANNUAL RENDEZVOUS DINNER



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

**Saturday  
June 6<sup>th</sup>, 2015**

**Mark your calendar for the finest  
social event of the 2015 season.**

**Location:**

**Teton Pines, Jackson, Wyoming**

**Cash bar beginning at 6:00 pm.**

**Dinner served at 7:15 pm.**

**Dinner Buffet:**

To be announced

**Served Dessert:**

To be announced.

Name(s): \_\_\_\_\_ Total attendees: \_\_\_\_\_

Name(s): \_\_\_\_\_ Check amount: \_\_\_\_\_

Total Price: \$70.00 / person for members & \$75.00 / person for non-members.

**Deadline for reservations is June 1st .**

Please **RSVP** by completing this form & a making check payable to: **Yellowstone Region PCA.**

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

Any questions, please call **Scot Anderson** @ 307-734-6006 or [president@yellowstonepca.org](mailto:president@yellowstonepca.org)

Attire: Dressy casual





# Summer Tour to Montana

- Friday (one night): 07/17/15 - Missoula, MT.  
Double Tree Hotel: Yellowstone Porsche Club  
406-728-3100 \$139-\$159+tax. RESERVE BY: 06/18/15  
Only 10 rooms available at these rates.  
Lunch at Naps Grille - Hamilton, MT - individual billing  
Dinner at The Depot - Missoula, MT - individual billing.
- Saturday (one night): 07/18/15 - Fairmont, MT  
The Fairmont Hot Springs Resort: Yellowstone Porsche Club  
406-797-3241 \$160-\$190+tax. RESERVE BY: 06/18/15.  
Only 10 rooms available at these rates.  
Dinner at the Barclay II - Anaconda, MT - individual billing.
- Sunday - Drive home from Fairmont, MT.



Join us Friday at 8 AM 07/17/15 at the Stagecoach Bar in Wilson as Rusty Brown and Mike Mielke teach us how to drive in Montana. We'll eat, drive, hit the hot springs and then drive some more. As they say in Texas, "Times a Wastin' - Get on it!"

RSVP while you still can:  
[president@yellowstonepca.org](mailto:president@yellowstonepca.org)  
\$30 per person



# Resonant – in More Than Just the Name.



## The new Cayenne and Cayenne GTS

The new Cayenne GTS resounds an outstanding sporting character in its very name. The resonant letters GTS go back to the famous 904 Carrera GTS of 1963. In 2007, the Cayenne GTS became the first Porsche of the modern era to revive the acronym. Since then, GTS has designated particularly sporty Porsche models. At the same time, the standard model with the familiar 3.6 liter V6 engine rounds off the Cayenne portfolio.

Porsche drivers value thoroughbred sportiness in a car – regardless of whether it has two doors or four. Accounting for 11 percent of the sales, the GTS version of the Cayenne makes up a high proportion of the model mix of Porsche’s most successful range. This high-performance SUV has greatly contributed to the company’s profitable growth, and at the same time, ensures future investment in the broad spectrum of highly dynamic models offered across the entire portfolio.

The new Cayenne GTS is powered by a 3.6 liter V6 twin-turbo engine, which is a performance-oriented enhancement of the new powertrain recently presented in the Cayenne S. Its consumption is lower and it delivers improved performance: compared to the previous model with a V8 naturally aspirated engine, power output is increased by 20 hp to 440 hp and torque by 62 ft.-lbs. to 445 ft.-lbs.,

while fuel consumption is reduced. The Cayenne GTS accelerates from 0 to 62 mph in 5.2 seconds. A sport exhaust system is standard, which provides the characteristically GTS sound. Thanks to its performance-oriented suspension, the Cayenne GTS captivates drivers with its unmistakable driving dynamics and handling.

The Porsche Active Suspension Management (PASM) damping system has a particularly sporty calibration. With the standard PASM and air suspension, the Cayenne GTS sits 20 millimeters lower. Further standard features include the brakes from the Cayenne Turbo with 390 millimeter rotors on the front axle (358 millimeters at the back), along with brake calipers painted red in typical Turbo fashion.



Other external design attributes also underline the Cayenne GTS’ performance-focused nature. As standard it has the turbo nose fascia with large air intakes and the Sport Design package, including more contoured rocker panels and wheel arch extensions. The latter, like the roof spoiler and lower rear of the vehicle, are painted in body color. The black features provide some striking contrasts: all lettering is black, as are the 20-inch RS Spyder wheels, the exhaust tailpipes, the Bi-Xenon™ headlights’ inner apertures and the fittings of the tinted LED rear lights. There’s a new feature on the front doors: striking GTS lettering.

The sporting character continues on the inside. Eight-way electrically adjustable GTS sports seats clad in leather/Alcantara® upholstery, including GTS lettering on the headrests, are fitted as standard. Alcantara® is the predominant upholstery material used inside the car. The interior GTS package is





optionally available in Carmine Red or Rhodium Silver with rev counter face, decorative stitching, headrest lettering and safety belts in a contrasting color.



The engine used in the Cayenne, the new standard model, is the familiar 3.6 liter V6 naturally aspirated engine, delivering 300 hp. It accelerates the Cayenne from 0 to 62 mph in 7.7 seconds – 7.6 seconds with the optional Sport Chrono package. That's 0.2 seconds faster than before. Like all new Cayenne models, it benefits from the general efficiency measures which reduce fuel consumption, such as Auto Start/Stop function and thermal management. Compared to the previous model the new Cayenne offers a more comprehensive array of standard features. In addition to the new eight-speed Tiptronic S with Auto Start/Stop, these also include, for instance, the Bi-Xenon™ headlights with four-point LED daytime

driving lights, and the multi-function sport steering wheel with paddle shifters.

The Cayenne and Cayenne GTS are celebrating their world premiere on November 19th at the 2014 Los Angeles Auto Show. Sales of both models will start in the United States at the end of February 2015. The MSRP for the Cayenne is \$58,300 and for the Cayenne GTS is \$95,500. MSRP does not include a destination charge of \$995.

## **Porsche to Replace Hood Lock Bracket on 4,428 Two-Door Vehicles Worldwide**

*Recall after internal quality check – affected customers will be contacted directly*

As a precautionary measure, Porsche is conducting a voluntary safety recall to replace the lock bracket on the front hood of 4,428 two-door sports cars worldwide, of which 1,382 are in the United States. The affected vehicles are limited to model year 2014 and 2015 911 variants, Boxster, and Cayman vehicles. Ongoing internal quality inspection procedures found that while these vehicles pass all current strength requirements, it was determined that these specific parts may not meet Porsche-specific quality standards throughout the life cycle of the vehicle. No incidents, accidents, or injuries have been reported to Porsche, nor any instances of an unintentional opening of the front hood.

The issue was discovered during routine in-house quality checks and was immediately corrected in production. The owners of the identified vehicles will be notified within 60 days. These customers will be asked to make an appointment as soon as possible with their authorized Porsche dealer to have the recall performed. No costs will be incurred to replace this part, and the appointment will take approximately half an hour.

# Winter Driving Experience



Porsche Club of America  
**Yellowstone Region**



**SATURDAY – JANUARY 24<sup>TH</sup> AND JANUARY 31<sup>ST</sup>, 2015**  
**10 AM – 3 PM AT THE TETON COUNTY FAIRGROUNDS**

The Yellowstone Region Porsche Club is sponsoring its' second annual Winter Driving Experience at the Teton County Fairgrounds on the corner of Snow King Avenue and Millward Street.

Join us with facilitators Mike Faems, Scot Anderson, Greg Wallace. Mike Mielke and Stan & Pat Siegel for a fun day of driving. Jackson's very own "Porsche & Specialty" mechanics Brian Moore, of RMC Motorsports, and Eric Weber, of the Yellowstone Region Porsche Club, will be available for proper safety and mechanical questions pertaining to your vehicle.

Using an autocross format, you will be able to practice your own ability to better handle your vehicle on inconsistent surfaces of snow and ice. The goal of course is to help you improve your skills in maintaining vehicle dynamics, stability and driver control.

This event is open to the public and is available to adults and teens, locals and tourists, so no matter what winter car you drive, bring it along to improve your own driving skills. Gift Certificates are available.

**Contact:** Scot Anderson at 307-734-6006 or [president@yellowstonepca.org](mailto:president@yellowstonepca.org)  
**Checks to:** Yellowstone PCA  
**Mail to:** Scot Anderson PO Box 11057 Jackson, WY 83002  
**Cost:** \$25 per person per day. Maximum: 20 participants per day.





THE  
YELLOWSTONE  
PORSCHE CLUB

350 East Broadway  
#11057  
Jackson, WY 83001  
307-734-6006

## GIFT CERTIFICATE

This certificate entitles:

*To: The Winter Driving Experience.*

From:

Event Date: 1/24/15 @ 10 AM to 3 PM at the Teton County Fairgrounds.

Brought to you by the Yellowstone Porsche Club, using an autocross format and your own vehicle, you will be able to practice your ability to better handle your vehicle on inconsistent surfaces of snow and ice. The goal of course is to help you improve your skills in maintaining vehicle dynamics, stability and driver control. No experience necessary. Drivers license required.



A GREAT CHRISTMAS GIFT: SEND \$25 CHECK TO YELLOWSTONE PCA



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## GIFT CERTIFICATE

This certificate entitles:

*To: The Winter Driving Experience.*

From:

Event Date: 1/24/15 @ 10 AM to 3 PM at the Teton County Fairgrounds.

Brought to you by the Yellowstone Porsche Club, using an autocross format and your own vehicle, you will be able to practice your ability to better handle your vehicle on inconsistent surfaces of snow and ice. The goal of course is to help you improve your skills in maintaining vehicle dynamics, stability and driver control. No experience necessary. Drivers license required.



A GREAT CHRISTMAS GIFT: SEND \$25 CHECK TO YELLOWSTONE PCA



THE  
YELLOWSTONE  
PORSCHE CLUB

350 East Broadway  
#11057  
Jackson, WY 83001  
307-734-6006

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## Join us for Porsche's in the Parade

Meet: 9 AM @ the Teton County Fairgrounds Heritage Arena  
on Snow King Ave.  
Parade Starts at 10:30 AM on Sat, July 4<sup>th</sup>, 2015

Cost: \$20 per vehicle

Contact: Scot Anderson [president@yellowstonepca.org](mailto:president@yellowstonepca.org)  
307-734-6006

Checks: Yellowstone Region PCA

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

Attire: Something German... besides your vehicle.



Porsche Club of America

**Yellowstone Region**



**4th of July Parade in Jackson**



## Spring Fling

**Sidewinders Tavern**



**965 West Broadway, Jackson**

**Wednesday – March 18th, 2015 @ 6:30 PM.**



Please RSVP a **Yes** or **No** to:

**Drinks available at the Bar**





**Rock-tober Get Together:  
New Member Social  
with Free Pole Dancing**

**At Sidewinders Tavern  
965 West Broadway, Jackson, WY**

Wednesday – October 21st, 2015 @ 6:30 PM.



**Topics of Discussion:**

Presidents Message: New Members, 2015 Wrap up and Club Update

Vice Presidential Address: Targhee Autocross

**Please RSVP a **Yes** or **No** to:  
Scot Anderson  
at [president@yellowstonepca.org](mailto:president@yellowstonepca.org)**



**Drinks available at the Bar.  
Suggested Donation to cover costs: \$20 per person.  
Pizza and Salad.**



**Rusty Brown**  
Membership Chair

**Willkommen**

*"Please welcome our newest members"*

Stan Czarniak  
Dan Gentle  
Thomas & Robin Johnson  
Brian Moore  
David Story  
Fred Vatter

### Old Faithful Porsche Newsletter

The views or comments expressed in the Old Faithful Porsche newsletter are not necessarily those of the Porsche Club of America or the Yellowstone Region. Old Faithful Porsche is published expressly for the information and entertainment of the Porsche Club of America - Yellowstone Region, its members and supporters. Old Faithful Porsche assumes no responsibility for any submissions. All submissions become property of Old Faithful Porsche unless other arrangements are made with the editor and president. Reprints from this Newsletter are not permitted without prior permission from the Editor. Send editorial submissions to:


**Greg Wallace**  
(307) 200-1924  
GregWallace@JHREA.com

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

### Advertising Policy


Classified ads are free for PCA members, but are subject to available space in the newsletter. Business ad rates are specified below and are annual full color rates. Send your ad text and jpg photo (if available) to: GregWallace@JHREA.com

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# We're independent so you can be too.

We celebrate independence. Free to make our own choices, confident in our abilities and setting our own course, we prefer the keys and the open road. And for good reason. Being independent is liberating. At Bank of Jackson Hole, we understand the importance of independence. In fact, it's one of the pillars of our business. We prefer to be remembered by our first name, to be given prompt, courteous and straight answers, and to be a valued customer and not a number. So we started a bank with that very philosophy. Our locally headquartered, owned, managed and 100% independent bank was born out of our desire to put one person in the drivers seat: **You.**

[www.bojh.com](http://www.bojh.com)



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Local Community Bank.

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733-8064

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10 East Pearl St.  
733-8067

Wilson Branch  
West Highway 22  
733-8066

Smith's Food & Drug Branch  
1425 South Highway 89  
732-7676

Hillside Facility  
975 West Broadway  
734-8111

Teton Village Branch  
3300 West Village Dr.  
734-9037

Aspens Branch  
4010 W. Lake Creek Dr.  
Wilson Rd. 733-8065



Porsche recommends **Mobil 1** and **MICHELIN**

## **Adrenaline shots. Now administered via ignition key.**

The rush is immediate. A 400-horsepower twin-turbo V6 that achieves 0-60 in 4.6 seconds. Standard PDK double-clutch transmission. Active all-wheel drive with Porsche Traction Management for maximum grip in varying driving conditions. The new Porsche Macan Turbo is built around our defining belief that every drive should be unforgettable. And every car should be a sports car. Discover a more adrenalized life with a test drive. Porsche. There is no substitute.

## **The new 2015 Macan Turbo**

*Premier*  
2014  
Porsche Dealer

Porsche of Salt Lake City  
1045 S. State Street  
Salt Lake City UT 84111  
(801) 531-9900  
[www.porscheofsaltlakecity.com](http://www.porscheofsaltlakecity.com)  
Monday - Friday: 8:30 am - 6:00 pm  
Saturday: 9:00 am - 5:00 pm



**PORSCHE**