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Porsche



December 2015





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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

Wyoming Winter.





President's Message

Test Driving the Competition

I'm told it's always good to know what your competition is doing so that you can stay ahead of the game. I've never had the privilege of driving Porsche's hybrid models, the Panamera, the Cayenne or the 918. But I have had the privilege of driving a 100 percent electric 2015 Tesla Model S 85 for four days in sunny Scottsdale, Arizona.

A lot can be said for Tesla's Model S vehicle, the second vehicle of three that currently exists in their lineup. The first Tesla was the Roadster, based off a Lotus Elise. The third vehicle is their SUV called the Model X. The S of course, is their four door sedan with two trunks, one in the rear and one in the front, since the vehicle has no engine. The battery pack is beneath the floor of the vehicle and makes for a very low center of gravity. There is lots of room in the interior of the vehicle since there is no transmission or transmission tunnel. There is a bucket in front of the center arm rest that can store your phone, the key, your purse or wallet and a number of other items. Tesla offers a \$650 cubby container to go in its place if you are looking for something a little more traditional. Leather and suede cover the dash. Genuine wood, carbon fiber or metal inserts are standard affair. The doors are covered in leather and have a nice heft to them, even though the vehicle is made of aluminum.

And then there's that computer screen in the center of the dash, seventeen inches to be exact. It runs a multitude of functions in the vehicle, from heating and

ventilation, to lighting, sunroof and power output. The computer screen can also be split to show multiple aspects of the vehicle, in addition to those mentioned, the navigation system simultaneous with the audio controls was my favorite setting.

The intriguing aspect about the cars central control station is the fact that it's also tied into the dash behind the steering wheel. Controls set on the computer show results in the center dash for various aspects, like artist and song playing for your audio selection, or the posted speed limits for individual roads selected via the navigation system, or vehicle positioning in relation to other vehicles based on your selections for adaptive cruise control. Both screens were tied so closely together, that it felt like the screen behind the steering wheel was more akin to an active system based on the vehicles position in time and space as opposed to the simple static units rpm, speed and oil temperature.

Driving the vehicle is definitely difficult to put in to words. The vehicle weighs in at, per the owner's manual, a curb weight of 4,756 pounds. That's not exactly light by Porsche 911 Standards. However, when you weigh it against Porsche's four door hybrid sedan, at 4,619 pounds, the two vehicles are only 137 pounds apart.

To me, the Model S 85 drove like a 5 series from that other car maker, who's name we shall not mention. It was heavy, but well planted, the steering was direct and had fairly good feel. It never felt unpredictable. Once you put it into the corner, it held the line perfectly well, very European in feel for sure.

The size of the vehicle was similar to a 7 series. But I don't feel it quite matched the vehicle in luxury standards. Yes, the stitching in the leather was great and the gaps seemed minimal. However, the vast



expanse of the flat dash seemed more “Swedish-minimalist” than it did “built of granite and covered in leather” euro feel. I also felt the sound deadening could have been improved as expansion joists were a bit noisy. And I wondered, as I left my office, staring at a computer all day, did I really want to get in to a vehicle with another computer staring me in the face?

But as life progresses, so does the automobile. And change is what this vehicle is all about. A 100 percent electric vehicle means you never go to a gas pump again, unlike other hybrid vehicles that have both a battery pack and a gas engine. I found myself looking forward to pulling in the garage and plugging it in at night. Installing a Tesla charger in your home can be done for a small fee, but it also allows you to recharge your vehicle at 240 watts and just under 5 hours.

What amazed me most about this vehicle was the acceleration. With one gear and 335 hp, the acceleration curve is a horizontal straight line from 0 mph to its top speed of 140. At every stop light, I was gone. I often would race around slower moving vehicles to be the first in line at the next light. Taking my foot off the accelerator was hard to do, I never wanted to let go of that shear “butt pinned against the seat” pleasure that would never end. Seventy miles per hour came quickly and I had to force myself to pick my foot up. It’s difficult to explain the feeling of being “zipped” from place to place. The best analogies I can come up with are Porsche’s launch control, where speed was instant and before you knew it, you were a mile down the road. It was also kind of like watching a humming bird fly in five directions, stopping on a dime, changing direction instantly and flying away like a blur. The feeling was exhilarating to say the least.

The Tesla I was driving was also equipped with autopilot. Based on GPS, the vehicle is able to steer within a lane and change lanes simply by tapping the turn signal. Speed is maintained via the adaptive cruise control and can prevent collisions based on the distance a vehicle is in front of you. Using the system is very simple. Selecting autopilot enables your cruise

control at the selected speed. Giving up control of the vehicle, however, was more difficult to do. Expecting the vehicle to keep you from hitting the car in front of you took a degree of trust. The more you used the system, the easier it became. It will definitely be interesting to see how the system develops in the future. I can only imagine that it won’t be long before vehicles communicate with each other to avoid accidents all together.

The technology in the Model S is pretty amazing and that is where I think Tesla is on to something. Certainly having the ability to go 245 to 279 miles, depending on the model, is worth having a vehicle that is useable enough for around town, if not cross country trips. Elon Musks creation of Tesla charging stations, that are proprietary to Tesla vehicles, is certainly genius. With over 562 stations worldwide, and 3,223 superchargers total, charging the Model S using Tesla’s stage 3 chargers, at 440 watts, takes only 40 minutes to reach the recommended 80 percent charge. When you consider the fact that Mr. Musk offers his stage 3 charging stations free for Tesla vehicles makes a pretty sounding argument for ownership. Elon has yet to produce and work out the details of his Battery Changing stations, which supposedly can change a battery in under three minutes, faster than pumping a full tank of gas. Tesla also offers “over the air” software updates to improve the vehicle with time. The SUV, called the Model X was released in September. His next vehicle to be released in 2017 is the Model 3, a \$35,000 fully electric vehicle for the masses. Tesla is currently working on building a Giga-factory to produce batteries for its vehicles with the hopes of decreasing costs.

It certainly sounds like the company is making all the right decisions in maintaining its longevity and has certainly made an impression. But not to worry, because Porsche is planning to release their all electric vehicle by the end of the decade. They’re calling it the Mission E concept and giving it the 4 door sport sedan look a little racier than the current Panamera. Originally unveiled this past September at the Frankfurt International Motor Show, the vehicle, with its’ all wheel drive system, was given the official approval by Porsche AG just this month.

Dr. Wolfgang Porsche, chairman of the Supervisory Board, predicts the Mission E will be able to surpass the Model S in driving character and road worthiness. Giving the vehicle more than 600 horsepower, and a



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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!



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zero to 62 mph time in under 3.5 seconds, the vehicle will feel very Porsche like indeed. The company also plans to install an 800 volt charging system that will recharge the lithium ion batteries to the recommended "life extending" 80 percent capacity in a quick 15 minutes, over twice the speed of Tesla's quick charging 400 volt system. Porsche also plans to offer an "optional" wireless induction coil system to be installed beneath the garage floor, eliminating the need to plug the vehicle in. The expected range at 100 percent capacity is given as 310 miles. Wolfgang's plans for the Mission E is to keep Porsche at the head of the ever changing motoring landscape.

The difference with Porsche, however, compared to the Tesla Motoring Company, is the established network of automotive dealerships worldwide, pre-existing factories and the infrastructure to produce the vehicle, automotive engineers that have been winning races and producing the most sports oriented vehicles for

years, and the financial backing of a very successful automotive marque. I certainly wish both companies well. But that's where the dilemma lies and where I am left with a few questions. Can I wait for Porsche to come out with their electric vehicle? How much will it cost? And do I cancel my reservation for the Model 3?





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Yellowstone Porsche Club 2016 Event Schedule

Winter Experience	01/23/16 & 01/30/16	\$25
Spring GTG	3/16/16	Indiv Blllg
Rendezvous Dinner	6/4/16	TBD

Checks to: Yellowstone PCA

Mail to: **Scot Anderson**
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Porsche Club of America Yellowstone Region

Join our private Facebook group to see all the latest videos, conversations and discussions of the Yellowstone Region Porsche Club. This interactive site can now keep you up to date on all the happenings with the Porsche Club here in Jackson including real time invites and all the spontaneous get-togethers anyone could ask for.

Look for us:
Yellowstone Region Porsche Club of America.



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Zone 6 Grand Tour

By Tim Hagner

Day 7, July 31, 2015:

Out of the mountains and onto the prairie.

It was a 8 AM drivers meeting and waiver-signing frenzy in Edson, A.B., and then we were off.

Nineteen Porsches in a row heading down the highway with rock-'n-roll music blasting through the T-tops

— well something like that.

Our twentieth Porsche made a side run to the airport in Edmonton to meet his wife, who will accompany him for the remainder of the tour. That's the spirit! It was mostly interstate driving today with few roads to choose from all the way to our evening stop in Saskatoon, Saskatchewan.

When we arrived in town we stopped by the Porsche Centre of Saskatchewan for a meet and greet by the staff and members of the Living Skies Prairie Region. Thank you for the warm reception. I nearly forgot to mention, the rainy days ended on day six, with big blue skies since. So far on the trip the Boxster is getting 26.6 miles per gallon, which means we've used 85 gallons of gas. No Porsche left behind is our motto, so what did we pack for the "just in case"? Here's a brief tour of the tool box:

Satellite Phone
OBD II reader
Multi reader
Duct tape
Electrical tape
Porsche coolant
Quart of oil
Flashlights
Gloves
Jumper cables
Metric wrenches
Adjustable wrenches
Tow strap
Some others things I've forgotten

The Count

⌚ Total miles driven: 2,261
⌚ Driven day 7: 473
⌚ Regions visited: 8, Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West,

British Columbia Interior, Canada West, Polar Region, Living Skies Prairie

⌚ 8 Regions to go

Day 8, August, 1, 2015:

Porsches on the Prairie or I Can't Believe There're any Bugs Left

We held a 8 AM drivers meeting in Saskatoon, Saskatchewan, then saddled up and headed south to the border on a nice two-lane road through the gentle hills and scenic vistas that make up the heartland of farming in Canada.

We arrived at the border crossing and all of us made it across (yeah!). We continued south on the two-lane road, which was broken up by an 11-mile section of dirt and gravel. That brought the average speed down. During a stop in Malta, Montana at the Hitching Post Restaurant, we attracted the attention of the editor of the local newspaper. She left us armed with photos and Grand Tour information, which we expect (hope) will be used for coverage in the local newspaper

The drive took us even further south towards Billings, Montana, and the Absaroka Region. What a super reception they put on! A potluck dinner and prime Montana steak grilled to perfection, all provide by the Absaroka Region members. The location was as super as the meal, in the back yard of Absaroka members Herb and Sharla. With green grass, tall trees, and the Yellowstone River flowing through the backyard, it was the quiet, peaceful stop we all needed to catch our breath and enjoy the sunset.

Miscellaneous thoughts:

We did drive into the Central Time Zone. That's three time zones we've driven in. Canada, please raise your speed limits. You can't fool me, 100 kilometers per hour sounds fast, but it's not (equals 62 miles per hour) and 110 km/h is the max posted speed anywhere — please visit Montana.

We passed some trucks with those big hay rolls on them, then later we saw a random hay roll in the center median of the highway. It must have fallen off the truck — I'm just glad I wasn't around close enough to see it happen. Then, a little while later, we saw someone in the center median making hay rolls. Now that's efficient use of land!

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Driving through Banff and Jasper we saw these very cool-looking bridges over the highway. These are just for the wild animals to use to cross the highway. With trees, brush, and plants, the wild critters feel at home and now cross the road in safety — which also helps keeps the road safe.

The Count

- ⌚ Total miles driven: 2,807
- ⌚ Driven day 8: 546
- ⌚ Regions visited: 9. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Canada West, Polar Region, Living Skies Prairie Region, Absaroka
- ⌚ 7 Regions to go

Day 9, August 2, 2015:

The longest day

It was Sunday morning in Billings, Montana on day nine of the Grand Tour, and it was anything but quiet during the drivers meeting before we started the next leg. There were Harley-Davidsons everywhere, all on their way to Sturgis, Wyoming. We've been told about a million people are riding their motorcycles in an annual motorcycle rally, and it feels and sounds like most of them are in our hotel parking lot. (Observation: the Harley riders we encountered didn't like to move over for faster traffic or go around corners, but I digress.)

We had 21 Porsches headed toward the city of Red Lodge, and from there to the Beartooth Highway pass. Last week it was closed for a day due to snow! This road switchbacks its way to the pass from the valley floor at 5,200 ft., up the side of the mountain, to just under 11,000 ft. in 12 miles. It is an unbelievable road with incredible views.

We stopped at the top to enjoy the view and talk about the amazing drive up, which was once called "the most beautiful drive in America" by the late CBS correspondent Charles Kuralt. Then we turned onto the Chief Joseph Scenic Byway and then over Dead Indian Pass (real name), elevation 8,061 ft.

More fabulous Porsche roads took us to Cody, Wyoming where we had lunch and Absaroka Region handed us off to Yellowstone Region, the tour's host for the next leg. Thank you Absaroka Region, you were great hosts of the Grand Tour.

Since we were touring with a Region named after a famous national park, we all knew where we

were going after lunch. Off we went to Yellowstone National Park's east entrance. This is peak season at Yellowstone, and you could tell. We drove to the West Thumb Geyser Basin to tour the hot springs, watch the geysers, and see boiling mud. Not enough you say? Lucky for you, day nine was our longest one yet.

From Yellowstone, we drove through the Grand Teton National Park to Jackson, Wyoming for dinner. Then we climbed the Teton Pass (8,432 ft.) and the Pine Creek Pass (6,764 ft.) on our way to Idaho Falls, Idaho, and then into our motel room beds (elevation 2.5 ft.) after arriving at 9:45 PM.

Everyone is having a great time, wish you were here!

The Count

- ⌚ Total miles driven: 3,240
- ⌚ Driven day 9: 312
- ⌚ Regions visited: 10. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone
- ⌚ 6 Regions to go.

Day 10, August 3, 2015:

Porsches back on the high desert

At this point we'd moved out of the high country and back into the high desert. As we rolled north through Idaho we saw a building off in the distance with guard gates and tall fences. Area 52? As we neared it, we could make out the building's sign: Idaho National Laboratory, way out there, away from everything. Nuclear energy research was the lab's mission back in 1949 when it was founded. Today it seems to have expanded its mission to include energy, environmental, and national security research, according to the website. I wonder if they give tours?...

Further down the road, signs for the Experimental Breeder Reactor-I (EBR-I) Museum start to sprout. No time to stop, so I Googled it for you. Amazingly, it was the first nuclear power plant in the world to produce electricity, in 1951, and we drove right past it in the middle of Idaho. It was decommissioned in 1964 and is now a historical footnote.

Forward toward Salmon, Idaho and lunch at the Junkyard Bistro — seems appropriate for a car tour.



Anniversary celebration for the Big Sky Region. Big Sky planned their celebration to coincide with the arrival of the Grand Tour. It's a party! Founded in 1975, Big Sky currently has 70 primary and 40 family and affiliate members.

Jim Walsh, one of the founding members of Big Sky, told us about his first Porsche, which will be his last and only Porsche, a 1971 911T. It was in the parking lot waiting to take him home after the party. Jim was an Army Officer in the rice paddy fields during the Vietnam war when he decided to special order a Porsche. He was told there was almost a year wait. But he thought that was ok because he wasn't going anywhere for the next year.

Jim loves his Irish Green 911 and still drives it regularly, though there is a daughter that has been spotted sporting the 911 around town occasionally.

The Count

- ⌚ Porsche mishaps (proving that nothing is perfect):
 - o One low beam headlight bulb failure - replaced
 - o One brake light bulb failure - replaced
 - o A bolt vibrated loose and out of an A/C mounting bracket - replaced
 - o One Porsche on a flat bed truck today, cause still TBD (sounds like water pump)
 - o A air hose failure - duct taped to perfection
- ⌚ Total miles driven: 3,590
- ⌚ Driven day 10: 350
- ⌚ Regions visited: 11. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky
- ⌚ 5 Regions to go

Day 11, August 3, 2015:

Big Sky to Big City

Our morning in Missoula, Montana started with the obligatory drivers meeting, with new cars and drivers who join the tour everyday. Everyone was ready to go and gassed up, which brings me to a rule about touring: don't come to drivers meeting without full tank of gas. Through the valleys, along the rivers and between the mountains we drove. Another scenic day on the Grand Tour has begun. Our lunch stop is scheduled for the Sawtooth Grill in Noxon, Montana. The owner is ready and waiting for us. She even went onto the PCA website

to read about us. She then spread the word in town so the locals could enjoy the Porsches, all 21 of them, as we came through.

On to Lake Pend Oreille and to Sandpoint city beach. Here are some Lake Pend Oreille fun facts. It is 43 miles long, and 1,150 feet deep in some areas, making it the fifth deepest in the United States. During World War II, it was the second largest naval training ground in the world. It is still used by the Navy's Acoustic Research Detachment to test large-scale submarine prototypes because the depth gives acoustic properties similar to the open ocean. And we just thought it was a very cool looking lake!

Into the city we charged, interstates, stop lights and traffic. Hello Spokane. We have been spoiled by the "road less traveled" the last 10 days and suburbia was a shock. We got over the shock and into old habits quickly. There was a do-it-yourself car wash waiting for us at the hotel, bless you Inland Northwest, and one-and-a-half hours later I got to the room. After a shower and some almost clean clothes (it's been 12 day on the road for us) it was off to dinner, and then the tour of Dry Fly Distilling followed by a tasting. Owned by a PCA member, it is the first new distillery in Washington state since prohibition, and all products used in the distilling process are grown within miles of Spokane. This is turning into an educational tour, not just another pretty view tour!

We had some Tourers leave us today, a sad moment due to the time we spent making friendships and forming bonds. Here's to hoping they can be at the end of the road and we can get together Saturday in Wilsonville, OR.

The Count

- ⌚ Porsche mishaps: No new mishaps
- ⌚ Total miles driven: 3,860
- ⌚ Driven day 11: 260
- ⌚ Regions visited: 12. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky, Inland Northwest
- ⌚ 4 Regions to go

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Winter Driving Experience



Porsche Club of America
Yellowstone Region



SATURDAY – JANUARY 23TH AND JANUARY 30ST, 2016
10 AM – 3 PM AT THE TETON COUNTY FAIRGROUNDS – JACKSON, WY.

The Yellowstone Region Porsche Club is sponsoring its' third 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
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.

Day 12, August 4, 2015: Dancing through time

We started our day in Spokane, Washington, in the Pacific Time Zone, after leaving the Mountain Time Zone yesterday. Still with our host, Inland Northwest Region, we headed south through eastern Washington — wheat country.

The scenery is of rolling hills, amber waves of wheat, punctuated by little oases of trees and lawn in front of the wheat farmers' houses. In the distance we could see dust clouds rising from the fields stirred up by the combines — the machines used for harvesting. The farmland in Canada was much flatter and seemed to go on forever, a stark contrast to what's found out here.

We turned east, back into Idaho and Mountain Time, and met our new host Region, Silver Sage. So long and a hearty "Thank you!" to Inland Northwest.

As the drive continued, we started to gain elevation and move back into the trees and the road construction. There is lots of roadwork going on in most of Zone 6 right now, though there is a short window of clear roads when construction ends before winter hits.

We have added two more cars to the "I'm going all the way" list and lost one a while back, bringing the total to nine. We had one couple drive 1,250 miles from Southern California to Seattle to start the Grand Tour and complete the whole thing. However, they headed home early on day nine.

Another couple joined us in Canada for three days and decided to stay with us until the end. Some who had to leave early will be back for the final two days of the tour. This is the kind of tour it's been.

Nobody wants the journey to end, in large part because of all the great support and hospitality the Regions along the way have shown to us!

The Count

- 🕒 Porsche mishaps: No new mishaps
- 🕒 Total miles driven: 4,155
- 🕒 Driven day 12: 295
- 🕒 Regions visited: 13. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone,

Big Sky, Inland Northwest, Silver Sage
🕒 3 Regions to go

Day 13, August 5, 2015: Welcome to Oregon

We were back in McCall, Idaho on Thursday morning, standing in the motel parking lot at 7 AM (Mountain Time). It was 48° F during our drivers meeting. We knew we would be traveling through some road construction zones and gave ourselves some extra time. I'd rather try to get back that hour we lost yesterday.

We are starting the day in the high country with conifer trees all around. As we wound our way into the valley we emerged from the forest and into high desert, fertile land where the farmers and ranchers source water from the high country to irrigate crops and hydrate their cattle. We then climbed out of the valley and back into the next high country conifer forest. We repeat this process at least four times today.

Along the route we saw the "Welcome to Oregon" sign and felt both sadness and excitement. It meant we were nearing the end of the Grand Tour, and we felt like it just started. We traveled onward to lunch in John Day, Oregon, where the gracious hosts of Silver Sage Region pass the baton — 16 Porsches — to the High Desert Region, my home region. Smiles and hugs all around. It feels like the end of the tour, but there are still two days left. We fill our tanks, eat lunch, and keep movin' down the road. With High Desert Region along with us, the group swells to 22 Porsches. We continue the climb-and-descend cycle to our destination in Bend, Oregon.

Today we drove one of the great Porsche roads: Crooked River Canyon. This follows the Crooked River through the farms and pastures and then starts to climb. We climbed along the side of the canyon with drop-offs down to the river on one side and stone cliffs on the other.

After crossing the dam, there were more twisty roads before heading back onto flat land with high desert scenery: juniper trees and desert shrubs. Tomorrow we'll be driving another great Porsche road, the Aufderheide Memorial Drive. This is 60 miles of green canopy, squiggles of tarmac — pure Porsche fun. Another fabulous day on the Grand Tour.

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The Count

Porsche mishaps: No new mishaps

⌚ Total miles driven: 4,535

⌚ Driven day 13: 407

⌚ Regions visited: 14. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky, Inland Northwest, Silver Sage, High Desert

⌚ 2 Regions to go

Day 14, August 6, 2015:

Into the home stretch

A drivers meeting with a pleasant change: breakfast served. Thanks to High Desert Region and Porsche of Bend for hosting our morning drivers meeting. With a truly fine selection of cars around us, we ate and socialized, two things we've become very good on the Grand Tour. With full bellies, we head to the Cascade Mountains for some great driving on fun roads and then lunch.

At the second rest stop of the morning, High Desert stepped aside as our hosts and Cascade Region stepped in. Thank you High Desert. Goodie bags with fruit, snacks and water were distributed and route instructions discussed before going west, toward the Pacific Ocean. Stop when you see sand! The drivers' jewel of the day was the Aufderheide Memorial Drive. Sixty miles of road with no crossings and minimal traffic. We drove lots of great roads on the Grand Tour, but this one is my favorite — a real "driver's road."

That night at dinner I felt a slight mood change in the long-distance travelers; we know the end is near, and it's a bittersweet feeling. The dinner venue afforded great views, great food, great Porsche People...you get the picture. The President of the Cascade Region gave each of us an Oregon state quarter for continued good luck.

The Count

⌚ Porsche mishaps: No new mishaps

⌚ Total miles driven: 4,855

⌚ Driven day 14: 320

⌚ Regions visited: 15. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky, Inland Northwest, Silver Sage, High

Desert, Cascade

⌚ 1 Region to go

Day 15, August 7, 2015:

The Final Day

It was damp and a little foggy for the final Grand Tour drivers meeting in Florence, Oregon. Oregon Region took over as our hosts from Cascade Region, which did splendid job. All the Grand Tourers are proud of the regions and what they have done for us. We felt welcomed every mile of the way.

It happens during your third day of the Grand Tour, no matter when you started: You realize this isn't another club tour, it something more, it's something special.

We had 24 Porsches in two groups headed north along the Pacific Coast. I know there are great views along the way — too bad the fog wasn't cooperating with us! We turned inland and onto a great Porsche road, and then we had lunch with the Beavers, not a Duck to be seen (you college football fans get it).

We drove the roads less traveled toward the grand finale at The World of Speed Museum in Willsonville. Google this when you have a moment, as it's new and worth the trip. Oregon Region was prepared for us with a finish line and a checkered flag waving as we entered the parking lot. How fun!

High fives, fist bumps, hugs, and handshakes all round. The first ever Grand Tour was in the books. Photo ops were abound, and then it was off to the hotel to clean up for dinner. Oregon Region had a Grand Tour cake delivered to the restaurant for us all to enjoy and eat, yummy.

As the celebration wound down and members started to leave, I looked around the room, and Grand Tourers who have 6 to 15 days invested were the only ones left. We didn't want to say goodbye, we didn't want it to end, but we all know it can't go on. I kept hearing the words "next time" filter by. This bond was built between new members and long-time members, Region members who will see each other at an event next week. Some we probably won't see until Parade in Spokane.

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Stick It To Me

By Danielle Badler
December, 2015

The Wall Street Journal did it to me yet again. There it was, this time on the front page. "Drivers Stuck on the Stick Hold Out Against Shift to Automatics."

They quoted a 33-year old man from, of all places, Michigan. Who's a designer at Jeep. "I had just had enough of driving this soulless refrigerator," he said.

What did he do? He helped found The Manual Gearbox Preservation Society, which, according to the article, has 27 likes on Facebook. I went to the site, liked it, and it said I was no. 22.

Whatever. I think I should go ahead and join. And, if you're reading this, you probably should too.

Here's my story. At 17 I was given, for free, a '61 Ford Falcon automatic. Talk about a drooling bow-wow. The thing overheated so often I kept a Clorox bottle of water in the trunk. And it had one straight, flat bench seat in front, clad with 100% plastic that was so strong your bare skin stuck like superglue, no matter how hard you had the thing hunched over in a curve.

Which was a lot. The hunching, I mean, not the speed in the curve.

Then deliverance came when a family friend decided to sell his '64 Triumph TR-4, for \$800. The Falcon was pawned off to another family member and... I used every cent of my savings from waiting on tables to make the Triumph my own.

That night, my father drove the car home. Of course he did. I couldn't drive a stick. Once safely on the driveway, I humored myself by playing the radio. Presetting stations. Starting it up. Putting in the clutch. Imagining I was downshifting for the Mulsanne Curve.

The next day, we took the TR ou... er... my father took it out. But he pulled over to let me try.

And I proceed to lurch the thing so hard that the fuel lines jerked off the carburetors.

How did we know? We smelled gasoline. We opened the hood. And we stared at raw fuel, running out and onto the engine block. A small

toxic pool was forming beneath the car.

So we simply pushed the fuel lines back on, and we were good to go.

Although I wasn't. I just couldn't get the hang of it. For the next week, I made a point to roll, roll, roll up to stoplights, trying to time their change to green, before I actually had to come to a complete halt.

I also rolled through stop signs. Intersections.

Until, one day, I got it. I just got it. And, from then on, I'm very proud to say, I have felt like I could drive anything.

I like that feeling. I earned it. And I don't want it to go away. To say nothing about the control, the satisfaction of a perfectly executed rev-timed heel-and-toe dow.... You know the story.

Now this is fascinating. The story in the Journal said "Three-pedal purists have made an impact on the high-end sports-car market. Used Ferraris and Lamborghinis with manuals now sell for \$15,000 to \$20,000 more than those with paddle-shift gear boxes...."

My word. Let's all send this article to Ferrari and Lamborghini and... yes... Porsche!

Apparently, according to the article, the Silicon Valley elite have caught on, too. Which is probably one reason for the price differential among exotics. Because "wealthy tech entrepreneurs crave such flashy rides.... (yet salesmen) describe test drives with prospective buyers stuck in the passenger seat because they hadn't mastered the stick. Yet, they made the sale."

To which I say, just keep at it. It will come. It will come.

You know, there's a middle ground. Rev-matching manual gearboxes. I've driven two, the one on the Nissan Z-cars and the one on the new Corvettes.

For all I know, the gizmos come from the same supplier. Because they operate the same way. You flick a switch and, presto, no more manual throttle blipping. Just brake, clutch and slip it into the next lower gear, or two. The engine goes whaa or whaa whaa and, what do you know, you've executed perfectly timed downshifts that are smoother than anything you could possibly engineer on your own.

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Zone 6 Grand Tour

To all the Regions in Zone 6, and everyone who joined us for one day or fifteen, thank you!

The Final Count

- ⌚ 5,203 miles by the Tour Master's odo
- ⌚ 145 cars
- ⌚ 210 members
- ⌚ 1 speeding ticket (bogus: we are fighting)
- ⌚ 1 Broken Porsche (rod?) will be up and running soon
- ⌚ 7 DQ stops, there could have been more
- ⌚ Regions visited: 16. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky, Inland Northwest, Silver Sage, High Desert, Cascade, Oregon
- ⌚ As for the next Zone 6 Grand Tour: will you be there?

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Porsche Club of America Yellowstone Region

The Yellowstone Region PCA has no membership dues. We charge for individual events and only charge those who participate. Our club is a non-profit organization and is 100% volunteer.

To join the club, we simply require that you join the National PCA organization.

PCA membership is available in three payment options: 1 year = \$46, 2 years = \$90 & 3 YEARS = \$132. You will need your Porsche VIN to join the Club at:

Online: pca.org/membership

By check, payable to: Porsche Club of America

Mailed to: PCA National Headquarters P.O. Box 6400 Columbia, MD 21045

For a copy of the membership application, you can print it online or request one by contacting your friendly Yellowstone PCA President:

Scot Anderson PO Box 11057 Jackson, WY 83002
307-734-6006
president@yellowstonepca.org



Stick It To Me

Except for the fact that old habits die hard. I couldn't stop involuntarily blipping the throttle... and messing up the algorithm. It felt, God forbid, a bit like the jerking I did with my Triumph, so many years ago.

Which is a bit of the point, isn't it. At the end of the day, manual shifting is yet another way we drivers of a certain age keep time... on our side.

Of course we know that manu-matics are faster shifting, up and down, that they enable you to think about one less thing, so you can concentrate on the driving job at hand and, in turn, deliver faster lap times.

We don't care. Some things, like a perfectly executed downshift, are meant to be savored... forever. Just ask the Preservation Society.



Rusty Brown
Membership Chair

Willkommen

"Please welcome our newest members"

Jim Fenton

Old Faithful Porsche Newsletter

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