

OLD FAITHFUL *Porsche*



February 2016





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

Power of Identity

The 911 has many strengths. The 911 Carrera 4s, with its superlative traction, dynamic performance and safety, has acquired even more. Why not take your seat behind the wheel and make these strengths your own? Whatever the weather.

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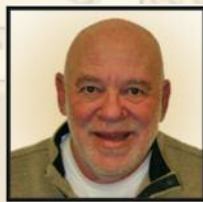
PORSCHE

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

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Cover Photo

Marten & Paula's 1986 911 Turbo follow's during the YELPCA Montana "Schnell" Tour.





President's Message

Porsche Ceramic Composite Breaks

PCCB as they are called. A spendy little option with lots of talk about whether the benefits outweigh the costs. Let me review some of those thoughts with you now.

According to the Porsche website, "PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high speed braking is also improved thanks to its excellent fade resistance."

When you check the box on the order sheet, ceramic rotors and six piston aluminum mono-bloc fixed brake calipers on the front axle and four piston units in the rear, painted yellow, help ensure extremely high brake forces that are also exceptionally consistent.

The second key advantage to the system is the extreme low weight when compared to steel brakes of similar size and dimension. The savings of course, about 50% (around 27 pounds total), not only enhances fuel economy but also significantly improves performance. By reducing the un-sprung weight and rotating mass of all four wheels, the vehicle is not only able to accelerate better, but also hold the road, increasing comfort and improve road feel.

Another advantage is the fact that PCCB's are the latest technology on the market for braking, making them very desirable to those who want the best. The decrease in brake dust alone also makes the choice for many a worthwhile option.

On the first two generations of the system (Generation 1 is the 996 Porsche 911, Generation 2 is the 997 Porsche 911), front disks were the same diameter as their steel counterparts. On the third generation, found on the 991 Porsche 911, the front ceramic discs are 410 mm instead of 390 mm of the steel sibling on the same vehicle.

And this is where we get into the specifics of the braking system. The first consideration for discussion is brake torque. Marketing leads many to believe that brake torque of the PCCB system is greater than that of the stock (ie. steel) system of equal sizes. However, this is not true. The two systems are designed using the same reservoir, the same fluid and the same mechanical bits (the calipers) to distribute equal braking power to the rotors, no matter if you are using the ceramic or steel rotors. The third generation PCCB rotor, however, is larger than the steel counterpart, with larger calipers and brake pads, and therefore is able to distribute more torque to the rotors.

The next attribute of the system is the brake pad. The calipers press the pad against the rotor. There are varying compounds that provide more grip and thus can decrease speed to varying degrees no matter what kind of braking system you have. There are racing and track compounds that can provide just as much braking torque as a PCCB system with stock or over the counter pads. Since this variable is harder to control, when comparing apples to apples, it usually gets put on the shelf for discussion purposes.

The Porsche website lists the following information on the PCCB equipped vehicle, which accounts for a portion of the improvements in braking. "Special high-friction brake linings are used to provide amazingly high and consistent levels of friction during application. Because of their extremely hard surface and freedom from corrosion and the damage it can cause, ceramic brakes reduce brake pad abrasion. They also provide maximum stopping power even in wet conditions."

Brake modulation is also another factor that often gets shelved. Brake modulation is the ability to control the brake force to achieve the shortest stopping distances possible. However, there are a number of factors that go into controlling brake modulation, from the ABS system, the pad area (or what's left of it), the rotor diameter (its age, thickness and previous abuse), the master cylinder bore and stroke, the age of the hydraulic fluid and its water content, all the way to the



design of the brake mechanicals themselves, ie. the position and fulcrum length of the brake pedal. For these reasons, the aspect of brake modulation often gets put on the back burner.

Cold bite or initial brake torque is also often discussed when comparing the two systems. The first two generations of the PCCB system had a poor ability to deliver initial brake torque due to the stiff nature of the ceramic compound when cold. The decreased ability to deliver cold bite braking can also be felt with long distance driving when the brakes go unused for an extended period of time. Obviously as the rotor warms up, brake torque improves. It was not until the larger brake discs of the third generation, that cold bite, along with brake modulation, made improvements to the system.

And finally brake fade, another hot topic. Porsche brakes are pretty much the bomb, no matter which system you have, steel or ceramic, they provide for the one of the best and shortest stopping distances out there. Brake fade occurs when racing and applying heavy braking repeatedly. It is here that the PCCB system has the advantage at dispensing heat more quickly than steel, reducing fade and improving stopping distances. For street use however, the two systems provide great resistance to fading and are barely a consideration when trying to improve stopping power.

With that, we come to the disadvantages. Initially, the cost for the system adds about \$8,520 to the sticker price. According to Corey Layton, the service provider extraordinaire at Salt Lake Porsche, to replace the system is \$22,655 in parts, \$700 in labor, plus tax and 5 hours of your time. That ain't no chump change. In addition, cracking one rotor will require you to replace all of them.

The Porsche website lists the following warning for those who purchase the PCCB system. "Please note that circuit racing, track day use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event."

Having your brakes inspected after extreme or even heavy racing is probably a wise decision, whether they are made of steel or ceramic.



Some of the pro's for the ceramics:

- Lighter, which means better performance
- Less or no fade
- No brake dust
- No squealing
- Bigger rotors up front (gen 3)
- Yellow calipers screams I purchased the latest and greatest (the bling factor)

The cons:

- Expensive to buy (\$8,520)
- Expensive to replace (\$23,355)
- Limited pad options
- Tracking the car, means you are more likely to replace them every few years

And the debate continues. Many believe that if your' car drives better, that is reason enough to make the upgrade. Others have said that people will not blink an eye to spend money on Adaptive Sport Seats (\$3825), the Sport Chrono Package (\$1632) and the Sport Exhaust (\$2950). But if those same people purchased the ceramic brakes, they are shunned to the back of the class for such a foolish decision... which makes no sense since the costs are the same. Like all purchases in life, it comes down to a personal decision of whether you want to or not.

For me, on the used car market, where I prefer to spend my money and have others take the hit for depreciation, I'd have the brakes inspected by a Porsche dealer before I purchase the vehicle. If it ever came time to replace them, I'd throw on a set of steel rotors and high performance pads and call it good.



**Yellowstone Region PCA
East Idaho Region SCCA**

Present

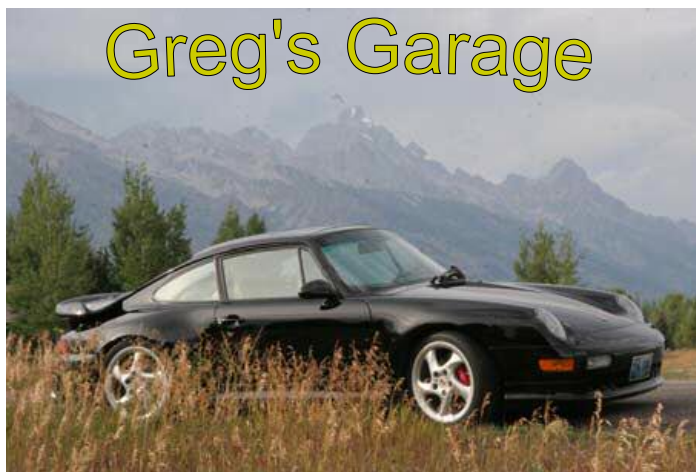
Spring Autocross 2016

May 21, 2016

Pine Ridge Mall

4155 Yellowstone Highway, Chubbuck, ID

Saturday May 21, 2016 @ 9 AM



newsletter, and as always, we pretty much break even after all the printing, pagination, website and mailing costs. This does not take into account the many hours of writing articles, gathering info & photos, contacting advertisers, billing and bookkeeping by some of our members. So, not only a thank you to those volunteers but a BIG Thank You to: Powder Stash Construction, Ken Garff Porsche, Porsche of Salt Lake City, First Interstate Bank, Bank of Jackson Hole, ZA @ Porsche of SLC, Nancy Clancy, Auto Detail of Jackson and Advanced Glass and Trim. I hope and encourage our membership to support one or more of these businesses, as they have been generous in their support of our organization. Looking forward to seeing you at one of our upcoming events.

Well, another year has passed and in this first issue of 2016, I would like to give shout out to all of our advertisers who have been supporting our newsletter over the many years, most, long before I took over 2 years ago. I am sure that everyone understands that these advertisers help offset the costs of producing our award winning bi-monthly periodical. At our January Board meeting, we discussed the financials of the

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 4th, 2016**

**Mark your calendar for the finest
social event of the 2016 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: \$55.00 / person.

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**



TECH ED GT1 "Show & Tell"

Saturday April 30th & Sunday May 1st
9:00am to 5:00pm



Presenters:

Andy Pilgrim – GT1 Winning Driver

Tony Callas – GT1 Expert – Crew Chief

Randy Leffingwell – Porsche Author and Biographer

Lake Washington Institute of Technology charity event

\$48.00 per person • Attendance limited • RSVP & Payment opens in March



Event Location
1655 139th Place NE
Bellevue, WA 98005



A Pacific Northwest Region Event • Porsche Club of America

Questions: John Mueller at... Teched@pnwr.org or 425-836-3963



Aaron Ackley

Owner

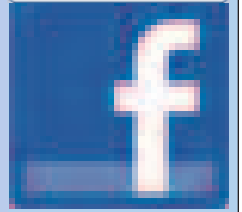
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Porsche Club of America Yellowstone Region

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.

Like us on
Facebook



Look for us:
Yellowstone Region Porsche Club of America.

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Old Faithful Porsche

Porsche 917

By David Story

Yellowstone Region PCA's newest member.

I have been a "gear head" for as long as I can remember. Graduating from high school in 1968 meant I was lucky enough to grow up in the golden years of racing.

My first exposure to Porsches was a Speedster in the back of a lot that I discovered walking home from junior high. It fascinated me. From that point on, Porsches would hold a special interest for me. I can remember when I saw the first photograph of a 917, its' massive wheels, aggressive stance and that insane motor were just the thing that turned on a 20-year-old young man.

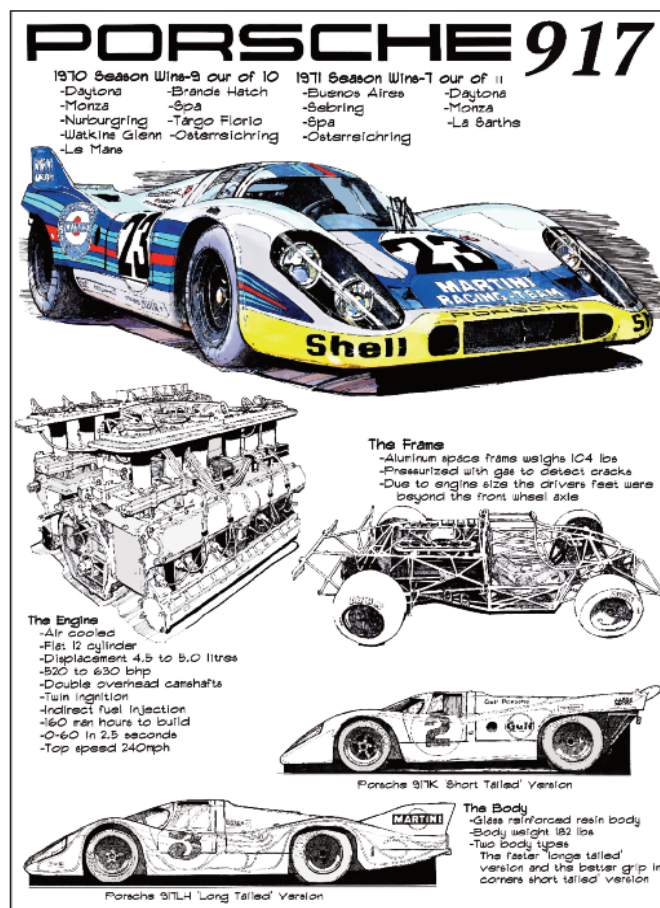
At the time, I owned a 1955 Volkswagen, complete with flip-up turn signals and a sunroof. My Volkswagen was air-cooled and so was the 917. It was with the 917 that I felt a certain companionship with Porsche automobiles.

I also think it is the 917 that defines Porsche. Its record over the two-year period from 1970-1971, winning 16 out of 21 races, was the dominating performance that everyone wants to be associated with. My little air-cooled Volkswagen made me feel part of that winning team.

Later in life, as I started and operated my own small business, the "form follows function" philosophy that I saw in Porsche had a great influence on how I built my business. Building homes for 10 years allowed me to follow in their footsteps.

Briefly I stopped building homes 10 years ago to pursue my interests in art. We moved from Kennewick, Washington to Inkom, Idaho at that time. As time permitted between building a new home and getting it 'fitted out,' I started painting.

Eight months ago my wife and I returned from an 18 month mission trip in Uganda, Africa and I started painting again. This painting is the 917 that I believe epitomizes Porsche. It appeared in last months Panamera magazine and I thought I would share it with the Yellowstone Region Porsche Club. I am hoping my art has become good enough that I can now start pursuing it as a new vocation. I hope you enjoy!



Yellowstone Porsche Club 2016 Event Schedule

Spring Fling—JH Roasters @ 6 PM	03/16/16 Wed.	Indiv. Billing
Pocatello Auto Cross Men, Women welcome	May 21, 2016 Sat.	\$40
Rendezvous Dinner @ Teton Pines Ctry Clb	6/4/16 Sat.	\$55
Cars and Coffee, Century Loop, Fred Vatter & Mike Mielke BBQ	7/16/16 Sat.	Indiv. Billing
Summer Tour to Bozeman, MT.	8/5/16 to 8/7/16	\$30
Pocatello Auto Cross Men, Women welcome	Sep 10, 2016 Sat.	\$40

Checks to: Yellowstone PCA

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

Summer Tour to Bozeman, MT.

Friday August 5th to Sunday August 7th, 2016



Once Again...
A Top Gear Challenge
to transfer the Augusta
Green Jacket!!!



Day One 8/5/16: Friday morning at 9 AM, a 4.5 hour trip to Bozeman:

- lunch: Alley Bistro (59 Mt Highway 287, Ennis, MT.)
- Check in to the Country Inn & Suites at 4 PM.
- Regroup in lobby at 6:30 / dinner at 7 PM: Blacksmith Italian (290 W Kagy Blvd, Suite C, Bozeman, MT)

Day two 8/6/16: Saturday morning at 9 AM, regroup in the Lobby:

- 3.5 hour tour around the Loop (Three Forks, Twin Bridges, Virginia City)
- Short hike Lewis & Clark Caverns in Whitehall, MT (10 to 11 AM).
- Lunch: Bob's Place, Virginia City, MT (1:00 PM).
- Hang out in Bozeman (3:30 to 6 PM).
- Regroup in lobby at 6:30 / dinner at 7 PM: Copper "Underground" Whiskey Bar (120 E Main St., Suite 2, Bozeman) (Private Room).



Day Three 8/7/16: Sunday morning at 9 AM, regroup in the Lobby:

- 4 hour drive home
- Lunch in Big Sky or Ice cream in W Yellowstone



The Absoroka PCA will be joining us.

Meet: 9 AM – Stage Coach Bar, Wilson, WY and leave by 9:30 AM.

Cost: \$30 per person

Reserve for two nights: 8/05/13 through 8/07/13 (Friday through Sunday).

Group: "Yellowstone Porsche Club"

10 Rooms Held until 7/1/16

Hotel: Country Inn & Suites by Carlson 5997 E Valley Center Rd. Bozeman, MT 59715.

Rate \$140 per night plus tax.

Phone: 406-586-2230.

The Porsche 959 and the Paris-Dakar Rally

By Dave Story
January, 2016



The 959 supercar was specifically built to race in the FIA Group B rally class. Porsche decided it wanted to use the racing regulations as a test bed for future models.

Group B was a wide-open, high-profile class made up of loosely regulated classifications. During its brief existence, the group would spawn the Audi Quattro, Lancia Delta S4, Peugeot 205 and Ford RS200.

At the time, Porsche was reluctant to compete in the World Rally Championship. First, the 959 was too heavy compared to its rivals. Second, competitors such as Audi were already heavily involved in the WRC. They had many years of development and experience that would be difficult for Porsche to overcome. Porsche also did not want to spend the large sums of money required to race a whole season in the WRC.

What to do? Porsche wanted to get the marketing benefit that came from racing its cars. Racing also enhanced its product development, and the existing 911 platform was beginning to show its age. Porsche was all about racing and winning.

The solution turned out to be a simple one.

World champion driver Jacky Ickx convinced Porsche management to compete in the high-profile Paris-Dakar rally. It was rugged, but the

competition was not as stiff, and only competing in this one event would hold costs down. It was to be an excellent venue to demonstrate the 959's capabilities.

But Porsche first needed to meet the homologations rules, which required it to build 200 cars. To give it time to produce that many 959s, Porsche modified its existing 911 platform to 959 specifications. With Ickx in the driver lineup, Porsche finished 1-2 in the 1984 race with the modified 911s.

In 1985, Porsche made its first appearance in the Sahara desert with a trio of homologated 959 cars. But it was not a good year. All three cars failed to finish the rally — two were involved in accidents, and the third suffered a broken oil pipe. Despite this, Porsche decided to return to the African desert in 1986.

1986 would be magic. Porsche again brought three cars to the rally. This time, Porsche dominated the event with its 959s, finishing first, second and fifth.

The Porsche 959 was one of the 1980s' ultimate super cars. It could even be considered the first modern supercar with technology such as adjustable-height suspension, twin-turbos and a sophisticated all-wheel-drive system. The 959 is one of the most desirable cars of the 1980s, and is fast becoming one of the most desirable cars ever built.



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Spring Fling

Wednesday –
March 16, 2016 @ 6:00 PM.

JH Roasters
@ The Pink Garter Plaza
50 West Broadway, Jackson, WY

- **Beer & Wine Provided by the Club**
- **Support the “Free Venue” by ordering off the Menu till 7:30 PM**



Please RSVP a **Yes** or **No** to
Scot Anderson @ 307-734-6006
or president@yellowstonepca.org



GROUP OUTING AND CLUB BBQ

**JOIN US ON SATURDAY JULY 16TH, 2016
FOR A DAY OF FUN AND MERRIMENT**

8:30 to 10:30 AM

Cars and Coffee @ Elevated Grounds (individual billing)
Wilson, WY

11:30 to 12:30

Visit Legacy Classic Trucks
Driggs, ID

11:00 to 1:30

The Century Loop Tour:
Elevated Grounds to Victor to Alpine to Jackson

2:00 to 5:00 PM

Club BBQ with Mike Mielke (by donation)
3900 South Park Loop Road—Look for the Porsche Flags

RSVP: president@yellowstonepca.org
or just show up at Elevated Grounds.

Call if you need directions:
307-734-6006





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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Orem

((WE HEAR YOU))



PORSCHE



Rusty Brown
Membership Chair

Willkommen

"Please welcome our newest members"

Jim Fenton

Old Faithful Porsche Newsletter

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

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Jackson Hole WY
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mda@imolainv.com





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.**

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911 GT3

Limits pushed.

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