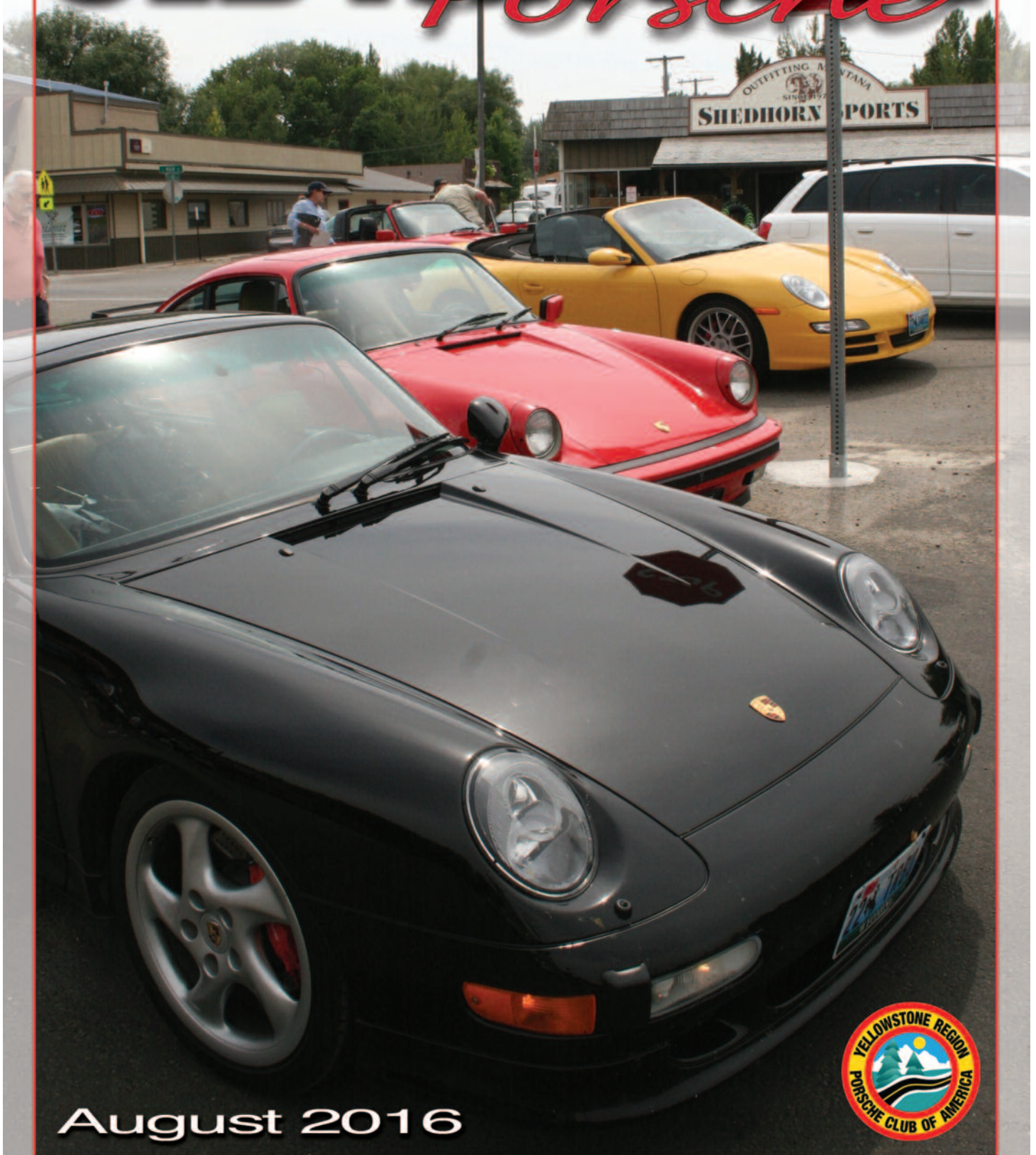


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August 2016







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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** The German colors are represented in Greg Wallace's 1996 Turbo, Marten's 1986 Turbo, Scot's 2007 Porsche 911 C4S Cabriolet. If you take a close look at the direction of the stop sign. Apparently they were parked in the middle of a street by the looks and comments of those driving by.







## President's Message

Our final event of the summer is the Pine Ridge Mall Autocross in Chubbuck, Idaho on Saturday and Sunday, September 10th to the 11th, 2016. This is our 3rd event put on with the assistance of the Eastern Idaho Sports Car Club Association (EISSCA). Without them, this event would not be possible as it is their timing equipment that the club uses. This will be our first two day event of fun and excitement.

For those who have never been, this is an event for everyone. Speeds are kept below 30 mph as the placement of the cones do not allow for higher speeds. This is a great way to learn how to drive your vehicle better. The only person you compete against is yourself, trying to improve how well you handle your car with each run.

Certainly, you are placed in categories based on what kind of vehicle you have, and thus are ranked amongst those in your category. However the rankings mean nothing as the vehicles that show up are barely comparable. There have been vehicles from 1978 Fiat convertibles to a wheelchair bound driver in his handicap equipped Subaru Legacy wagon to Mustangs, Volkswagens and yes even Porsches. Front wheel drive, rear wheel drive and all-wheel drive. Normally aspirated, supercharged, turbocharged and yes even duct taped. This is the "Bad News Bears" of driving events people and we request your presence. The more we have the merrier as they say and without a doubt, life is more fun when you have your friends present. Those of us who just got back from the Summer Tour to Bozeman can attest to that.

In other news, the VW scandal is certainly a hot topic. The VW Group is the owner of Audi, Bentley, Bugatti, Lamborghini, Porsche SEAT, Skoda and Volkswagen, as well as the Ducati brand of motorcycles, and commercial vehicles MAN, Scania, Neoplan and Volkswagen Commercial Vehicles. The Volkswagen Group is proposing a settlement of the 2.0 liter VW and Audi diesel vehicles with the US Environmental Protection Agency (EPA), the California Attorney General, the California Air Resources Board (CARB), the Federal Trade Commission and the current and past owners/lessees in the United States. The proposed settlement, if approved by the US District Judge Charles Breyer, states that VW will:

- Buy back, terminate leases or provide approved emissions modifications for nearly 475,000 2.0-liter TDI diesel cars in the United States;
- Provide cash payments to owners/lessees;
- Pay for environmental remediation; and
- Promote zero emissions vehicle technology.

Further details of the proposed settlement can be found online at [vwcourtsettlements.com](http://vwcourtsettlements.com). The benefit to those who do not own a 2.0 liter VW/Audi engine is the funding that will hopefully be available to all consumers to purchase a zero emissions vehicle. At the time of this writing, the only zero emissions vehicles that are currently on the market are the Tesla and the Elio, both of which are made in the US. Porsche's all electric vehicle, the E Concept, is not scheduled to be released until 2020.

As far the Audi 3.0 liter diesel (found in VW, Audi and Porsche SUV's), US Officials have recently discovered new emissions cheating software in three SUV models. That is VW's second issue they will need to deal with in the following months/years.

Amazingly, however, despite diesel-gate, as VW owners are calling it, VW (the Marque) is now again the global sales leader. Although VW sales in the US have declined, Volkswagen has successfully sold 1.5 million cars, SUV's and trucks the first half of 2016, which equates to a 1.5 percent increase.

On the Porsche front, Porsche Cars North America, which imports and sells the 911, the Boxster, the Cayman, the Macan, the Cayenne and the Panamera in the United States, has announced that sales on a year to date basis (through July 2016) stand at 30,586, which is an increase of 2.4 percent over last year.





Certified Pre-Owned Porsche sales have also improved. Year to date (through July 2016), CPO sales stand at 9,792, which is an increase in 21.9 percent over 2015.

I can only guess as more used Porsche's come on the market, our club will continue to grow with a new demographic of buyers. That demographic, I assume, will be a younger crowd of newcomers and perhaps in a different income bracket. However, as they say at PCA, "it's not about the cars, it's about the people." And that is something I remind myself every day, as much as I love my car, people, friendships and family are what's important.



## Yellowstone Porsche Club 2016 Event Schedule

Cars and Coffee— Non PCA Event. Elevated Grounds, Wilson, WY.	Every Satur- day at 9 AM till the snow flies	Indiv. Billing
Pocatello Auto Cross Men, Women welcome	Sep 10 & 11, 2016 Sat and Sun	\$40
Fall Get Together	October 12, 2016	Individ- ual Bill- ing

Checks to: Yellowstone PCA

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



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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](http://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](mailto:president@yellowstonepca.org)



## CARS AND COFFEE

At the Elevated Grounds Coffee House  
On the Teton Village Road.



Cars and Coffee is a Non-PCA event where all car enthusiasts join for social camaraderie and merriment.

All enthusiasts are welcome to show off their "wheels" and is open to all makes and models. The event is every Saturday, as the weather permits (April thru October), at 9 AM at the Elevated Grounds Coffee House on the Teton Village Road.

Rumor has it that some of the attendees go for a drive after the event.







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## **Fall Autocross 2016**

### **September 10 & 11, 2016**

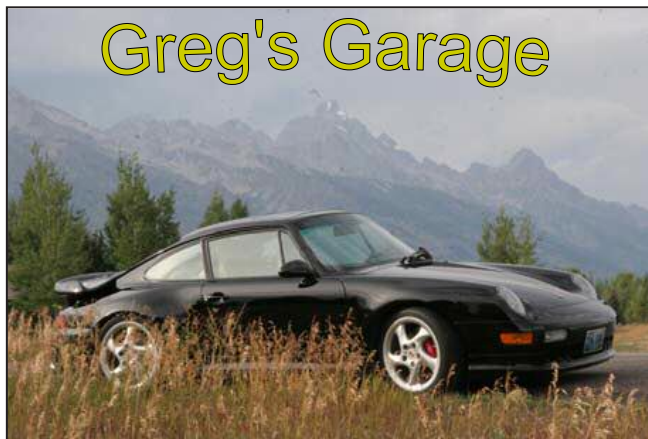
**Pine Ridge Mall**

**4155 Yellowstone Highway, Chubbuck, ID**

**Saturday September 10, 2016 @ 9 AM**

**Entry Fee: \$40**

**For info contact Greg Wallace 307.200.1924 or [gwallace@bropart.com](mailto:gwallace@bropart.com)**



## Montana or Bu(s)tte

By Greg Wallace

We all circled our wagons at the Stagecoach early morning on the 1st Friday of August. With all the smoke in the air from battles being fought, we even let a few foreign folks in, an Italian being one, and a couple of our neighbors from the villages of Stuttgart, Baden-Wurttemberg & Ingolstadt, Bavaria. Fuel up by coffee, we put pen to paper, signed our lives away and were ready to make the push to Bozeman.



Our common goal was to make it through, undetected, to Bozeman, then to Butte and back. A task that so many before us could not complete successfully. Many obstacles lay before us, but we trusted our leader, who, camouflaged in bright yellow, would take all the heat, and the rest of us then could quickly shift through the hills and passes and scurry down the flats under enemy radar.

It takes a lot of horsepower to make the distance. Horses and drivers alike need to be feed, so we set our eyes on our first watering hole. Knowing that we have enough to make it that far, we pushed pretty hard so that we could make the trip by light of day. In these parts, when the sun sets, all sorts of challenges come

out of the hills. After passing through freshly graveled trails, twisty passes and some very long straights, the dust settled and we finally made it to Ennis, MT. Thankfully we pushed hard as our watering hole closed at 2pm. Now rested, we were able to make the last sprint to Bozeman where we circled our wagons again, dusted off the day's work, refreshed ourselves and enjoyed a wonderful Italian dinner.

Fortunately, we only took friendly firewater that night, sitting around the campfire, waiting for all the restless natives to calm down. Finally, time to sleep.....

Saturday... refreshed, early, kinda sunny, we hitched our wagons and headed for them hills. As the saying goes, "There is gold, ah hum, copper in them hills". We worked our way north and found the mining town of Butte, MT which was once known world-wide as the 'Richest Hill on Earth'. Now for someone who has never been there, this is truly a mining town, mostly for copper. In 1896, it produced 26% of the world's copper supply. 10,000 miles of tunnels and shafts run under the town. And is the home of the now closed Berkeley pit, which was designated a Superfund site in the 80's. A walking tour educated most of us on the rich history of Butte. We then headed South back to Bozeman, circling the wagons once again.

Saturday evening was filled with fun, food and laughter. The big moment was presenting the Green Jacket to the winner of the Top Gear Challenge. Our challenges included roadside bingo, where we had to find objects on the roadside that matched the pictures on our bingo cards and ended that evening with poker for prizes and points. After tallying up the points, Jim & Anne were presented with the Green Jacket.

Wiping the accumulated dust from our eyes, bugs from our horse's eyes, we regrouped for the journey home Sunday morning. Topping off all of our tanks, we worked our way South, on a safer more friendly route, stopping in Big Sky for a rest and then the sprint back to the comfort of home.

It was again a great trip and for those of you who have never participated, you are missing out on great fun. Thanks to our members who participated: Jim & Anne, Greg, Scot, Dwight & Bobbie, Pat & Stan, Marten & Paula, Kristy, Jim & Nancy and a thank you for a couple non-member participants, Jimmy Wright of Jackson and Brian & Payton Wallace of La Jolla. And I want to give a Special Shout-Out and Thanks to Scot who coordinated the whole event.









## The Summer Tour and Mike Mielke BBQ

*By Scot Anderson*

The tour was a blast. Starting at the “Cars and Coffee” venue at Elevated Grounds in Wilson, Wyoming, a number of Yellowstone Region members gathered for some morning wake up and some good ole catch up on events past.

It was a beautiful Saturday morning, with shiny cars and a fun group of people ready for the tour. Our first stop was Legacy Classic Trucks in Victor Idaho where our own PCA member Fred Vatter was waiting our arrival.

After a brief jaunt over the Teton Pass, riding in force were Stuttgart’s finest selection of Porsches, we made our way to a facility known for taking old Pickups and Suburbans and turning them into masterpieces of machinery. Installing new transmissions, engines and suspensions from today’s technology, updating the gauges to the finest beveled pieces of jewelry, installing new interiors from the seats, headliner, carpet and dash, and throwing down some new paint, these were vehicles from the past that were brought up to current day standards. Not only did they look great, they sounded awesome, were super comfortable to sit in and shined like the day they came off the show room floor, not from 1920, but from 2016.

This was a facility that took your boy or girl-hood dreams and made them real. That vehicle from the past that you wish you still owned today. The car your grandfather drove that you wish you could take one more ride in. Or the truck you always wanted but could never afford. This was the place that revitalized those dreams and gave you one more chance. It was a place where the past meets the present and the boy or girl inside you came back to life. Such a great opportunity to experience what once use to be. If you didn’t get the chance to join us, Fred would be happy to give you a private tour. Find him at [Legacyclassictruck.com](http://Legacyclassictruck.com) or by calling the company directly at 888-589-1664.

The tour continued as we made our way from Victor to Swan Valley over the Pine Creek Pass. One of my favorite passes in the area as there is always less traffic. It wasn’t until the other side of Pine Creek Pass where we came upon the only vehicle to hinder our progress.

It didn’t take long however, when the first straight and passing zone came, that signals were had and with a light touch of the accelerator, that vehicle was history.

Turning left towards Alpine, Wyoming the tour regrouped and once again was off for a wonderful sun filled drive past Palisades Lake. The trees brisling, the grasses swaying in the winds and the waters reflection made for great views of the surrounding mountains. It was the fact of just driving in such a fine vehicle that made for one of those enjoyable afternoons.

Stopping at the Chevron Station in Alpine gave us the chance to catch up again. It’s funny how pulling up to a different vehicle, or getting out next to someone new, gives you the opportunity to strike up a new conversation or to get to know someone you don’t get the chance to talk to that often. The Chevron station was just that as we continued to enjoy each other’s company.

The trip back to Jackson was a quick one through the Alpine Valley floor. Progressing alongside the Snake River is as beautiful as always. It’s so nice to have a recently repaved highway, a new bridge at

the Hoback Junction, which seems to be in its final stages of completion, and even the turnaround in the Hobacks, which seemed pretty painless.

We made our way to Mike Mielke’s house on South Park Loop. He stayed behind to cook for all of us and prepare the fixings. Wearing an apron and a smile, Mike was in rare form that day. Burgers, salads, dessert and cocktails were all waiting for us. I think Mike has the perfect house for a party, plenty of parking, and a back deck big enough for all. Seating under the Pergola was a great touch for a long sunny afternoon drive. The libations Mike had kicked the thirst I had since that cup of coffee earlier that morning.

Mike insisted I relax as he wanted to thank me for putting so much time into the Porsche Club. As difficult as it was to sit still, with his persistence, I actually enjoyed myself immensely. Eating and drinking were had by many that afternoon. The conversations continued and the hours passed. And once again, the Yellowstone Region Porsche Club proved themselves worthy of providing the entertainment needed to get to know my fellow enthusiast. Cheers!!!









# PCA Club Racing

By Pedro P. Bonilla GCR PCA

Photos by Harvey Cummins and Pedro Bonilla

Read the title from the back side: **PCA Club Racing.**

Most PCA members know a little about Club Racing from what they see in the Newsletters, from what they may hear and discuss with other Porsche friends, or from what they may see at the different tracks when these events are being held, but seldom do members know the inside workings of a PCA Club Race. I'd like to give you a glimpse at the back side of PCA Club Racing.



A PCA Club Race is one of the most interesting events for a Porsche owner to attend whether you come to the event as a racer, a volunteer, or just to enjoy the camaraderie and experience the sights and sounds of the spectacle that is PCA Club Racing.

These races are held throughout the US and Canada on some of the most known and respected tracks and sport exclusively Porsche racecars of all types and model years, grouped by classes.

PCA's Club Racing's Motto has always been: **"There is a race class for every Porsche ever made".**

There is no entrance fee and attendees (only PCA members and their guests) have full access to the paddock (cars and drivers) and get a taste of what Club Racing is all about. At many Club Races you can mingle with some of the best pro-drivers in the world.

Many pro-drivers are also PCA members who enjoy the camaraderie and

competition of pure Club Racing. Racing for the fun of it. What a concept! No prize money, just bragging rights and maybe a trophy

Only in PCA Club Racing can an amateur racer compete against some of the top pro-drivers in the world.

Try to see if you can form a foursome of golf with Tiger Woods, Phil Mickelson and Rory McIlroy.

A PCA Club Race takes years in the making and it requires the expertise and generosity of hundreds of volunteers to make it happen. Organizing Committees start working on next year's Club Race the day this year's ends.

The PCA Club Racing Committee, the PCA National Office and the PCA Regions work in unison to put a Club Race together.

The PCA Club Racing Committee maintains the Club Racing Rulebook, determines the licensing procedures and oversees all of the planning of a Club Race. One or more PCA Regions organize each Club Race and have full financial responsibility for their race.

In a typical year PCA puts together over 30 Club Races.

These are held at famed tracks in North America, such as:

Sebring International Raceway, NOLA Motorsports Park, Texas World Speedway, Road Atlanta, Thunderhill, Auto Club Speedway, Lime Rock, Monticello Motor Club, Circuit of the Americas (COTA), Buttonwillow, Watkins Glen, Motorsports Park Hastings, Mazda Laguna Seca, NJMP Thunderbolt Raceway, Virginia International Raceway (VIR), Putnam Park Road Course, Brainerd International, Canadian Tire Motorsports Park, Gingerman Raceway, High Plains Raceway, Road America, Mid Ohio, Miller Motorsports Park, Summit Point Motorsports Park, Hallet Motor Racing Circuit, Daytona International Speedway, and Motorsports Ranch, among others.

To give you an idea of the scope of things, let's look at the first Club Race of the year: "The 48 Hours at Sebring", since that's my home Club Race.

The Organizing Committee, formed by Gold Coast Region and Suncoast Region members is made up of 30 members who oversee: Advanced Solo Events, Advertising, Autocross, Communications, Goodie





Store, Grid, IDs, Impound, Information, Insurance, Logistics, Medical, Pace Cars, Program layout and printing, Registration, Scales, Schedules, Signage, Sponsors, Staging and Parking for rigs and vendors, Stewards assistance, Streaming video, Support Center, Tech Inspection, Test-and Tune, Timing and Scoring, Track Announcing, Traffic, Treasury, Vendors, Volunteers, Website, etc.

These Committee Members work under the guidance of not one, but two Committee Chairs who oversee and coordinate every single detail of the event.

At the 48 Hours at Sebring Club Race, it is not uncommon to have between 350 to 400 Porsche racecars, which will include: 350 to 400 drivers, 300 plus rigs and trailers with close to 1000 crew members, 250 to 300 volunteers, 100 corner workers and track safety personnel, 30 to 40 vendors and sponsors, over a thousand PCA members and their guests, a dozen PCA National Club Racing Officers (Stewards, Scrutineers, Timing & Scoring Officials, Club Race Coordinator) and another half dozen PCA National Staff and Officers as well as special domestic and international guests and VIPs.



All of these vehicles and people require an infrastructure to take care of the logistics such as: food, fuel, information, lodging, parking, safety, services, tires, water and much more. The racetrack becomes a small city during the event, and it must be run as such. That is the responsibility of the PCA Regions' Organizing Committee.



There's also the side of racing. In order to make these races safe and fair, the racecars, the drivers and their safety equipment need to be inspected and checked to make sure they adhere to strict standards.

The same is true with the racing action. Rules and procedures must be followed and enforced in order to have safe, fair and successful races. Those are some of the responsibilities of the PCA Club Racing Committee.



*continued on page 20*

## The Top Gear Challenge to Bozemen

By Scot Anderson

I picked up Kristy Welfl at 8:30 AM. I thought for sure this was going to be a great trip, as for the first time I would have my very own navigator. With plenty of time to spare, we headed straight to Pearl Street Bagels for a Honey Sunflower with Mountain Berry and a latte. With a fresh coat of wax on my C4S, the top down and a smile on my face, I was ready for three days of driving nirvana that doesn't come often enough.

Thinking we'd be early as I pulled into the Stagecoach bar in Wilson, I was sadly mistaken. It was only 9 AM, and there it was - a black Mercedes waiting to join us. Greg Wallace's friend Jimmie looked like a nice guy, but he definitely had an evil side. I think Greg called it the AMG Hammer. From the tail lid, it had a little G moniker and on the front quarter panel a little insignia from a well know company called Rentech. It wasn't even running and that SL65 AMG gave me goosebumps.

As others arrived, the weekend began by catching up and warming our souls via the bright yellow sun. Stan and Pat Siegel came in a "new to them" Porsche 911 Targa. According to Stan it was so new he still wasn't sure how all the buttons worked. Bobbie and Dwight Reppa were there as well. They had finally been able to schedule time away from work and join us on the trip. Showing up in their beautiful white Boxster was a welcomed sight. Marty Quadland and Paula Szytko showed up again this year, driving their beautiful 1986 911 Turbo. It's always great to see that car in its shining glory, as old as it is, it is still a masterpiece in design. Jim and Nancy Stockhouse were present of course, driving their Porsche Cayenne. At the Yellowstone Region PCA, we don't discriminate. A Porsche is a

Porsche and those Cayenne's kick butt. Charlie Burt arrived as well for the first time on a PCA overnight. Driving a 993 C4S in black, my favorite body style of all the years past, I enjoyed having another C4S owner in the pack. Of course, Greg Wallace's 993 Black Turbo is also a car of beauty. As previously mentioned, Greg's friend Jimmie Wright brought his Black SL65 AMG (and yes, I still have goosebumps). Greg's brother Brian also joined us from La Jolla, California in his Audi A4 Wagon and brought his son (Greg's nephew) Peyton along for the ride. The safety talk was given and it was time to throw caution to the wind. The Top Gear Challenge was handed out once again with hopes a new recipient for the Augusta Green Jacket would be had.

Last year's winner was Jim and Nancy Stockhouse who wore it proudly throughout the year. Having won the jacket came with the privilege of attaching a new patch on the sleeve. Jim special ordered a "Flying Dentists" patch claiming "no speeding tickets," truly a rare and intriguing feat, which now dawned the jacket alongside many of the other patches.

With seatbelts latched, turn signals in working order, and odometers set, not only the tour, but also the race for the jacket, had begun. Heading due west over the Teton Pass, 9 cars and 15 attendees, began our journey to Bozeman, Montana. A destination we had never selected before, at least not since 2006.

The first challenge was "Road Trip Bingo" and consisted of a number of street signs and a few Porsche's 'photo shopped' into the game. The winner was the first to attain 5 in a row and be the first to text me with the winning phrase.

Having stopped at Wells Fargo in Driggs for our first bathroom break allowed us to pick up two more, Jim Wunsch and Anne Fish, from the other side of the Pass. Every Porsche Club needs a token Ferrari and Jim and





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Anne were it. They were a welcome addition to our group of course and it was once again a time to catch up and continue the socializing that began earlier that morning.

As we began to leave once again, Charlie Burt in his 993 C4S took over as the lead car. Having a home in Bozeman he visited often, made him the perfect tour guide. He avoided downtown Ashton, Idaho and instead took us on a windy road around the town that eventually headed north to our lunch



stop in Ennis. The Pic-a-Nic Restaurant had outdoor seating and great food to give us the energy we needed to finish our trip. Before we sat down for lunch, however, Challenge Number 2 arrived. "The Bar Slut, The Male Gigalo and the Virgin" was an interesting little game every participant played by selecting the vehicle that best fit the description.

As we finished lunch, it didn't take long before the ladies started shopping. Somehow credit cards flew across the air. I was not sure of the damage, but Anne Fish modeled a sweater for all of us that fit her quite well.

Challenge number 3 came before we got back into our cars. It was "I have a Dream" and required participants to write down a dream from their past, present or future. This challenge was to be used as a conversation starter for dinner later that evening.

Before we knew it, we arrived at the hotel, the Country Inn and Suites. A very clean hotel with a great lobby, continental breakfast and an outdoor fire pit. Having checked in, the Vino started flowing from the lobby and

*continued on page 16*



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continued later that evening. Jim and Nancy Stockhouse took their Cayenne, along with Kristy Welfl, to Costco across the street to pick up supplies for the weekend.

Those of us who came equipped made our way to the Outback Steakhouse next to the hotel. Hitting the sports bar, Greg Wallace, his brother Brian, Brian's son Peyton and I headed over early to watch the opening ceremonies of the Olympics. It wasn't long before Jim and Bobbie Reppa, Jim and Nancy Stockhouse and Kristy showed up to join us.

Dinner time came quickly and we all headed to the Italian Blacksmith. Seated at one long table, we were joined by Kristy's friend Margarite, who lives in Bozeman. Cocktails were ordered, dinner was served and the restaurant's noise level got louder and louder. As we neared the close of the evening, it was time for the awards for the first set of challenges.

"Road Trip Bingo" was won by Kristy herself. It didn't take long before she texted the word "Bingo" to my cell phone, as I sat next to her driving along the way, which was used simply to verify the time of her victory. With no help from me, she did an amazing job at finding 5 in a row by the time she left the Driggs city limits. Shammy cloths were had by all who submitted their bingo cards, the perfect gift to keep your car water free and spot clean.

Challenge #2, The Bar slut went to Jim Wunsch in his Ferrari, so appropriately awarded for a car so sleek and beautiful. The Male Gigalo went to Marty Quadland and Paula Syzpkio for their beautiful 911 Turbo. "it's red, need I explain more," was the comment heard most often about Marty and Paula's car. "The Virgin"



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PHOTO COURTESY TAHOE SOUTH/ R. DAHNOUN



award went to Greg's brother Brian in his white Audi. "Versatile, fun and as pure as the virgin snow," it was an obvious choice. The awards of course were Party Lei's (the dollar store special) and insulated coffee mugs that were a prize possession from years past.

Challenge #3 was a wash as no one needed help conversing amongst old friends. Prizes were still awarded however and fortunately there was one for every vehicle. Steering wheel covers were had by all with the hopes of some well decorated Porsche's for the next day's events. From black and white to blue and purple Zebra print, the covers were sure to add some class. I knew things started to get a little crazy when I looked across the table to find the award for Marty Quadland and Paula Szytko on Marty's head, wearing it proudly like a bandana. It wasn't long before Peyton Wallace had the Lei wrapped around his head, with matching cuff links, that he started in on a the "whitest" hula dance hopefully you've never seen. With that, I knew the weekend was going to be anything but normal.

Closing the night off were cocktails at the Outback once again to watch more Olympics. With last call at the crack of 10:30, the late night revelers quickly made their way back to the fire pit outside the hotel. The night didn't end till a wee 2 in the morning... or maybe it was 3.



The next day was Saturday and after breakfast in the lobby with an extra side of coffee, we were off for another day. Our plans took us to the Butte Brewery for lunch. Unfortunately, as well rated as the brewery was, the ratings failed to mention they didn't serve food. With the okay to bring in anything we liked, a phone call was quickly placed for pizza delivery by a local restaurant. "Three larges to go," we said. "Can you deliver to the Butte Brewery." And within 30 minutes,

we had enough food to get us to dinner.

Our next stop was the Butte National Museum where we were given a lecture on the local copper mines and the underground tunnels associated with the industry. We also toured some of the pathways beneath the city streets that were mostly used for business. We were guided to the local jail house to see the barracks of where many a criminal were kept during the prohibition days. It also housed many a well known thieves in the mining town, Evil Knievel and Awful Knoffel to name but a few. Butte grew to over 100,000 people during the 1920's and was the biggest city west of the Mississippi. Its present population has stabilized over the last three decades at 30,000 people. We finished off the tour with a "Speak Easy" in a very opulent hotel on Main St. As Butte chose not to participate in the abolition, it wasn't until Mary Nation came to town to destroy the alcohol with her own two hands that she was met with some pretty strong opposition. Eventually forced out of town, Mary left and the alcohol continued. It seemed as we were walking to our cars to head back to the hotel, we noticed many bars surrounded Main Street and realized how alcohol was such a huge part of its past and still exists as part of the character today.

Travelling the interstate back to Bozeman, we quickly made our way back to the hotel. I gave it my best to have the hotel bring us to the Whiskey Bar in down town. To no avail, it was Anne Fish's turn. Using her best skills as a stewardess, back in the days at United, she quickly persuaded the hotel employees to "go get gas" in the Hotel shuttle and drop us off along the way. And oh how sweet it was. We piled in and were given door to door service on both the ride there and on the way back. Thank you Anne!

Dinner was in a private room at an underground bar in the heart of down town Bozeman. The service was great, the atmosphere was happening and the company was awesome. Once again 18 of us were deep into conversation before we knew it. Dinner was served and it was time for the final two challenges. Challenge #4 was five card stud, easy



*continued on page 18*

enough. And Challenge #5 was a game of Go-Fish. I was glad I purchased extra sets of playing cards.

Having handed out two cards previously, participants selected three more from various decks. Prizes were awarded to those with at least a pair. Appropriate for fall decorating were mini, window sill scare crows that were quickly turned into Mr. Bill characters. The "5 Card Stud" winner was Dwight Reppa with a Full House.

The next Challenge was Go-Fish. Six cards were selected by each participant from various decks. Final cards were selected for the winners and anyone



cocktails. Thank you everyone for your kindness in buying my dinner. It was such a great surprise to feel your love and appreciation. I cannot thank you enough.

But the party didn't end there, the group continued on to a pub and restaurant north of town, Anne wearing her new jacket and Jim Wunsch walking proudly beside her. When we got to the bar, some pretty mean pool games erupted. To our surprise, there was not one air ball, not a stray bullet or even a rolling "eight" ball across the wood floors.

The next day was Sunday. After a leisurely breakfast, we headed back to Jackson past Big Sky, Montana. Driving amongst the rain was a challenge, fortunately the rain was light and intermittent. Travelling as a group once again was a highlight for sure. This year we actually stopped at Gushers Pizza in West Yellowstone and of the 12 that remained, we sat together and enjoyed each other's company one last time. A few had continued on back to Jackson on their own and the Siegels stayed on Bozeman to practice their fishing skills.

After a few group pictures and one last hoorah, we journeyed on. Travelling through Ashton Idaho once again, we made our way back to Jackson. Another year and another adventure. This is my tenth outing with the club and I will admit every year gets better and better. This year was no exception and I will honestly say "it was awesome!!!"



matching the card selected won polishing cloths. Twelve prizes in total were won, so very appropriate for such car fanatics.

And then, it was time for the Grand Prize. Totals were tallied and in third place, was Peyton and Greg Wallace with 85 points. Second place went to Kristy Welfl with 89 points. And, with 103 points, our valiant winners of the 2016 Augusta Green Jacket went to Jim Wunsch and Anne Fish. Pictures were taken once again with Nancy and Jim Stockhouse, last year's winner, handing the Jacket over to Anne and Jim. You could feel the joy as Anne's pearly whites glistened and a sparkle of life appeared on Jim's face. It was a proud moment. Congratulations Anne and Jim!!!

Of course the highlight for me was a free dinner and





# 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.

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I hope you get the picture.

From the front side it all seems to work seamlessly, and that's the aim.

From the backside it's controlled chaos, carefully orchestrated by a team of highly knowledgeable and dedicated PCA members who make it look very easy by having foreseen and planned for every contingency.

Oh, and by the way, every single one of those hundreds of PCA members who make it all happen is a non-paid volunteer!

I've been truly blessed to get to see all sides of PCA Club Racing. First as a member, attending and volunteering at several races, then as a "48 Hours at Sebring" Committee Member and as a PCA National Club Racing Scrutineer who also gets to work at some of our other great PCA Club Racing tracks. Woohoo!

Why don't you make it a point to attend one or more of these great events throughout North America if you haven't done so already, and better yet, why don't you volunteer to help?

You won't regret it, and you'll probably get hooked too.

Don't ask me how I know ;)

See you at the next PCA Club Race!

If you have any questions on how to obtain a PCA racing license or on PCA Club Racing in general, please contact the PCA Club Racing Licensing Coordinator at: [PCAclubrace@aol.com](mailto:PCAclubrace@aol.com).

For additional information on Club Racing and more, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,

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## Welcome addition to expert sales team

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 a 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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**Rusty Brown**  
Membership Chair

**Willkommen**

*"Please welcome our newest members"*

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### Greg Wallace

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