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October 2017





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

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Newsletter Contents

Cars & Coffee.....	4
Fairmont Road Trip	6
Sun Valley Road Rally	9
Nano Nano.....	10

Montana ??????	12
Membership.....	18
Advertiser Index	18

Cover Photo Robert Baltensperger's beautiful and rare 1996 Arena Red 993 Turbo. These turbos are fast becoming a holy grail car for Porsche collectors. According to Robert, "the guy who sold it to me got fired the next day". Photo: Greg Wallace



Cars & Coffee





Fairmont Hot Springs Road Trip July 12-30, 2017

Words: Mark Kaczor

Photos: Mark Kaczor, Scot Anderson

Elwood (a.k.a. Mike M.): It's 283 miles to Fairmont Hot Springs, we got a full tank of gas, half a pack of cigarettes, it's daylight... and we're wearing sunglasses.

Jake (a.k.a. Pledge Mark K.): Hit it.

The club left the Stagecoach in Wilson and proceeded to Driggs to pick up the New Fraternity/Sorority pledges Mark & Mary K. Mike M. made a stirring safety speech which was followed by the Manager of the Exxon/Mobil Station (with the highest priced Premium Gas in the Northwest) asking our Congregation to exit the premises as we were scaring away customers. Mike led the way starting with the best sports car road in the region, Idaho 32 between Tetonian and Ashton. The Plebes, Mark & Mary, then took point on the US 20 Scenic Bypass past the Upper and Lower Mesa Falls where Mike reassumed the lead and guided the crew on through Ennis and points North with Mark & Mary taking the responsibility of negotiation with a Montana State Trooper North of Ennis. Apparently, the Trooper was responding to unfounded complaints from local citizens about a group of flashy firrin' cars traveling across the Montana Horizon. The new pledge couple assured them that the group was benign, that the trip began with a safety lecture, and the Trooper asked Mark K. to pass his regards on to the group.

On Friday evening Dinner was served at the Fairmont Hot Springs Resort and a good time was had by all, especially when Mark K. returned from the Front Desk after being called from Dinner to speak with a Montana State Trooper. Mark returned to the table with his hands tied behind his back but the joke was obviously on the Plebe!

On Saturday the Drag Races at Lost Creek Raceway near the Resort were the highlight, with Mike M. entering his 2017 Z06 in the competition and Mike and Dwight R. volunteering for track maintenance by riding brooms all afternoon. Saturday was capped by Dinner at Barclay's in Anaconda where the proprietor clearly new our group from previous outings and, much to the Pledges surprise, this seemed to be an advantage! At the close of the Dinner President J. Wunsch explained the history of "The Club Jacket" and a drawing was held to determine the new caretaker for the next one year sentence, without parole. While the New Fraternity/Sorority pledges Mark & Mary K. may have opinions on the conduct of the drawing, as luck would have it, Mary K. became the proud new Lessee of "The Club Jacket" and wears it proudly, including to the Porsche Salt Lake City private showing of the 911 Turbo S Exclusive Series at the Grand America Hotel on August 30th.

Sunday morning found many of the club members on the Golf Course, followed by a noon departure for the return trip via Big Sky, MT and a late lunch in West Yellowstone, where many culinary surprises were served including "Moose Balls", which Mark K. assured all were in fact "Meat Balls"!

In closing, the final "hazing" activity for the New Fraternity/Sorority pledges Mark & Mary K. was the writing of this article, now done. We hope that after completion of Mary K's one year sentence with the ever so special "Club Jacket" that we will become full-fledged members of this wonderful group. It was truly a pleasure to meet all the members on the trip and we look forward to meeting more at the next event. Chip (a.k.a. Pledge Mark K.): [being spanked as part of Omega's initiation] Thank you, sir! May I have another?

Regards,

Mark



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Sun Valley Road Rally 2017

Words: Greg Wallace

Photos: Greg Wallace

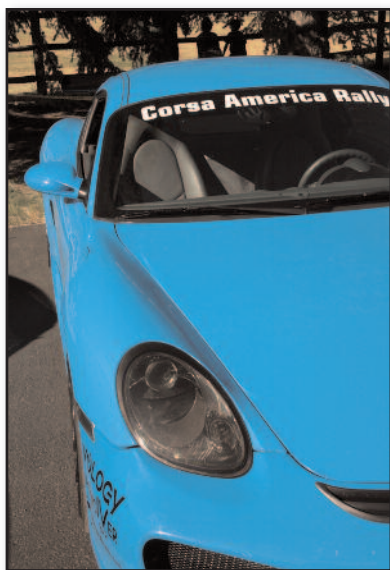
An impromptu trip to Sun Valley the weekend of July 21-22 was the result of me finding out that the Sun Valley Road Rally was indeed being run. Maybe it was just a change of venue that confused folks. This year it was run on Gannet Road, south of Ketchum. I had heard a couple months earlier that it was cancelled this year, which then changed the venue for the YELPCA Summer Tour, as I was trying to combine the two. I was surprised when, Ted, co-owner of the Bird said he was heading over there to golf and watch the cars run. It fit in between doing nothing and my Alaska fishing trip, so off I went.

I have only heard about this event so I thought that I could do some reconnaissance for next year's Summer Tour. The event consists of a parade on Friday evening through Sun Valley ending up at a park to show off the cars. There were probably 30 or so cars, but no super exotics, like a Veyron or even the 2 Ford GTs to be driven by Edsel Ford II and his son. They did serve cold beverages and the

cars that did show up were still nice to look at.

The next day, Saturday, is the day of the event, starting at 8 am and running until all cars have run, I guess. We got there about 9 am and the cars were running. It was taking about 6-10 minutes between cars as they did a sweep of the course between every run. I would guess that we are also about 200 yards from the road, so we could see the cars, but they were pretty far off. A few you could hear, but for the hour or so, most were silent as the swept past us. A modified NASCAR hit 197 and a 991 turbo hit 175. The 2 GTs ran, the son at around 165 and dad only did around 145. We did not stay long as it was hot in the sun and most of the shade was taken.

Next summer I am hope that we can combine our Summer Tour with this event. I for one would like to participate. I really did not find it much of a spectator sport. Could not hear most of the cars, they were pretty far away and certainly did not smell any race fuel. I did find out that it costs \$1950 per run. So save your pennies for next year. I, for one, now have this on my bucket list, just for bragging rights.



Nano Nano

by Pedro P. Bonilla Gold Coast region PCA

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What does Robin Williams playing the role of Mork, from the Planet Ork have in common with a lotus plant and your Porsche?

There's a company in the UK named Nano Labs which decided to emulate the properties of the lotus plant as it applies to painted surfaces, particularly for automobiles.



Unless you have a just Concour'ed Porsche, chances are that there are a number of contaminants on your car's surface, among them: bird poop, stains from acid rain, road grime, pollen dust, soot, and remnants of insect collisions, among others.

Our cars' paint finish does not have the ability to repel those contaminants and that's why it's recommended that you protect those surfaces regularly with a thorough cleaning and a good waxing.

You don't enjoy cleaning and prepping for a Concour D'Elegance? Not to worry. In the not-so-distant future, our cars may come from the factory with an eco-friendly paint finish that can degrade pollutants through a nanoparticle compound and natural light, known as nano-coating and is just one of many products and applications that result from nanotechnology. In essence the paint finish can prevent road debris, water, and even oil from sticking to it and drying on its surface. This revolutionary new coating known as "self-cleaning paint" is hydrophobic (repels water) and oleophobic (repels oil).

Nanotechnology is a new industry that is based around the study and development of nanoparticles, which are minute particles of elements so small that they have to be created in a lab. These nanoparticles have some very unique properties, especially in the way they react with ordinary (nature-made) particles.

The first car maker to put nano-coating on a vehicle

was Nissan, but Porsche is anxiously awaiting the test results so that they can jump in as well.

The automotive nano-coating known as Ultra-Ever-Dry tries to achieve what the leaves of the lotus plant does so well, the ability to shed (repel) water and dirt from its surface.

The engineers who designed the coating figured out how to minimize the surface area where water, oil, and dirt cling, which then makes the water and other contaminants run right off.



Nano Labs says that other technologies in the market rely on texturization or high energy surfaces. In the case of texturization, dirt and pollutants are picked up by water droplets due to nano or micrometric architecture of the surface which minimizes adhesion. The other case, high surface energy materials, uses products such as Teflon to coat the surface. The problem with both of those approaches, according to Nano Labs, is that they are very expensive and hard to apply on large surface areas.

The novel approach by Nano Labs is based on a unique nanoparticle compound proprietary to them.

The Ultra-Ever-Dry coating is neither a texturized nor a high energy surface approach. It leverages natural light and proprietary nanoparticle system which allows any surface to literally keep itself clean from contaminants, dirt, dust, fungus graffiti, bird droppings or insect remnants.

Nano Labs also claims that the water-repellant property will prevent snow, ice and frost from building up by maintaining a layer of air between the top of the nano-coating and whatever touches it.

I wonder when can we get it in GT3 Orange, Speed Yellow, Guards Red or GT Silver?

To learn more about automotive nano-technology and more please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro





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Restore It!

by *Pedro P. Bonilla GCR PCA*

I have not found a better automotive leather upholstery than Porsche's; at least not better in longevity and wear.

Having said that, after having owned my car for 17 years and after having rested my big, fat behind on the driver's seat for over one quarter of a million miles (250,000) the leather was, to say the least, a bit tired.

Going the route of re-upholstering with new leather would have cost several thousand dollars and, as usual I wanted to keep it on a small budget.

Replacing the seats was an option. One can purchase used seats from any Porsche dismantler at relatively affordable prices, but then one must deal with shipping, removing, installing, etc. Most of the time these used seats are also somewhat tired, especially on the driver's left bolster which takes the most abuse when one gets in and out of the vehicle.

Also, because I had had my vehicle for so long I thought that a change in scenery would be welcomed.

I had ordered my car in Graphite Grey with the full leather interior and with some carbon fibre accents, such as the steering wheel, the shifter and the handbrake.

So when I took a good look at my interior I knew I wanted some change.

I did some research and found several places that sold leather restoration products.

After calling them and speaking with the customer service departments I decided on LeatherMagic.com.

I ordered some materials: a Restoration Kit for Graphite Grey leather (yes, they have Porsche interior colors by their actual name) and a (black) Dye Kit for leather.

I have also used Leatherique.com products as well.

When the kit arrived, I followed the instructions, which were to clean and prep the leather.

You can clean leather seats with warm water and mild soap and a sponge. You'll be surprised at how much dirt comes out. Do this several times rubbing gently. Finish with a clean water rinse with a towel to remove any soap remnants.

Once the seats have dried you can apply the supplied leather-prep solution. If the leather is creased or shows cracks you can sand it down to correct the imperfection

and then the new dye is applied. The correct grit sandpaper is provided in the kit.

The dye can be applied with either a soft-sponge brush or using their aerosol adapter that allows you to spray-on the new dye for a very uniform finish.

Because I wanted to change some of the leather color I had to do some masking as well. I had decided to do a two-tone interior by dyeing some of the leather panels in black and restoring the graphite gray in the others.

Here are some of the before and after images:



I liked the way the steering wheel turned out so I hand painted the embossed crest in red and gold using Testors model airplane paint (Gold and Guards Red).



It really is quite simple to update your Porsche's interior whether it's leather or vinyl. There are also products to re-dye faded carpets and other cloth material.

Don't be afraid to do it yourself!

For more information on leather restoration and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

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Upcoming Events

Scavenger Hunt/Amazing Race

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