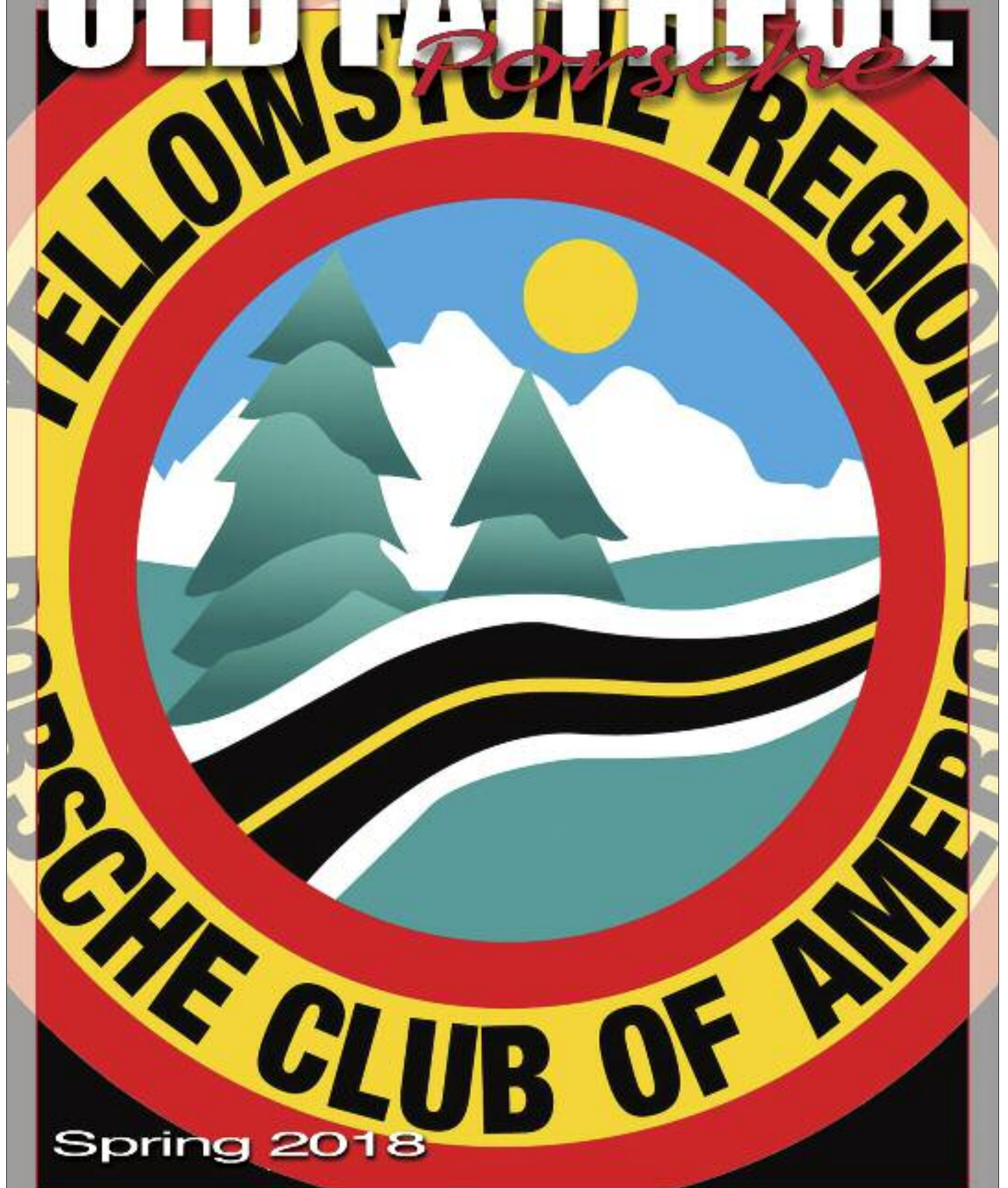


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*Porsche*



Spring 2018



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

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## President's Message

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Spring is the time for change here in Jackson. The grass is starting to green and yet snow showers just will not leave us alone. Many of us are beginning to pull our cars out of storage, but maybe it's just a bit too soon. Things have also been changing for YELPCA.

In January, we had our annual meeting where we re-elected our board members. Jim Wunsch, President; Greg Wallace, Vice President; Cody Mulligan, Treasurer; Bobbie Reppa, Secretary; Tour & Autocross Chair, Dwight Reppa; Tour & Activities Chair, Frank Forelle, Activities Chair, Eric Weber. Mike Mielke will be stepping off this June 1st and just recently, Jim Wunsch decided to step down as President, and now I have assumed that role temporarily.

So, this is a plea to our membership to get involved. If we don't get more folks involved, I feel that the few of us who are, just cannot continue to keep the club active. I do not have the time to be President, but will continue on as VP. I am in the process of transitioning the newsletter, this is my 5th year, to Mark Kaczor.

So let me know as soon as possible if anyone would like to take over the Presidents position and continue on with the club?

## SUN VALLEY TOUR de FORCE July 27-29, 2018

A block of ten rooms have been reserved in Hailey, ID for this event ( formerly known as the Sun Valley Rally ), but unfortunately, since the rooms were reserved for our group, I have been informed that the SNRA ( Sawtooth National Recreational Area ) has for the first time, denied a spectator permit for the event this year.

Both the Car Show on Friday evening and the Speed Event on Saturday will take place, but we would only be able to attend the Car Show.

The promoters have assured me that they are making every effort to come up with an alternative spectator event, but there is nothing in place at this time.

You will be notified if a new event is scheduled.

Regards, Marty Quadland, Activity Chair.

## SUMMER / FALL DRIVING TOUR to BUFFALO, WY & RED LODGE, MT September 7-9, 2018

This trip is all about the cars, roads and scenery with little time for other activities other than cocktails, dinner and evening socializing.

### Day 1:

7:30 AM. Meet at Dornan's for safety talk etc.

8:00 AM. Departure. Dornan's - Riverton, WY 4hrs / 150 miles ( Togwotee Pass ) with 20 minute rest stop in Dubois, WY.

12-1:30 PM Lunch in Riverton, WY Restaurant TBD.

1:30-3:30 PM Riverton, WY - Worland, WY 1hr / 45 min / 88 miles ( Wind River Canyon ) with 15 minute rest stop in Worland WY.

3:30-5:30 PM Worland, WY - Buffalo, WY 2hrs / 90 miles (Ten Sleep Canyon and Powder River Pass )

Day 1: total miles 341

### Day 2:

8AM Departure. Buffalo, WY - Sheridan, WY - Burgess Junction, WY 1hr / 40 minutes / 86 miles ( Black Mountain ) with 20 minute rest stop in Burgess Junction, WY

10AM-12PM Burgess Junction - Cody, WY 2hrs / 100 miles ( Granite Pass and Shell Canyon )

*continued on page 9*



# Who are RON and MON?

by Pedro P. Bonilla (GCR PCA)

If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the  $(RON + MON) / 2$  method. Here in South Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.



But what exactly is **octane** and who are **RON** and **MON**?

When crude oil is "cracked" or refined, it breaks down to produce hydrocarbon chains of different lengths:

Methane ( $CH_4$ ) with one single carbon atom

Ethane ( $C_2H_6$ ) with two carbon atoms in the chain

Propane ( $C_3H_8$ ) with three carbon atoms in the chain

Butane ( $C_4H_{10}$ ) with four carbon atoms in the chain

Pentane ( $C_5H_{12}$ ) with five carbon atoms in the chain

Hexane ( $C_6H_{14}$ ) with six carbon atoms in the chain

Heptane ( $C_7H_{16}$ ) with seven carbon atoms in the chain

Octane ( $C_8H_{18}$ ) with eight carbon atoms in the chain

Nonane ( $C_9H_{20}$ ) with nine carbon atoms in the chain

Decane ( $C_{10}H_{22}$ ) with ten carbon atoms in the chain

and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.



In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, **RON** (Research Octane Number – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and **MON** (Motor Octane Number – which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance). The octane number is then reported as the average therefore we see:  $RON + MON / 2$ .

It turns out that heptane ( $C_7H_{16}$ ) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane ( $C_8H_{18}$ ), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens.

*continued on page 8*



# YELLOWSTONE REGION PORSCHE CLUB'S JUNE SOCIAL & HEAVY APPETIZERS



**Saturday  
June 16<sup>th</sup>, 2018**

**Location:**

**Lift Restaurant**

645 S Cache St, Jackson, WY 83001



**On the Upper Deck  
4 to 7:00 pm. Cash Bar.**



The June Social is the Yellowstone Regions first event of the summer and in typical Jackson style attire will be dressy casual. This years' event will be held at the Lift Restaurant on the Upper Deck overlooking the Snow King Mountain. Heavy Appetizers will be provided with a Cash Bar at hand. Taking place from 4 to 7 PM, the June Social will allow you to have the rest of the evening for yourselves. We look forward to spending a casual afternoon together and re-connecting for the 2018 summer season.

Name(s): \_\_\_\_\_ Total attendees: \_\_\_\_  
Name(s): \_\_\_\_\_ Check amount: \_\_\_\_  
Total Price: \$30.00 / person

**Deadline for reservations is June 10<sup>th</sup>.**

Please **RSVP** and confirm your reservation by completing this form and a making check payable to:  
**Yellowstone Region Porsche Club.**

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

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

Attire: Dressy casual

*continued from page 4 Summer Drive*

12PM-1:30 PM Lunch in Cody,WY Restaurant TBD

1:30PM-4:30PM Cody,WY - Red Lodge,MT 3hours / 110 miles ( Dead Indian Pass, Chief Joseph's Scenic Highway, Bear Tooth Pass ).

Day 2: total miles 296

### Day 3:

9-10 AM Departure. Red Lodge,MT - Jackson,WY 6 - 7hrs / 230 miles ( Bear Tooth Pass, YNP ) with 20-30 minute rest stop in Cooke City,MT Hotels / Restaurants ( Dinner ).

Friday, September 7, 2018 Holiday Inn Express, Buffalo,WY  
A block of ten rooms has been reserved for our group (Yellowstone Porsche Club). Confirmation #64958834. Blocked rooms can be booked individually until August 5, 2018. Booking after that date is subject to availability. Phone: 307-684-9900. Dinner reservations will be made for our group at the Winchester Restaurant across the street.

Saturday, September 8, 2018 Rock Creek Resort, Red Lodge, MT. A block of ten rooms has been reserved for our group (Yellowstone Porsche Club ). Holly Lucara is the contact 406-445-0457. Blocked rooms can be booked individually until August 7,2018. Booking after that date is subject to availability. Dinner arrangements will be made at the onsite restaurant at Rock Creek Resort.

Regards, Marty Quadland, Activity Chair.



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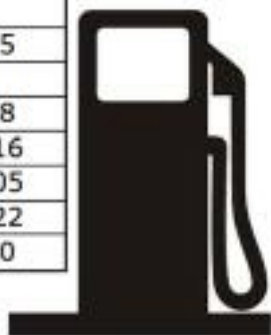


By definition, the RON and MON of **n-heptane** and **iso-octane** are exactly 0 and 100.

So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination of octane/heptane).

Other fuels and their RON and MON values are as follows:

FUEL	RON	MON
hexadecane	< -30	
n-octane	-10	
<b>n-heptane</b>	<b>0</b>	<b>0</b>
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
<b>iso-octane</b>	<b>100</b>	<b>100</b>
benzene	101	
t-butanol	103	91
ethane	108	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122
hydrogen	> 130	10



An octane number doesn't relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency

on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer's recommendation for gasoline octane requirements for your particular engine.

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Happy Porsche'ing,

Pedro

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