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Fall 2018





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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 Let us introduce you to the Yellowstone PCA.... this is what you'll see!





President's Message

It is with great pleasure and a sense of responsibility that I introduce myself as the new Yellowstone PCA (Porsche Club of America) President. As many of you know the club has been struggling with membership and had difficulty filling club positions. At our Spring Meeting when Greg Wallace asked for volunteers to be Club President (Greg was acting President after Jim Wunsch stepped down) nobody stepped forward. Out of fear that the club would dissolve, I agreed to accept this position. While I am a relative new member, and new to Porsche ownership, 2 years and 6 cars later, my Wife and I have been having a blast with the club, we thoroughly enjoy the company of all the members, and we have the memories of two Club Road Tours in our Book of Porsche stories. Mary is also the current Caretaker for the Club Jacket which provides a segue to my actual message.



(Mary Kaczor receiving The Club Jacket from Jim Wunsch)

The Club needs new and increased membership and I will emphasize recruitment as we move forward. There is a solid core of members that have been with the club a long time but many are drifting away. There have been some internal discussions about events to draw new members, perhaps a "Vendor Night" in October where we invite all of our newsletter advertisers and try to attract a good turnout from our current and potential members to breathe new life into the club. As for my part, I intend to begin calling and e-mailing everyone on the PCA membership list which I receive from PCA National every few months. There are a lot of new Porsche owners in our region and I bet they do not even know of our existence. I can't even remember how I first made contact with the club but I think it was through the Porsche Dealership letting me know how to join the PCA. Regardless, I am glad I did. I will also get business cards made for myself and a generic card so that we may leave them at dealerships and service providers where other Porsche owners may cross our paths. A card under a windshield wiper of a Porsche you walk by in the area might also help. And in closing, the active members all agree that the club is open to all car enthusiasts, regardless of the brand they drive, and many have participated in our Road Tour weekends. Please feel free to contact me anytime with new ideas, old ideas that have produced fun for the Club, and questions. There is No Substitute for enthusiasm. :)



Regards,

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June Social

by Paula Szytko

This year's Yellowstone Region's first event occurred at the Lift Restaurant, on the Upper Deck, on Saturday June 16. Although many of us had dined at the Lift, the Upper Deck was a new venue for the PCA. It could not have been more delightful! It was a beautiful sunny early summer evening, with views over Snow King adding to the ambience. Of course, in typical Jackson style, "dressy casual" attire ranged from shorts and sleeveless tops to down vests and leather leggings! In the Hole, you just never know!

A pleasant surprise...although the event was billed as "Cash Bar", our organization picked up the tab! Have another Prosecco! And although most of us planned on doing dinner afterwards, the "heavy appetizers" more than sufficed for a summer supper. The shrimp and the sliders were favorites among the gents, while the ladies made a beeline for the mini cupcakes! Kudos to the Lift for a delectable spread!

There was considerable discussion about the future of the club. Although Jackson Hole has no shortage of things to do, all in attendance felt the "Porsche Club" offers something special to the "motorheads" in the Yellowstone area. Mark Kaczor, a relatively new member from Idaho Falls, graciously accepted the position of President of the Yellowstone PCA. Mark's enthusiasm should carry our organization far.

Greg Wallace will continue as Vice-President. Greg has served as editor of our newsletter for 5 years, but as a busy real estate agent, needs to step down from that position. Thanks, Greg for your hard work. Yours truly agreed to serve as editor (or was it the Prosecco talking?); hubby Marty Quadland, the true "car person" in the family, agreed to help. I would be remiss if I didn't give a special "shoutout" to Scot Anderson, for having served as President and face of the club for so long. Thanks Scot! We know you'll continue to be involved, and any time you want to put together gift bags for the event, feel free!



Quotable Quotes

by Pedro P. Bonilla (GCR PCA)

Recently, while doing research for another article, I came across a couple of interesting quotes regarding Porsche and thought it might be fun to compile a few more and share them here.

Some are from people who's last name is Porsche, mostly are from people who admire Porsches, others not so much.

Enjoy.

Ferdinand Porsche:

Founder Dr. Ing. H.c. F. Porsche GmbH (1931)
(Austrian)



I couldn't find the sports car of my dreams, so I built it myself. If one does not fail at times, then one has not challenged himself at times.

Change is easy. Improvement is far more difficult.

Porsche ... there is no substitute.

Luft natürlich, weil es weder kocht oder friert.

(Air, of course, because it doesn't boil or freeze) – when asked what was best to cool a car engine.

Ferdinand (Ferry) Anton Ernst Porsche:

Son of Ferdinand. Porsche GmbH CEO (1948 – 1989)
(Austrian)

If you can create something time cannot erode, something which ignores the eccentricities of particular eras or moments, something truly timeless ... this is the "ultimate victory".



Now, to put a water-cooled engine in the rear and to have a radiator in the front, that's not very intelligent.
(PANORAMA, Oct. '73)

Ferdinand (Butzi) Alexander Porsche:

Son of Ferry. Designer of the Porsche 911 & 904. Porsche Design CEO
(German)



A Porsche will always look like a Porsche.

Good design only exists in concert with engineering. Designers need to be part engineer.

Ferdinand Piëch:

Grandson of Ferdinand. Porsche Engineer. Volkswagen AG CEO
(Austrian)



The lighter you make the car, the less weight there is to brake for a corner, to take around the corner and to accelerate from the corner.

Jerry Seinfeld:

Comedian - Porsche collector (American)



I have this old '57 Porsche Speedster, and the way the door closes, I'll just sit there and listen to the sound of the latch going, 'cluh-CLICK-click.' That door! I live for that door.

Robert Redford:

Actor – Director. Environmentalist
(American)

I've always liked speed. I own a car that I shouldn't be talking about because I'm an environmentalist, but the 1955 Porsche Spyder 550 RS is the finest sports car ever made.





Carroll Shelby:
Racer - Car builder
(American)
Porsche and BMW drivers
are arrogant.

Thank God there's no 48-hour race anywhere in the world, because chances are nobody could beat Porsche in a 48 hour race.

They're probably the only cars in the world that would stand up for something like that.

Kevin O'Leary:
Entrepreneur. TV Personality
(Canadian / Irish)

There are a lot of impractical things about owning a Porsche. But they're all offset by the driving experience. It really is unique. Lamborghinis and Ferraris come close. And they are more powerful, but they don't handle like a Porsche.



Mark Donohue:
Racer (American)

*"Remove the reverse gear please."
"But what if you spin and are facing the guardrail?"
"Porsche doesn't pay me to drive in reverse..."
(speaking to a race engineer during testing for the Can Am 917-30)*

Peter Schutz:
Porsche AG CEO (1982 – 1987)
(American)

*While the car could be temperamental at times, at least it had character. That's what people loved most about it.
(referring to the 911 of the 80s)*



Helmuth Bott:
Porsche AG Chief engineer
(German)

Hardly any other vehicle concept has proven itself so thoroughly in so many different combinations over the years [as the 911].



Hans Mezger:
Porsche's most distinguished engine designer
(German)



When I graduated from Stuttgart University in 1956 I was offered many employment opportunities, including the large automobile manufacturers.

Despite all these attractive options it was Porsche – a little company then – that caught my imagination. The appeal was their 356 sports car which for me was a most beautiful and interesting automobile.

Despite all these

Bobby Allison:
Racer (American)

911s are expensive "imported Corvairs."



Alois Ruf:
Car builder (German)



With a Porsche you get more performance with less of everything.

continued on page 16



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Fall Tour 2018

by Greg Wallace

Bright and early on Friday September 7th, a small contingent of YELPCA members meet at Dornan's for the annual fall tour. A fall chill in the air was met by Mark Kaczor in his 2017 718 Boxster S, Art Davis in his bright blue 2015(?) Ford Focus ST, Roy & Connie in a 2017 BMW 435xi, Marty & Paula in his 1986 911 Turbo, and Greg in his 1996 993 Turbo.

After signing all the required forms and a safety talk, we slid into our vehicles and began what was to be a wonderful scenic drive into parts of WY that I have never been to. We headed north on US 26 over Togwotee Pass, which is always a scenic drive, summer or winter, and regrouped at the home of the world's largest Jackalope exhibit in Dubois Wy. I was a bit disappointed as they still had not replenished their Necco candies which keep me going on long road trips. We all then headed out on our way to Riverton for lunch.



The trip to Riverton was uneventful, through the Wind River Reservation, and on to our lunch stop at Perrett's. The food was very good, and the service and info that we received from our server, Faith, made it all worthwhile. Apparently Faith is a direct descendant of Chief Washakie of the Shoshone.

Splash and go, we were on our way towards Buffalo. Taking US 26 to Shoshoni, where we made a left onto US 20 and headed north. On the way we encountered the Wind River Canyon, which offered views of the Boysen Reservoir and then on through the Wind River Canyon. Sweeping turns with little traffic encouraged some push on the throttle, however, never too far from acceptable WYDOT limits.

Idling through Thermopolis, we continued to follow the Bighorn River through the towns of Lucerne, Kirby, Winchester, again, mostly straights with some sweepers, encouraging some spirited driving from our President. I had to tag along behind him just to make sure he was observing all posted signs finally landing in Worland for a quick regroup.

Heading East out of Worland on WY 16, things started to warm up as we weaved our way through Ten Sleep Canyon with little traffic hampering our trek until we had to bring things back to normal as we passed through Ten Sleep. We then began to follow Ten Sleep Creek for a short while until we started to climb Powder River Pass. The open gentle rolling road begin to gain some elevation and additional steering input. With a few hours in the seat, the confidence begins to increase, as well as the driving enthusiasm and the sound of a 4 cylinder 718 passing me on an uphill run put the exclamation point on the remainder of the drive. Spirited sweeping turns mixed in with some 2nd and 3rd gear choices helped to keep momentum going into some longer stretches of pavement, allowing some time for the right calf muscle to cramp a bit.





Topping out at 8993 feet, ears start popping as we descend in altitude, following more of the same mix of long sweepers with some gear changing twisties just to keep us engaged. As we come to the end of the fun, Mark and I pull over as I cannot sit anymore with the adrenaline pumping. Jumping out of the car, we are passed by all those we had left in our slipstream. A big Whew! And a big High Five! Mark and I just giggled all the way to the Holiday Inn Express in Buffalo, 20 minutes before the rest of the group. A cold shower needed after that bit of fun. Then we are told by Marty, that the best is yet to come....But dinner first at the Winchester Steakhouse, walking distance from our beds.

Still full from the 10oz petite filet I managed to completely consume the night before, I dieted on a few pieces of bacon and a cup of OJ, we were ready to tackle the day's challenge. We began driving north on I-90 which took us past Sheridan, Acme & Dayton where we found ourselves heading west on WY 14, working some technical twisties, sweepers, and straights until we found the construction zone at Burgess Junction. All the while dodging rain drops and wet roads. The junction offers 2 ways to Cody, some of us took the northern route, 14A, which again allowed us to stretch our

hammies and twist our arms a bit, up over Bald Mountain and through the Big Horn National Recreation Area. The southern route takes one through Shell Canyon and Granite Pass, however, we heard that there was a fair amount of construction activity which kept those folks at a more moderate pace. Once we were all grouped together at the Buffalo Bill Museum in Cody, some of us had our cars washed by the local hockey team, then we had some yummy food at El Vaquero Mexican Restaurant. At this point, Frank Forelle joined us in his 1970 911R.



We had about 16 miles of straight highway on the 120 north to let the food digest before picking up 296 and head up and over Dead Indian Pass. A few of us managed to pass some traffic and really try to get the rubber to roll over a bit on our tires. I think that a 5 point harness would have helped as I would push myself back in my seat to keep me from flinging from side to side. The Club President had no trouble with this, snuggled tightly in his modern 18 Way Seats with Gargantuan side bolsters. 🍌 We certainly had to grab 2nd gear more than a few times. Then came the rain just as we were made the right onto 296 over Bear Tooth pass toward Red Lodge. At this point I had lost everyone, so I was not teased into testing the limits of my rare car on the very wet roads.



Turns out I missed one of the meeting spots and arrived at Rock Creek Resort well ahead of everyone else. The resort would have rolled out the red carpet for us if it were not for the heavy rain, however, we did get a mention on their Welcome Board and had parking spots set aside. The resort sits right on Rock Creek, filling the air with the sounds of rushing water. Completely relaxing, which was well deserved after 296 miles of driving. The Old Piney Dell had us for dinner, a quaint little spot right on the resort grounds albeit they were fresh out of Pierogis much to the dismay of Paula and Mark. We were also met by some folks from the Absaroka Region PCA, who read about our visit on our website. We talked well past closing time and the staff was glad to see us eventually leave.

Sunday started out with a relaxed start to the day's drive. After replenishing the petrol in our tanks, Roy and Connie headed out towards Cooke City, Marty & Paula, as well as Frank, headed toward Belfry and Mark, Art & I took advantage of the blue skies and dry roads as we headed back over Bear Tooth Pass and Dead Indian pass to pick up the East entrance to Yellowstone out of Cody. There was a bit of traffic, however, taking one from Lewis Hamilton's playbook, we worked our way towards the front of the pack. Not many opportunities for all 3 cars to pass at the same time, but we managed to make it past the handful of antique cars and a few other stragglers that were in our way. We worked our way to Cody and then picked up WY 14 again and entered Yellowstone through the East Entrance and then



merged with the Tourist Traffic for the rest of the trip, after seeing 2 highway patrol vehicles, the only ones that I saw the whole trip.

In all, Marty designed on a fantastic driving tour, with help from Art & Roy. Fantastic drives, fun crowd and as one friend says, no drama, no trauma.



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The Man of Le Mans

by Pedro P. Bonilla (GCR PCA)

The Porsche Community lost one of it's own very recently.

If you are reading this article, he touched your life one way or another.

I'm referring to Peter W. Schutz, former CEO of Porsche.

Through the years and because of his accomplishments Mr. Schutz has been called:

"The Man who saved the Porsche 911", and I also call him "The Man of Le Mans".

Peter W. Schutz was born in Berlin, Germany in 1930 of Jewish parents. In 1937, because of the rise of the Nazi Party the family emigrated to Havana, Cuba. Two years later they relocated and settled in Chicago, Illinois where he eventually went to college (Illinois Institute of Technology) and obtained his BS in Mechanical Engineering.

Right out of college Mr. Schutz was employed at Caterpillar Tractor where he worked his way up the corporate ladder for 15 years. He then spent another 11 years working at Cummins Engine where he was involved in corporate strategic planning for the first 3 years and then 8 years as VP Sales. In 1976 he was invited to speak at the Teamsters Convention. When Cummins management questioned his decision to accept the appearance he left the company.

Two years later, in 1978, he moved to Cologne, Germany and took over the Deutz Engine Division of Klöckner-Humboldt-Deutz. While there he was approached by Ferry Porsche who personally invited him to apply to the position of CEO at Porsche. Porsche told Schutz that the company was not working as a cohesive unit, and they needed someone to make it all come together. Although neither Porsche nor Schutz ever specifically stated it, it was believed that Mr. Schutz was selected out of the 12 candidates who applied in order to have an American running the company to re-ignite sales in the US which represented 60% of Porsche's production and sales.

In 1980 Porsche suffered its first money-losing year since its creation in 1948. Much of the problem was due to declining sales in the US in part due to monetary exchange rates which drastically increased the prices of German products, constant quality control problems, and a less than enthusiastic embrace of the new designs of the 924 and



928 Porsche models.

Mr. Schutz investigated the root of the quality control issue, and found out that it was mainly a simple problem with the drive for the camshaft. When he then asked why the problem had not been fixed he was told that it didn't make sense, since the 911 was ending production that year in favor of the 924 and the 928.

The 911 had been the flagship of Porsche since 1963 and the announcement of its cancellation was causing low morale in the engineering department among others in the company.

While in the office of Helmuth Bott, chief of engineering, Mr. Schutz saw a chart that graphed the evolution of the 924, the 928 and the 911. It showed projected production and sales numbers of the 924 and 928 for up to 20 years ahead but the line for the 911 ended that same year (1981). Mr. Schutz got up from his chair, picked up a large black marker from Mr. Bott's desk and extended the 911's line to the end of the chart, then onto the wall and around to the hallway and told Mr. Bott to "make it happen". The problem with the camshaft was quickly fixed which ended the quality control issue.

With Bott's and his team's enthusiasm because of the revival of the 911 and with Mr. Schutz blessing, Porsche went on to develop and introduce what many consider the ultimate 911, the 959 (in 1986).
(The Man that saved the 911).

But back to 1981. At the same time, the Porsche Racing Team was in the process of entering three modified 924s to the 24 Hours of Le Mans. Mr. Schutz quickly found out that there was no hope of winning with those entries and told his team that *"they were going to race with the intention of winning, or not going at all"*.

His engineers then decided to pull a 936 from the museum display and install in it an experimental engine that Porsche had developed for Indy Car Racing.

Peter Schutz' priority immediately became making sure that he had a proud team, eager to work and win, but they only had 61 days to make it happen.

As he told the story: *"In 61 days we couldn't hire and train a bunch of new people, we couldn't buy new tooling and machinery. No. In 61 days we couldn't do anything but use what we had!"*

The racecar was being built out at Weissach, 4 or 5 kilometers away from the main plant. I would go out there after I finished my chores, maybe at six o'clock or so and people from the plant, from engineers to the financial department, they would jump in their cars and would drive to Weissach.

They wanted to help. They were cleaning parts, sweeping the floor, running errands, making coffee, and at 11:00 o'clock at night I would have to say: 'all right folks, tomorrow is another day!' And they didn't want to leave. They were all busy building this car."

He goes on with his recount:

"A few days after I made the decision to go racing, the phone rang in my office, I picked up the receiver and a man's voice said: 'Mr. Schutz, my name is Jacky Ickx, I am a retired race car driver, (yea, right – he thought to himself - this guy is the leading long-distance sports car driver in the entire world) if the rumors I am hearing are true, I would like to once again drive a Porsche at Le Mans'. I told him, bring it on.

Shortly thereafter Derek Bell, Jochen Mass, Al Holbert, Hurley Haywood, Vern Schuppan, Hans Stuck, all the best drivers were calling me asking if they could come and drive those cars. If I had called any of these drivers and asked them to drive for Porsche the first thing they would have asked me is how much will you pay? But Porsche didn't have any money, and they knew it.

Who the heck called these drivers and told them what was going on?

Well, it was quite a bit of work for me to find out who called all these people.

It was Heinz Metzger, one of my engine designers, who in another day, when he was young and beautiful, was in Jacky Ickx' pit crew, when Jacky was a star in rising in Formula 1.

The other mechanics, all these ordinary people, got a hold of Heinz and told him: 'Heinz you know this guy, why don't you give him a call, tell him what we're doing, if he comes and drives this car we can really win this thing'. That's who called the super stars.

We went to that race in June of 1981, and of course, we won.



But not only did we just win the race. We set the standard for 24 hour racing. For the first time in the history of Le Mans, the winning car ran the whole 24 hours and nobody ever laid a wrench on it. All we did was add oil and fuel, change the brake linings and the tires. It was a whole new standard.

For the first time in over 20 years Professor Porsche came to the race. I made sure of that.

We won that race, and we never again lost while I was there. I left Porsche in '87 and that was the last year we won (until 1996).

After the '81 race, disaster struck. Disaster struck in the form of change. All the rules changed. The Porsche 936 was never allowed to race again. No more welded steel tube frame with a cosmetic fiberglass body. For the first time we had to build what is now called a tub. We had to build it out of aluminum, which is what we had back then. There was no Kevlar or carbon fiber in those days. In four months, during the winter of '81/'82, that bunch designed a brand new racecar, and in 1982 we went back to the 24 Hours of Le Mans with three brand new cars called Porsche 956s that had never raced before. They were numbers 1, 2, 3 ... and that's how they finished! (The Man of Le Mans).



After his tenure at Porsche, Mr. Schutz and his wife Sheila Harris formed Harris & Schutz, Inc. in 1991 to facilitate the exchange of knowledge between Peter and business people all over the world. Peter's background in engineering – coupled with his experience in marketing and management – gave him a unique perspective on modern business. After he "retired", he became a world-class speaker and presenter. His appearances included association conventions, and conferences as well as in-company consulting and seminars.

The Executive Committee (TEC – now known as Vistage) an organization of CEOs named Peter "Resource of the Year" in 1985. Peter spoke to more than 400 TEC meetings world-

wide, and that's how I met him for the first time. I was a member of a TEC Group in St. Louis and when it was my turn to host the meeting and invite a guest speaker I jumped at the opportunity to bring in the legendary Peter W. Schutz. I had just placed the order for my Boxster one week before. He was very excited to hear that and after a great meeting where he told us many Porsche stories and lessons learned, we had dinner together and he gave me a bunch of tips on which options to get and which to pass on.



We kept in touch and even coincided in a couple of other gatherings, including some PCA Board Member meetings in Naples where he resided until his passing. At one of those meetings we presented him with a

PedrosBoard hat which he gracefully modeled for the camera.

Rest in Peace, Peter Schutz. You will be missed.

Happy Porsche'ing forever,
Pedro

For more information on Peter Schutz and Porsches, please visit my website: www.PedrosGarage.com.

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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:

Mark A. Kaczor 1901 Warm Springs Road Idaho Falls, ID 83402-4791

208-830-5783

markaze@gmail.com



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Elon Musk

Businessman - Car builder
(Canadian / American)

Yeah, well I think that anyone who likes fast cars will love the Tesla. And it has fantastic handling by the way. I mean this car will crush a Porsche on the track, just crush it. So, if you like fast cars, you'll love this car. And then oh, by the way, it happens to be electric and it's got twice the efficiency of a Prius.



Mark Webber:

Racer (Australian)

I own a bunch of classics, including a blue 1954 356 Cabriolet. It's so dinky and intimate, you sit so close to your passenger and there's no power steering. Sixty miles-per-hour feels like 120. At the other end of the scale I have a 918 Spyder, which is the most advanced Porsche ever built and an absolute beast to drive. So I have bookended the Porsche range quite nicely I think.



Dale Earnhardt Jr.:

Racer (American)

Once I let someone talk me into driving a slow as hell Corvette in a GP race and I spent all day getting passed by Porsches in this slow ass Vette. I was sitting in this thing thinking can I get a Porsche please. I mean I am a competitor and it just really stung getting passed lap after lap. I could not wait to get out of that damn car. I sure knew what the backside of a Porsche looked like after that day. About a week later I bought a Turbo 911



Derek Bell

Racer (British)

Back then (1980s) the philosophy was that it's an honour to drive for Porsche, the money is irrelevant. The head of engineering (Helmuth Bott) made it clear to me that I shouldn't earn more money than he did. A different world indeed.

Patrick Dempsey

Racer and Actor – Car collector (American)

It was a 1963 356. It was on the street in Santa Monica with a 'For Sale' sign. I'd just finished a movie called "Can't Buy Me Love," and I spent my entire paycheck on that car.



Hans-Joachim Stuck

Racer (German)

When I raced a Porsche last it was at a time when sex was safe and racing was dangerous. Now it's the other way around.

Dan Gurney

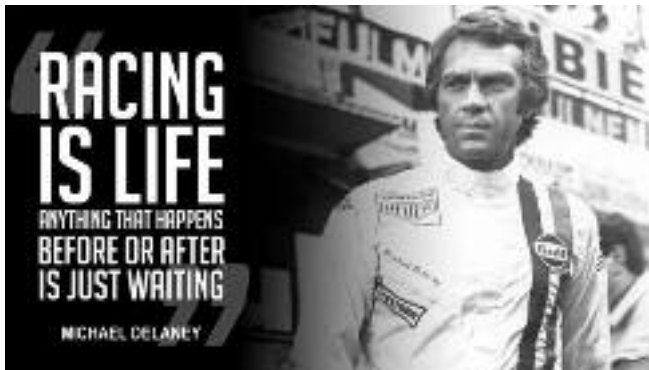
Racer – Car builder (American)

I would never have guessed that my first Formula 1 win which happened in a Porsche, at Rouen, France in 1962 would also be Porsche's first and last.



Jacky Ickx
Racer (Belgian)

Our 1977 Le Mans was a special win because, in my opinion, it was the most beautiful one. Everyone in the Porsche Team attained an impossible thing. It was truly amazing!



Steve McQueen
Racer / Actor – Actor / Racer (American)
Playing the role of Michael Delaney in “Le Mans”

For more information on Porsches, please visit my website:
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