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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 Fall Road Tour, 2019. Beautiful cars, beautiful people!!





President's Message

It is with both sadness and enthusiasm that I write about the end of a very successful 2019 Season. The Schedule of Events was ambitious at the outset and yet the Board of Directors was quite pleased that we pulled it all off with good participation. We started the Season with a Spring New Member Social at Owen Bircher Park in Wilson and capped it off with a Fall Social at Hand Fire Pizza in Jackson. This year we tried a new type of Driving Tour, a Single Day event, one to the Cowboy Café in Dubois, WY and another Around the Block Tour. We also had the more traditional multi-day tours with a Two Day Road Tour to Ogden, UT, where we had our first Technical Quiz to test members "Porsche Knowledge" and a Dinner with the Club President of the Intermountain Region. The Fall Road Tour was a 4 Day/3 Night Tour within Idaho that totaled ~1,000 miles and a gazillion lovely curves and spectacular scenery. We also had a Boats on the Lake Day at Colter Bay on Jackson Lake for a Total of 7 Events for the Season. I would like to personally thank many Board members who helped organize these events: 1) Marty Quadland for his most excellent Road Tour designs and arrangements for our accommodations at reduced rates at fine lodging houses; 2) Paula Szytko and Greg Wallace for particularly high quality newsletters; 3) Greg Wallace for helping me with the Spring New Member Social along with Frank "slingshot" Forelle who secured the venue; 4) and Greg again for hosting a lovely Dinner at the Harker Center in Sun Valley during our overnight stay there on the 4 Day Idaho Tour; 5) Bobbie Reppa for her indefatigable management of our Treasury and prompt reimbursement to club members for the expenses that we incurred to make our events successful; and 6) Eric Weber for organizing the Boats on the Lake Event.

We also welcomed many new members and I invite them all to participate in suggesting events, participating in them, and help with recruiting new members. I can't help but quote the PCA slogan in almost all my messages as it is emblematic of why I/we belong to this club, "It's not just the cars, it's the People" and a great bunch we have indeed. And finally, the Board of Directors met before the Fall Social and came up with several new types of events for the 2020 Driving Season, more to come after we set a tentative schedule at the January Board Meeting. Happy Holidays to All and we look forward to seeing you next Year!

Regards,

Mark Kaczor

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Single Day Summer Driving Tour – Around the Block

by Mark Kaczor

On Saturday, August 10th, 2019, the Club gathered at Cars & Coffee in Teton Village (Wilson) WY to take a Trip Around the Block, which to Porsche Club enthusiasts means a drive from Jackson, WY along the Snake River through Hoback Junction to Alpine, WY, then alongside beautiful Palisades Lake to Swan Valley, ID, turning East at Square Ice Cream, over Pine Creek Pass to Victor, ID where a fabulous lunch was consumed at Big Hole BBQ, and then back to Jackson over Teton Pass. There were many sweeping turns and elevation climbs to engage the 10 Cars and 15 Tour Participants. A good, no Great Time, was had by all! This was our second Single Day Tour of the 2019 Driving Season and confirmed enthusiasm among Club members for these type of Road Tours.



The Times They Are A-Changin'

by Pedro P. Bonilla (GCR PCA)

As Bob Dylan sang in '64: The Times, They Are A-Changin'.

The advent of technology, specifically applied to our cars with services such as Uber and Lyft and a little down the road with autonomous (driverless) vehicles won't just make our ride to and from the airport cheaper and more convenient, it is quickly changing our way of life!



It used to be that the average was 3 cars per household in rural America.

The average is now down to 2 and falling.

It used to be that we (Americans) had a love affair with our cars.

Back in the 50s and 60s we drove to the movies and watched them in our car, at our favorite drive-in movie theater.



It used to be that we drove to get a quick bite and were served in our car, sometimes by a server on roller skates.



It used to be that Porsches were all air cooled.

It used to be that Porsches all had a flat-6.

It used to be that Porsches were only available with a manual transmission.

All of that had been slowly changing.

Now it's taking giant strides!

Porsches are not air cooled anymore.

Some Porsches now have a turbo flat-4 engine.

Most Porsches now have a PDK transmission.

There's an all-electric Porsche called the Taycan.



People are now cutting down to a one-car household and using public transportation and car-sharing.

Because the automobile is now looked at as more of a tool, in the near future the average household will cut down to one car. It will be an autonomous, electric, self-driving car that can take the kids to school and then come back to pick you up to take you to work. The car will then be used to generate income by offering ride-sharing services until it's time to pick up the kids and finally bring you back home from work.

Here's the reasoning behind it all:

Today the average American spends \$8,900 a year on their car. (If it's a Porsche, that number is a tad higher).

In many rural areas mortgages average \$700/month, which means that car payments are higher than mortgages and they are paying that much money for a vehicle that is most likely parked for the majority of the year.

The average American only drives their car 4% of the year (120 hours in total).

The consensus is that with autonomous cars and ride-share, we will need less than 25% of the cars we have today to meet everyone's needs.

The physical structure of cities and towns will also change. Because of our car culture, cities have built parking lots and garages that take up prime real estate. This will change as well and those spaces will be repurposed.

And the love-affair is over!

Most of Generation Y, Millennials (born 1977 – 1995) can't drive a stick shift.



Most of Generation Z, Centennials (born 1996 and later) will have no expectations of even owning a car.



If you just bought a car (hopefully a new Porsche), don't worry – once you pay it off, you'll never have to own one again!
Woopee. (I'm trying to sound sarcastic).

Porsche CEO, Oliver Blume, trying to reassure Porsche's loyal customers, said: "There will always be a demand for intelligent sporty mobility. At Porsche, the driving experience will always be at the forefront, but in a traffic jam or when you park a car, the driver might want to hand over control of the vehicle" - Times They Are A-Changin'.

For more information on self-driving Porsches and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro

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Boats on the Lake

by Mark Kaczor

On Saturday, August 17th, 2019, the Club gathered at the Colter Bay Marina on Jackson Lake in Grand Teton National Park for a boating experience on beautiful Jackson Lake. Boats were provided by Eric Weber and Greg Wallace and Eric gave boat rides for our guests from the Intermountain Region of PCA. We shared a picnic lunch next to the marina and made excursions to the parking lot to view the fine Porsche Specimens driven by members of both clubs.



Fall Driving Tour 2019

Where-daho is Idaho

by Greg Wallace and Mark Kaczor

September is when the leaves begin to turn, weather gets cooler and a bit crisper and the Yellowstone Region Porsche Club has its annual multi-day Fall Driving Tour. This year, we expanded the tour to 4 days, September 12-15, just to get a bit more seat time in before the snow flies.



Day 1 – Stagecoach to Stagecoach

Those of us on the East side of the Teton Pass met at the Stagecoach Restaurant in Wilson Wyoming to get fueled up, do paperwork and safety talk. That included Marty & Paula, Roy & Connie, Charlie, and Greg. Once we got everything sorted out, we all hopped into our machines and headed up Teton Pass for a very nice easy drive to Rexburg where we were meeting additions to our group. The cool morning and cool tires kept things in order with only the pass giving us some opportunity to warm the tires, but after that were just long stretches of fairly straight roads.

Beaver Dick Park, our first rest stop, was a chance for Mark and Bill & Karen, to join us, stretch our legs and have a nice



relaxing lunch. While the name of the park raised a few eyebrows and a few chuckles, the history is very interesting. The sign for the park reads: "This Park is named for 'Beaver Dick', a mountain man of late fur trade days, who lived on in this location until 1899. He was born in England and his real name was Richard Leigh. He came west as a trapper, but the real fur trade was already over. So he married a Shoshoni woman and stayed here-about. A popular early outfitter and guide, he served the famous Hayden surveying party in 1872. Leigh Lake in Grand Teton National Park is named for him and Jenny Lake for his first wife. A picturesque character, he was widely known and liked".



While we enjoyed the park, we were greeted by a very friendly, albeit scruffy and dirty, white dog. She wandered around a bit, and then Charlie figured that he was going to rescue this cute little dog. There was no one around so he made the move, grabbed her, named her Carrera and headed



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off to a local shelter to see if anyone had claimed her. The answer being No, he continued back to Jackson to drop Carrera off, and then met up with us the next day.



Back on the road, it was only 90 minutes, or so the map says, to get to our next rest stop in Leadore, ID. Again, as most know, it was a straight-line driving most of the way. Super happy with my new suspension setup. No more am I fighting camber and toe-in on the straights, wandering all over. Now, just let go of the wheel and she runs true. Sooo relaxing! Here we stopped in at the country store, regrouped and continued on.



The final destination of the drive was the Stagecoach Inn, in Salmon, ID, where we were able to decompress a bit before we walked over to the Shady Nook for a nice meal.

Day 2 – Salmon, ID to McCall, ID

After a good night's sleep and breakfast at the hotel, we had a 9:00 am wheels-up and we were ready for some roads that actually had some bends in them, and Highway 93 did not disappoint. The highway meanders just like the Salmon River that it straddles. Beautiful canyons and topography made it sometime hard to keep your eyes on the road. The sweeping road had very little traffic so our momentum was

not hindered much on this one hour stroll to our first rest stop of the day in Challis, ID where Charlie joined us again after the dog rescue.



For some, a bio-break was needed, but now we were prepped to head into the Sawtooths. A bit more traffic and a bit more technical driving kept us all in check. The sound of a turbo whirling on uphill stints always puts things into perspective as I watched our line of cars behind me snaking around all the bends, bumps and curves of State Highway 75 on our way to Stanley, ID and the Mountain Village Restaurant.



We then headed out on County Highway 21 until we hit the Payette River & County Highway 17. We continued on 17 until we hit State Highway 55 in Banks, ID and then headed north past Lake Cascade to McCall, ID and the Best Western McCall. After following the Payette River into McCall, we finished off the day feasting at the Cutwater Restaurant inside the Shore Lodge, right on Payette Lake.



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Porsche Club of America Yellowstone Region

Join our private Facebook group to see all the latest videos, conversations and discussions of the Yellowstone Region Porsche Club. This interactive site can now keep you up to date on all the happenings with the Porsche Club here in Jackson including real time invites and all the spontaneous get-togethers anyone could ask for.

Look for us:
Yellowstone Region Porsche Club of America.



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Day 3 – McCall, ID to Hailey, ID

Now, what better way to enjoy the same stretch of road than by doing it the other way, and that is exactly what we did all the way back to Stanley before we continued south on US-75. This time, the early Saturday departure got us on the road ahead of the other car enthusiasts that were staying at the same hotel. They were going to the Southwest Idaho All British Field Meet being held in McCall, so no need to pass some very cool cars.



We stopped for lunch at the Mountain Village Restaurant in Stanley for the second day in a row and from there we dropped down into Sun Valley where Greg split off to his condo and the rest of the group headed to the Wood River Inn in Hailey.



Dinner was catered by the Smokey Bone out of Hailey and was held at the Harker Lounge in the Elkhorn at Sun Valley, a great venue that had plenty of room. There was outdoor seating so we could enjoy our meal as the sun set over Bald

Mountain and the alpenglow created the mood. We were met by a few of the local Porsche owners, Constance and Eleanor from the Silver Sage Region of the PCA and Art & Mary from our own club, in a Ferrari of all things! The food seemed to pass muster as there was not much left at the end of the evening. All had a great time.



Day 4 – Hailey, ID back to Jackson.

A leisurely roll out of Hailey on a sunny and warm Sunday found us taking our first break at the Craters of the Moon National Park where many of our driving enthusiasts listened to a lecture on the Park from a young intern from Valparaiso, IN, Art’s hometown. It was a short hop from Craters to Arco (Atomic City), ID where we had lunch at Pickle’s Café. Many “Atomic Burgers” and Fried Pickles satiated an already over-fed group. From there it was a short hop to ID-33 thru Rexburg and Driggs, where we waved Good-Bye to Mark and back over Teton Pass on WY-22 to the Stagecoach in Wilson, WY and the finish of a most enjoyable 4Day/3Night Road Tour.



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Yellowstone Region Porsche Club

The Yellowstone Region Porsche Club is named after the Yellowstone National Park, originally settled by the Arapaho Indians 11,000 years ago. Yellowstone in the Arapaho native language is *Henihco'oo* or *Héetihco'oo*. It is the first national park in the world, signed into law by President Ulysses S. Grant on March 1, 1872. The park is known for its wildlife and many geothermal features, like the Old Faithful Geyser, and the many ecosystems that are contained within its boundaries. It is located primarily in the state of Wyoming, but also extends into Montana and Idaho. Like its diversity, the Yellowstone Region Porsche Club includes parts of Wyoming, Montana and Idaho and maintains some of the greatest driving roads around, beautiful scenery and the greatest people in the area.



Porsche Club of America
Yellowstone Region



Wheels

by Pedro P. Bonilla (GCR PCA)

You may want to update the look of your car with an almost-new set of takeoff wheels you found, or you may be looking for a second set of wheels for track or winter use, so since they came off another Porsche, they'll fit your car, right?

Not so fast! There's a bunch of stuff you should first look at before you take the plunge or you may regret it.

Wheels are actually quite complex in design, fitment and materials used, so we'll try to clear up some of all that info.



Materials and Manufacturing:

Depending on the type of auto, and its intended use(s) the wheels are manufactured in specific ways and with different materials.

Let's first look at the different materials.

Steel: Steel wheels are easy and cheap to make. Most of the wheels up to the 60s were made of steel.

Aluminum: Provides many of the benefits of steel but also offers the reduced weight that comes from using a lighter raw material. The majority of the wheels today, particularly in sport cars, are made from aluminum.

Magnesium: Generally used only for racing. Magnesium is even lighter than aluminum, but it comes at a higher price. Magnesium wheels require a lot of maintenance and can ignite if subjected to extremely high temps.

Carbon Fiber: The latest of the "exotic" materials used in wheels. Lighter and stronger than steel, aluminum or magnesium, carbon fiber is ideal for racing and special applications. It's only downside at the moment

is its very high cost which makes magnesium wheels look affordable.

The different ways in which wheels are manufactured can greatly affect the quality and cost of the wheel as well.

Cast: Most wheels use the gravity cast forming process, where molten metal gets poured into a mold and forms a single piece wheel that's easy and cheap to make.

A second way to cast wheels is by using the low pressure casting method which uses positive pressure to fill the mold. This creates a denser, more uniform product which will therefore be heavier than by using the cast forming process.

Flow Formed: Starts with a low pressure casting and uses strong rollers to shape the barrel and lips under extreme pressure and heat. This way of manufacturing also strengthens stiffens and adds resistance to impact.

Forged: Forging begins with a billet block of special aluminum alloy. The wheel or its components are then CNC'd or pressed from the block of metal. The aluminum alloys used in forging generally offer a superior quality product allowing for the use of less material to make a stronger and lighter wheel.

Forging also offers much more flexibility and creativity in wheel design.

Multi-piece wheels: This way of modular manufacturing breaks up the wheel in sections. The main benefit is that this allows changing the dimensions of the wheel versus monoblock wheels that are forged or cast into a fixed size.

Multi-piece wheels allow for increase or decrease of the wheel's width and change of the offset. In case of wheel damage, only the damaged part is replaced, reducing cost.



Parts of the wheel:

Barrel: The part that spans the distance between the outboard and inboard flanges

Bead Seat: The flat area of the flange where the tire rests.

Bolt Pattern: The number of lug seats to the diameter of the circle formed by them

Center Cap: Caps the center bore on the face of the wheel

Centerline: Imaginary line equidistant from both flanges

Diameter: The diameter of the wheel measured from bead to bead (usually in inches)

Lip: The outermost edge of the wheel

Lug (Nut/Bolt) Seat: The type of seat (Tapered, Mad with washer or Ball)

Mounting Pad: The flat center area where the wheel mounts onto the hub

Outboard / Inboard Flange: Made up of the outer / inner lip and the bead seats

Offset: Distance between the centerline and the mounting pad (usually in mm)

Valve Stem Hole: The location where the valve stem is installed.

Wheel Face: The outer face of the wheel

Wheel Width: Distance between the inside edges of the flanges (usually in inches)



Fitment:

Now that you're armed with the information it's time to check out the fitment.

My car, a 1998 Boxster came from the factory with:

Fronts: 7 x 17 – 55, bolt pattern: 5/130

Rears: 8.5 x 17 – 50, bolt pattern: 5/130

That means that the fronts are 7 inches wide, they are

17 inches in diameter and have an offset of 55 mm.

The bolt pattern 5/130 means that the wheels have 5 lug holes equally spaced on an imaginary circle with a diameter of 130 mm.

A few years ago I needed an extra set of wheels for the track so I started looking and found a very nice set, at a good price, from a much newer 2007 Cayman S which had the following specs:

Front: 7 x 17 – 55, bolt pattern: 5/130

Rear: 8.5 x 17 – 48, bolt pattern: 5/130

The question was would they fit?

The fronts were identical, so fitness was not an issue there.

The rears had an offset of 48 which is 2 mm less than the originals so that meant that the outside edge of the wheel would be 2 mm further into the wheel well.

I knew they would fit but I also wanted the wheels to fill out the fenders a little more so I decided to install spacers.

Our cars need to have Hub-Centric spacers so I purchased a set for my car which consisted of two 10 mm spacers and two 15 mm spacers. Then spacers are placed between the hub and the wheel and their function is to physically push out the wheel by their thickness.

I decided to put the 15s on the front and the 10s on the rear because that way the wheel wells would be filled just about right for my taste.

Keep in mind that when adding spacers you also have to replace the lugbolts with longer ones. Add the thickness of the spacer to the length of your bolts and that's your new lugbolt length. You don't have to replace the bolts if the spacer is 5mm or less..

For more information on Porsche parts and more, please visit my website:

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Happy Porsche'ing,

Pedro



Fall Social

by Paula Szytko

The final Yellowstone Region's 2019 event occurred on Friday, October 18, at Teton Hand Fire Pizza. Much like our June social, it was a chilly evening, perhaps an appropriate bookend to our calendar of events for the year, with snow flurries suggesting an early arrival of winter! Those that ventured out left the Porsches in the garage, opting instead for more utilitarian vehicles.

The "loft" at Hand Fire Pizza was a warm and comfortable setting for our group of about 20. Although many in the group were the diehards, there were some new and returning faces as well, and some

new acquaintances were made. Paula and Bobbi made some delicious pizza selections, with tossed salad to balance things out. The sweet Italian sausage pizza was the first to disappear, and the vegetarian selection the last! Our waiter, Chris, was awesome! He managed to keep all our drink orders straight. Many of us were pleased to quaff some local brews, with Family Vacation a favorite!

The evening ended with discussion about possible events for next year, warm goodbyes, and hopes for a longer summer (and driving season!) in 2020!



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.
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For a copy of the membership application, you can print it online or request one by contacting your friendly Yellowstone PCA President:

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