

OLD FAITHFUL

Porsche



October 2013



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IN THE PLACE
WE CALL HOME.



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

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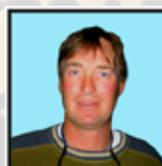
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President's Message

Winner on the Court and Off

By Scot Anderson

So ya, you should already know that Porsche is ranked highest in the JD Power Initial Quality Survey for the model year 2013. But how did Porsche take top honors. No longer just a factor of mechanical flaws, JD Power and Associates is now putting heavy emphasis on design. And it's Porsche that hit the design theme out of the park.

Focusing on user friendliness, Porsche's new driver oriented cockpit has put Porsche at the top. With buttons for every function, it seems that a Porsche works the way people expect it to. Who knew an "on and off" switch with the touch of a button could have been such a big hit.

Other manufacturer's attempts at maintaining car functions have not been as successful. Some have attempted to incorporate a toggle type interface, like BMW's iDrive or Mercedes Command Control knob, while others have attempted to eliminate the knob altogether by incorporating a touch screen, like Ford's MyTouch or GM's Cue System. It appears owners enjoy the simple pleasure of a button over these complicated systems.

The simplicity of Porsche's design comes in the ability of the owner to monitor the car at all times. With a quick glance and the flick of a finger, owners can control the functions they demand with very little distraction or thought to the process.

But it goes beyond that. Certainly during the last decade, before the touch screen or on board monitor, buttons were aplenty. Porsche themselves have learned the distraction that too many buttons can cause. It seems there is a sweet

spot for tying the onboard monitor together with basic "one touch" buttons. The 997 Porsche 911, for example, went from 16 buttons to 11 in the 997.2 version. Now in the 991 version, which now has the similar center control as the Panamera, 911 owners can experience the same user friendliness that set Porsche ahead of the competition. The introduction of the new Boxster and Cayman, using the same center controls, has also allowed owners to show their appreciation for the brand.

Brand quality is conducted by J.D. Power and Associates through consumer surveys. Sample sizes are between several hundred to over a hundred thousand. The ratings are based on survey responses of randomly selected and/or specifically targeted consumers. Survey results are used by J.D. Power to attain a majority of their revenue from companies that seek the data for internal use purposes.

The most significant data, the Initial Quality Survey, gives the first impression that can determine the success of an automaker. The survey measures the number of problems with automobile that an owner experiences in the first 90 days of ownership. It is this survey that Porsche tops all other manufacturers with only 80 problems reported per 100 vehicles. GMC ranked second with 90 problems per 100 vehicles. Lexus came in third with 94 problems, Infinity fourth with 95 problems and Chevrolet fifth with 97 problems.

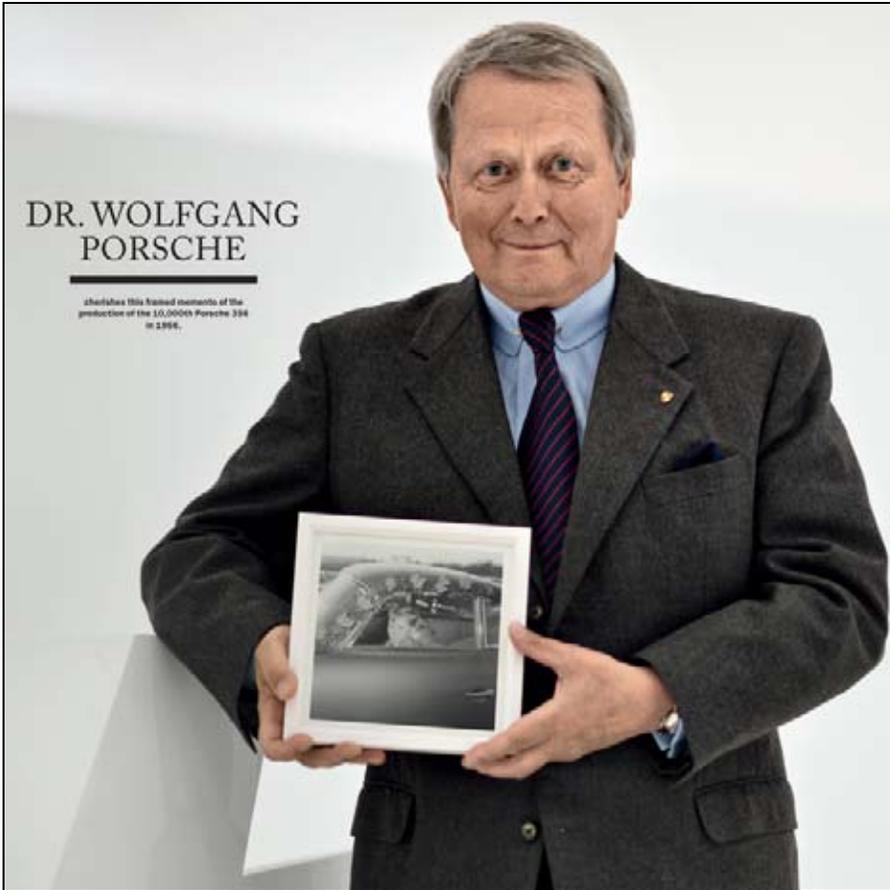
The industry average is 113 problems per 100 vehicles. Unfortunately, Scion, Toyota's newest division, is dead last with 161 problems per 100 vehicles. Fiat, the newest division on the US shores, is second to last with 154 problems. Behind Fiat, is Mitsubishi with 148, Nissan with 142 and Mini with 135.

The data, extremely useful as it is, can be explained most effectively through the Ford Division. Last year, Ford ranked 27th out of 34 brands due to the many complaints of MyFord Touch, Ford's touch screen interface that replaced all traditional knobs on the center dash. Ford vowed a set of software upgrades to make the system easier and for training courses by dealers in order to improve their results for 2013. Unfortunately, this year, Ford once again is ranked 27th.

Ford has most recently vowed that future versions of MyFord Touch would come with an array buttons and knobs for key functions, similar to the latest version it has on the F150 pickup, the company's flagship vehicle.

With that said, automakers hopefully now will be incorporating a few buttons of their own to simplify the ease of use between the automobile and the user. Automakers will also have to pay more attention not to just whether their cars are working properly, but also to how they are working. And with that, the congratulations go to Porsche – winning races and winning surveys across America!





The sports car that started everything was basically an extension of my playroom as a child—into the world of cars and racing. Actually, I grew up in a Porsche 356.

As a child I grew up in and with a VW Beetle and a Porsche 356, which were designed by my grandfather and my father. At that time, in the late 1950s, American companies were interested in working together with Porsche and made a Studebaker and a Chevrolet available to my father. I have mixed memories of them. On the one hand, I and my brothers Ferdinand Alexander, Gerhard, and Hans-Peter had considerably more room in the back; yet on the other hand the typically soft suspension of those car bodies and the way they rocked back and forth in curves were not easy on my sensitive stomach. I could hold out far longer in the much tauter 356 before my father stopped for the first break.

Before I started school at the age of six, I was often allowed to accompany my father, Ferry. Driving from our family's Schüttgut homestead in the

Austrian town of Zell am See to the production site then located in Gmünd in the state of Carinthia meant no less than crossing the Alps, either over the Grossglockner or over the Tauern Range and the Katschberg. By the third tight curve I was already very grateful to be in a Porsche 356 instead of a large sedan with soft suspension.

Later I was allowed to go along to Le Mans for the 24-hour race. The trips across France in a 356 were as exciting as the races themselves. As a child I wanted to stay awake for the whole night of the race, but I was always sent to the car behind the pits to sleep for ten minutes. If I ended up sleeping for a whole hour, I got upset at having missed so many laps. Porsche and Porsche drivers were the most elemental part of my childhood. As a very young schoolboy I was already allowed to practice moving my mother's cars back and forth on the parking lot and in front of the garage at our villa in Stuttgart until I was able to take part in a gymkhana

competition—on a special motor-racing obstacle course.

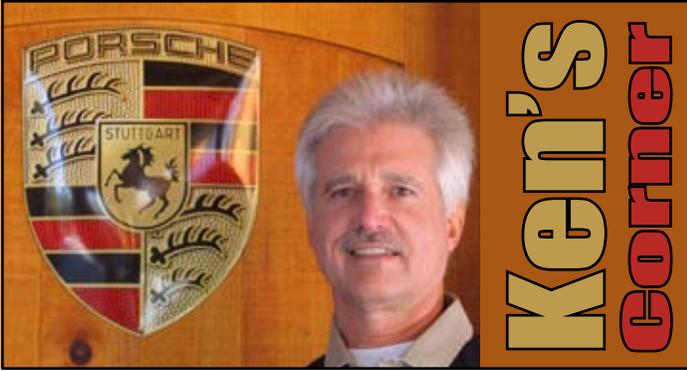
In March of 1956, at the age of 13, I had the first highlight of my driving career. The 10,000th 356 rolled off the production line in the brick building that still exists at today's plant. My father's employees wanted me to steer this mile-stone Porsche from the line, but told him of their plan just the evening before.

After a guest entry in the Zürs–Lech hill-climbing race on the Arlberg, I ended my racing career, but not the sporty drives with my father. He was now letting me drive him, and he wasn't a bad front-seat passenger. If critical comments about my driving style came from the rear of the car, he was quick to defend me.

The 356 is the first car that carried my family's name as its brand. As a child, I wasn't really aware of that for a long time. For precisely that reason I enjoy the excursions in my 356 with my own children all the more, especially in the Austrian Alps and over the Grossglockner.

Reprint of this article is courtesy of Christophorus Magazine.





Forever the Past

Forever Porsche!

Porsche is known for many things and engineering some of the most stimulating sports cars to have ever put tire to tarmac is a testament of their obsession. Forever is a phrase that is used all too often today, and as you know, nothing is forever. That being said, their unwavering devotion to the sports car and restless pursuit of perfection are just some of the reasons which help make Porsche the brand it is today. For the past 65 years, they have created an image, a persona and a product that people can identify with and want to own. Pictures alone can tell a lot about a company, so why not look at what "Forever" looks like through the eyes of Porsche.



Forever the Devotion



Forever the Bloodline



Forever the Victories



Forever the Dream





Forever the Present



Forever Our Promise



Forever the Awe



Forever the Sports Car



Forever Our Driving Passion



Forever the Future of Porsche



Forever Our Identity

Tschüss!



The 2013 LA Auto Show



Date: 11/20/13 (Wednesday) through 11/24/13 (Sunday)

Private Showing: Friday

Friday Morning, November 22, from 9 to 11 AM, the Yellowstone Region Porsche Club is invited to LA Auto Show's Special Preview by Porsche AG. Porsche AG will be releasing the new Macan at the show and has invited the Porsche Club of America to see the private showing before the press or the public get to view the vehicle. The LA Auto Show will then open at noon to the rest of the public. Registration for the private-show is required and information about registration will be forthcoming.

Tech Tactics West: Saturday & Sunday

Saturday and Sunday, November 23rd and 24th, the Porsche Tech Training Facility in Ontario, CA. will bring us "all things Porsche". Experts from Porsche AG and Porsche Cars North America will be there to present on all topics from the latest technology, aftermarket modifications and racing, to simple maintenance. Sign up for Saturday's classes as Sunday's classes are simply a duplicate. Registration for Tech Tactics begins October 15, 2013 at motorsportreg.com

Hotel: Hyatt Place Ontario / Rancho Cucamonga 4760 E Mills Circle, Ontario, CA 91764
T: 909-980-2200 E: Liz.Rivera@Hyatt.com. Use code: **G-PCA3 - Liz Rivera**

Contact: Scot Anderson at 307-734-6006 or scotthomas@hotmail.com

Meet: 2 PM on Wed, 11/20/13 at the Stage Coach Bar, Wilson, WY & leave by 2:30.

Reserve 1 night: Little America Hotel (SLC): 11/20/13 through 11/21/13 (Wed. to Thursday).

Reserve 3 nights: Hyatt Place Ontario: 11/21/13 through 11/24/13 (Thu. to Sunday). \$89 - \$99/night.

Reserve 1 night optional: Little America Hotel (SLC): 11/24/13 through 11/25/13 (Sun. to Mon).



LeMans Organizers & Porsche



In 1982, the LeMans organizers tried to outsmart Porsche by changing the rules for the prototype class in hopes of allowing other manufacturers a chance to win. Porsche had other intentions! Their race cars qualified in 1st, 2nd and 3rd with car numbers 1, 2 and 3. They finished the race (in typical Porsche fashion) in the same order as they started.

Well guess what happens at LeMans in 2014?

Werrrrr back!

Celebrating 50 Years Of An Icon

Some will argue that the current 991 is nothing like the original 901. There are more of us who can see just how far Ferry Porsche's ideas for a new sports car can still be found in the bloodline of today's 911. This year marks its 50th anniversary and a fitting way to celebrate a magnificent car reaching a remarkable milestone.

"Porsche has always looked forward, not back; any new 911 is better than the previous generation. We always strived to make a better car than the one which came before. This was the way it was when I worked there, and don't think it is any different today." Quote from Hans Mezger; Porsche's preeminent engine builder.



THE 911

A quote by Ferry Porsche: "The 911 is the only car that you can drive from an African safari to Le Mans, then off to the theater and finally through the streets of New York". You don't just look at a 911. Instead, you meet it! The basic concept has remained unchanged for decades, yet is more modern than ever. You don't see the car for unspecified adventure, but rather a superb companion for mastering the challenges of everyday life.

No other car in the world has such an unbroken history, such a clearly defined value spectrum, or such sophisticated and passionate fans—the 911 is a commitment. It's more than being able to accelerate from zero to 100; what truly matters is what happens next. The look is at least as familiar worldwide as the famous Coca-Cola bottle or the VW Beetle. It is not a sports car, but quite simply "the" sports car.



Yellowstone Region's 2013 Progressive Dinner

By: Greg Wallace

It was a beautiful August 24th when 39 members, spouses and friends queued their cars in front of Kitty & Charlie Brown's home for the start of the Yellowstone Region Annual Progressive dinner. It was a sight to see. There were even many spectators slowing down on Spring Gulch Road as they drove by to admire the nice collection of Stuttgart's best. Included in the foray was a Jag, a BMW, an Acura & I think even an American car that was also in the mix.



The group was met by the smiling hosts, who must have been involved in early sangria tasting, and a beautiful appetizer display. With the Sangria & lemonade flowing, everyone settled into mingling, eating and drinking. The appetizers were absolutely wonderful which showed as the prepared culinary treats teased the taste buds and were consumed to extinction.



The croquet match that ensued started as a jovial match amongst friends. It did not take long, however, to find out who had it and who did not. Not being any kind of expert on this, I could only sit back, watch as the field of 3 teams began to do jump and foot shots through the wickets on their way to their goal of hitting the stake. The directions themselves were almost as confusing as the rules for Elephant Polo. Of course, house rules prevailed and so did Charlie Brown and Dan Clancy.



From Kitty & Charlie's, we took a short drive to Margaret & Lou Hochheiser's home which backs up to open space and an elk migration corridor. Again, beverages and mingling ensued until the dinner bell, which brought us face to face with some of the best tasting beef tenderloin that I have had in a long while. Not being one to wait in line, I took my sweet time to make it through the food line. So, while everyone found their place either on the outside deck or the formal dining table, us slackers, Eric, Scot, Elaine and myself, were relegated to the kiddy table. We soon were joined by those on the deck as it began to sprinkle outside, just enough to water spot our cars but not dampen our spirits. As we left, it was hard to not notice the grandeur of the Tetons looking down on us.

At this point, it was time to move on to our last stop, the Dessert at Nancy & Dan Clancy's. There are several ways to get there, and I took the shortest route possible, down Spring Gulch where had a thick coat of dust abatement, leaving no pebbles, rocks or dust in the way. The path less travel rewarded me with a wonderful view of 12 Bull Elk on the hillside of East Gros Ventre Butte and left me thinking that fall is fast approaching.

Upon arrival, we were greeted by an assortment of desserts from Jackson's own Persephone Bakery. The Clancy's home sits on 2.5 acres with beautiful views. Being a small world that Jackson is, my partner in crime that night, Elaine, built the home years ago and recently sold it to the Clancy's. It was a reunion of sorts that brought a smiling face to myself and Elaine. However, the little addition in the back of the home was quite a treat. It was hard to miss the Garage Mahal that Dan is in the process of building, a man cave that made many of us jealous. There was a tour of the Garage for those who showed up on time. For the rest, we had a great evening socializing again and enjoyed a wonderful wind down to the evening.



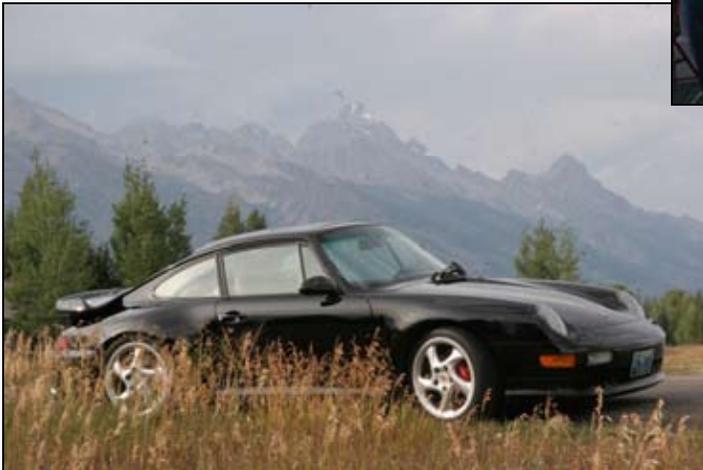
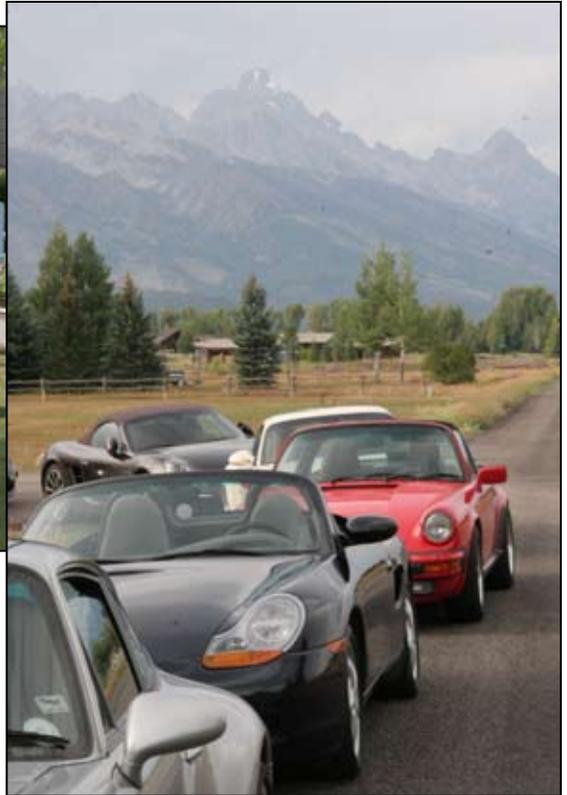
Not all of the participants made it to the end, however. There were a few of us late night stragglers that moved to the front deck to enjoy a beverage of choice and to sit around the chiminea, enjoying the light rain and entertaining conversation.



It was a great event, as usual, with great food and great company. I would personally like to thank Kitty & Charlie Brown for the appetizers, Margaret & Lou Hochheiser for the Entrée and Nancy & Dan Clancy for the desserts and pyro entertainment. If it were not for members like these who open their home to the rest of us, we simply could not have such a great event. So, until our next meeting.....Enjoy.







PORSCHE BY DESIGN SEDUCING SPEED



Sports car to SUV with the flip of a roof latch.
Try this with any other supercar!

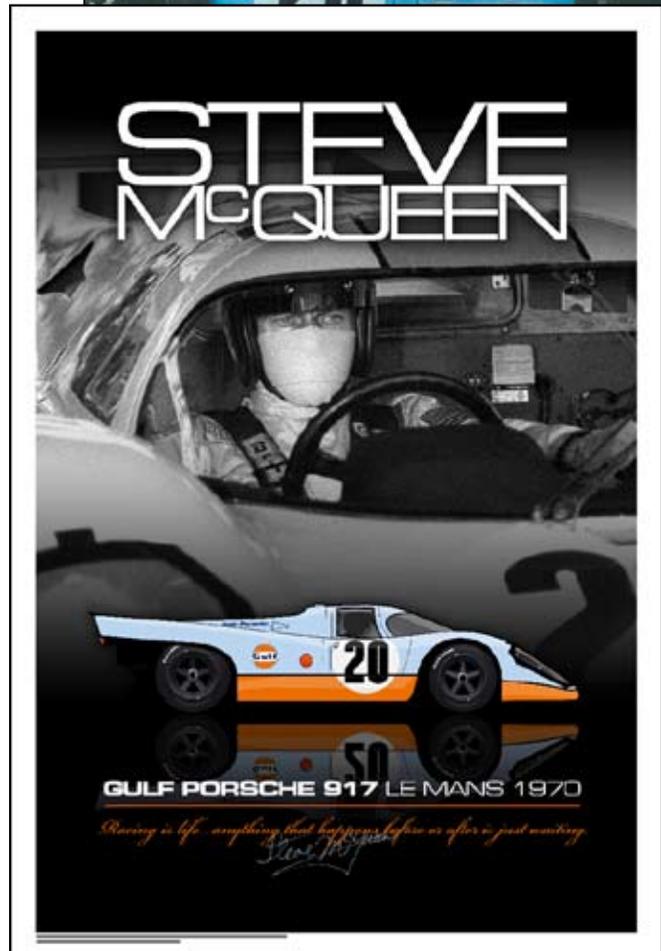
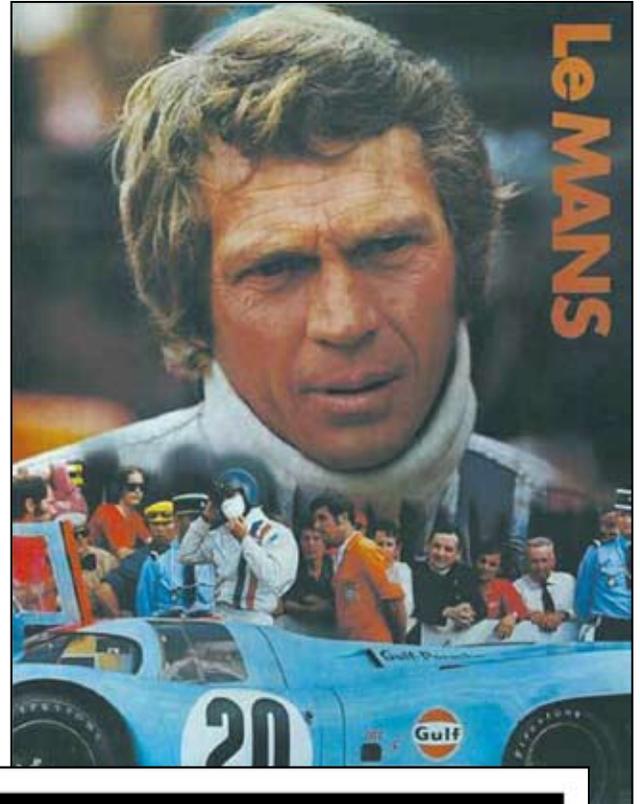


Sebring & Daytona Factoids

Did you know; At Sebring, Porsche leads with 1st place victories in any class you select. They have 18 overall wins and 67 class victories, compared to runner-up Ferrari with 12 overall and 20 class wins. Porsche has led the most laps, the most miles and the most years. Of the 54 brands that have raced at Sebring, Porsche has 207 top-ten finishes with Ferrari again in 2nd place with 74. At Daytona, Porsche's record is just as impressive! They have amassed 22 overall victories, with Ferrari and Ford tied for 2nd with 5 wins each. Way to go Porsche!

Steve McQueen & Porsche

Steve McQueen drove Porsche's for many years underneath the radar screen. It was only until the movie "Le Mans" was released (which he starred in, directed and helped produce) that his name became associated with Porsche. Many of his victories came at some of the most important sports car races around the globe! Daytona, Le Mans and Sebring are just a few of the many tracks where he competed and either took a podium spot or won the race. He drove everything from the 911 to the mighty 917 and was proficient in every one of them. Steve was competitive with the best drivers of his time and was admired by his colleagues. He was a humanitarian off the track and was always approachable at races. Steve loved the Porsche brand and was dedicated to racing their cars. His name will always be associated with Porsche, the movie Le Mans, racing and oh yea--acting.



Super Sportscar equipped with a hybrid drive takes the Nurburgring Nordschleife in 6.57 minutes

As the first vehicle to boast global road homologation, the Porsche 918 Spyder* has conquered the 20.6-kilometre lap around the Nürburgring Nordschleife in less than seven minutes. Achieving a time of exactly six minutes and 57 seconds, the super sportscar equipped with a hybrid drive shaved 14 seconds off the previous record. "We promised a great deal with the 918 Spyder, namely to redefine driving pleasure, efficiency and performance. We have kept our word."

As is always the case with Porsche, the 918 Spyder is also leading the way for future generations as the latest in the line of super sportscars. With its unique spread, the model blends maximum driving dynamics with minimal fuel consumption. By taking the Nürburgring record, the sportscar is demonstrating the enormous potential that lies in Porsche's pioneering plug-in hybrid concept, and is underpinning the leading role the company enjoys when it comes to developing sporty hybrid vehicles. "The radical hybridisation of the 918 Spyder from the very outset is what made this lap record possible" says Dr. Frank Walliser, head of the 918 Spyder project. "The lap time on the Nordschleife is and remains the toughest measure of a super sportscar. Posting a time of 6.57 minutes, we achieved a result of which everyone in the development team and at Porsche as a whole is rightly proud."



The record, which was previously held for four years, was even broken during the first attempt in the test drive on the morning of September 4. All three drivers – Former European Rally Champion Walter Röhrl, Porsche test driver Timo Kluck and Porsche factory driver Marc Lieb – were quicker than the existing record with each lap driving the two 918 Spyder models used, and posted lap times of less than seven minutes on numerous occasions. Ultimately, it was Marc Lieb who posted the absolute best time of 6.57 minutes, driving at an average speed of 179.5 km/h, as measured by Wige Solutions. Marcus Schurig, editor-in-chief of sportscar magazine "sport auto", was on hand as an objective observer of the record-breaking runs. The two sportscars, which deliver an output of 887 bhp (652 kW), were equipped with the optional "Weissach package" to increase the driving dynamics, and lead out on the standard Michelin tyres developed specifically for the 918 Spyder.



"Design must be functional and functionality must be translated into visual ascetics, without any reliance on gimmicks that have to be explained".

*Photo is of an original 901; the predecessor to the 911.
Designer of the 911 - Butzi Porsche*

Chicken or the Egg?

Peter Schutz, once CEO of Porsche, was instrumental in preventing the 911 from being discontinued, rebuilt company morale and ran an extremely successful racing program during his tenure. He was in a conversation discussing if racing is what had made Porsche so successful. Peter was asked by Excellence Magazine; What is Porsche's driving force? Peter answered; "Engineering is Porsche's driving force. It was displayed in the products we sell, including our very successful race car program."



PCA Yellowstone Region Calendar of Events 2013

April

- 3 **Wed** *Get-Together @ El Abuelito's - 6:30pm*
- 27 Sat Miller Motorsports Park - East Track

June

- 8 **Sat** *Rendezvous Dinner @ Teton Pines - 6:00pm*
- 15 Sat Miller Motorsports Park - West Track
- 23-29 Sun-Sat Porsches Parade @ Traverse City Michigan

July

- 4 **Thur** *Porsches in the Parade - 9:00am*
- 12-14 **Fri-Sun** *Summer Tour to Red Fish Lake & Sun Valley-Depart @ 9:30am*

August

- 3 **Sat** *Porsche Putt-Putt - 10:00 am*
- 24 **Sat** *Progressive Dinner and Social 3:00pm*

September

- 20-22 Fri-Sun Miller Motorsports Park - Full Track (Infermountain Region of the PCA)

October

- 9 **Wed** *Rock-Tober Fest @ Side-Winders - 6:30pm*

November

- 22-24 Fri-Sun Los Angeles Auto Show
- 9, 16, 30 Sat Winter Driving Education

Additional SCCA events in southeast Idaho to show at <http://www.eiscc.com/default.htm> (no set schedule at this time). Contact Ken Koop for additional information and phone numbers regarding all events listed.

** Yellowstone Region Club Event.*

Porsche in first place for attractiveness and quality

US customers vote sports car manufacturer favourite car brand

For the ninth time in a row American customers have awarded sports car manufacturer Porsche first place: so for drivers in the USA, Porsche continues to remain the most popular brand of car. This was the result of the latest survey "Automotive Performance, Execution and Layout Study (APEAL)" by California market research institute J.D. Power and Associates. Just last month, Porsche drivers in the US voted the Porsche brand the winner in the "Initial Quality Study".

And in the APEAL evaluation the Cayenne takes first place in the "Midsize Premium CUV" segment for the third time. At the same time, the sporty off-road vehicle was voted the third-best in the entire study. The Boxster also gained the most points in its class, winning the "Highest Ranked Apeal" award in the "Compact Premium Sporty" category. The Porsche 911, which celebrates its 50th birthday this year, takes second place in the "Midsize Premium Sporty Car" segment.

The overall ranking is the result of scores in ten different categories including driving dynamics, design, suitability for daily use and vehicle comfort. The current basis for the annual survey is information from more than 83,000 new-car buyers of a total of 230 different models which were registered from November 2012 to February 2013.

Stunning!



Winter Driving Education



Sponsored by



Porsche Club of America
Yellowstone Region



Time: Saturdays 9 - 5 PM. (Lunch break 12 to 1:30)
Day 1: 11/9/13 (alternate date is 12/7/13)
Day 2: 11/16/13 (alternate Date is 12/01/13)
Day 3: 11/30/13 (There is no Alternate Date)

The Yellowstone Region Porsche Club is sponsoring its' first ever Winter Driving Education. Join us with instructors Mike Faems, Mike Mielke and Stan & Pat Siegel as you learn how to better handle "your own vehicle" on inconsistent surfaces of snow and ice and more snow. You'll learn vehicle dynamics, stability and driver control using an autocross format. This is a simple course set up at the Teton County Fairgrounds parking lot, next to the horse arena, on the corner of Snow King and Milward Avenues. Jackson's very own "Porsche & Specialty" mechanic Brian Moore, of RMC Motorsports, and Eric Weber, of the Yellowstone Region Porsche Club, will be "tech'ing" your car for proper safety and mechanical running order. There will be three days in November scheduled for this event, with alternate dates pending proper weather conditions. This event is open to the public, for club members and non-members alike, so no matter what winter car you drive, bring it along for an experience you'll never forget.

Contact: Scot Anderson at 307-734-6006 or scotthomas@hotmail.com
Checks to: Yellowstone PCA
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002
Cost: \$200 per person per day. Maximum: 20 participants per day.
Pre-pay for all three days and receive a \$50 discount for day three.



Frank-Stephan Walliser and his 918 Development Team

Frank and his team are responsible for the development of the 918 and believes that the team approach of "All for one" is the corner stone for success. He quotes Leonard Bernstein: "To achieve great things, two things are needed; a plan and not quite enough time".

Coming from the Porsche Motorsports background he has a considerable record with the RS Spyder. "In racing you always have to make decisions right away, both on and off the track". It's never a matter of the driver or the car alone. It's always the overall performance, an interplay of people and parts. And all of it is usually taking place at the limit. From pit lane, this is what dictates success. In life, success consists of 95% perspiration and 5% inspiration, but during a race, inspiration must be immediate".



"Photo courtesy of Total 911 Magazine"



Gulf Oil & Porsche

If you look through the history of racing, there have been some exquisite associations between teams and sponsors, so much so that at times the name of the people providing the money has become either synonymous with or simply mistaken for, the name of the people building the car.



When I was growing up, I thought those black and gold cars driven by Emerson Fittipaldi were really called John Player Specials. McLarens were always Marlboro McLarens, the Sunoco 917 Can Am car was the Sunoco Porsche and the Jaguars were always the Silk Cut Jags.

But there has always been one union that trumped the lot. More memorable even than the Rothmans and Martini liveries in which so many racing Porsche's achieved so much. The blend of Gulf and Porsche is the iconic combination; the most memorable marriage between constructor and sponsor there has ever been.



Supercup Superlatives

The Porsche Mobil 1 Supercup celebrates its anniversary: For 20 years now the world's fastest international one-make race series has run as support to the Formula 1, thrilling fans around the globe. On 22 July the 212th race takes off in Hockenheim. Here are the most interesting facts and figures from the flagship of Porsche's 19 makes cup series.

The first Supercup race took place on 25 April 1993 as support to the European Grand Prix in Imola. Victory at the inaugural race in the Autodromo Enzo e Dino Ferrari went to Uwe Alzen.

The longest race was the 152.268 kilometre event that took place on 25 June 2011 as part of the Porsche Carrera World Cup on the Nürburgring-Nordschleife.

The most successful guest driver was Mika Häkkinen. In 1993, the eventual Formula 1 World Champion won the races in Monaco and Budapest. Over the 20 years, 31 Formula 1 pilots have contested the Porsche Supercup including Derek Warwick, Ivan Capelli, Arturo Merzario, Marc Surer, Nicola Larini, Jacques Laffite, Thierry Boutsen, Ralf Schumacher, Eddie Irvine and Patrick Tambay as well current F1 pilots Bruno Senna and Timo Glock. Former team boss Eddie Jordan and Formula 1 race director Charlie Whiting also took up the challenge.

The most wins in one season were achieved by Wolf Henzler. In the year of his title in 2004 the current Porsche works driver clinched nine wins from twelve races.

The most championship titles were secured by Patrick Huisman. "Mr. Supercup" from the Netherlands celebrated four overall wins: 1997, 1998, 1999 and 2000. Britain's Richard Westbrook

(2006, 2007), the Dutchman Jeroen Bleekemolen (2008, 2009) and Germany's René Rast (2010, 2011) were all champions twice.

The most pole positions in one season were posted by Joerg Bergmeister (2001) and Wolf Henzler (2004). In their title winning seasons they took off from pole position eight times.

The most successful Supercup nation is Germany with 103 wins, followed by the Netherlands (36), France (22) and Great Britain (18). After that comes Monaco with eight wins, all of them secured by Stéphane Ortelli. At the tail end of the nations' championship is Australia with one win.

The winners of the 211 Supercup races to date hail from twelve different countries. Poland was the last nation to join the circle of winners in 2011.

The most Supercup races were contested in Monaco and Budapest. On these circuits, the Supercup has raced every year since 1993. Only one Supercup race was held on the Norisring (1993) and on the Nürburgring-Nordschleife (2011).



I noticed an interesting sign in a local bar window the other day;

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Joy Ride on the Deep Blue Lake

By Scot Anderson

It was an early Saturday morning in the beginning of August. It started out just like any other. Alarm goes off at 6, hit the snooze and then again. Get up, brush my teeth. Go Colgate! Find the leash and a take the dog for a walk. Sniff, sniff, pee - sniff, sniff, pee. For breakfast a piece of toast and the Quiche that's been in the fridge for two days. Shower. Soap, Shampoo, rinse and repeat.

Pack the bags. Change of clothes, sun tan lotion, bathing suit and my flippity floppities - check. Pack the cooler. 4 bottles of vino and two 12 packs. That should be good. How about some water? Ok, Pelligrino it is. Waivers, got em. Money, yup. Phone, got it too. Car keys, yup. Looks like I'm ready.

Ready for what is the question. I really had no clue. We met at the Visitors Center on North Cache. Six cars and nine people dressed for a day at the Hamptons. JJ Batazel showed in her little white Boxster, dressed appropriately in some fine linens and those big summer glasses. The Stockhouse twins in their blue 911, Jim in his finest Hawaiian gear and Nancy in a blue hat ready for the sun. The Browns showing in their Cayenne, Charlie in some very Marylandesque Ivy League shorts and Kitty in her finest boating attire. Roy Kinsey showed in his token Audi Allroad, which by the ways is a rather nice car for these parts, and he brought his friend Anne who just happened to be celebrating her birthday. We had Greg Wallace who joined us as well and was driving his Pick-up that just happened to be sporting a very long and, unbeknownst to me, powerful little toy boat.

Only it wasn't the Hamptons we were headed for. It was Jackson Lake in the Grand Teton National Park. We started our cars and toured together to the lake. Stopping at Leeks Marina for a lunch, we sat outside under the umbrellas for some pizza, salad and a few pre-game cocktails. It was there that the party started. Dan and Nancy Clancy had their 28 foot boat parked dock side ready for the crew. Anne Fish had the Jim Wunsch Dingy ready to take on passengers as well. We loaded day-bags and coolers and were off.



Meeting at North Elk Island, the Clancy's boat "Indian Summer" anchored in the middle of the bay. While we waited for the others to show, the socializing began. Sitting on the back deck and then making our way to the top deck, the rounds of conversations took place amongst drinks and great laughter. Slowly but surely our comrades arrived. Jim Wunsch and Anne Fish brought Jim and Nancy Stockhouse in Jim Wunsch's unnamed 24 foot Searay. Along with them, they brought the Stockhouse's toys, two luxury inner tubes with cup holders and headrests and two portable Kayaks. Docking alongside the Clancy's, we tied the boats together for a day of mixing and mingling amongst the vessels.



Shortly to arrive was Eric Weber in his beautiful Reinell cruiser, who happily joined us to add to the calamity. Greg Wallace arrived shortly thereafter in his little boat that could. It wasn't long before we had 4 boats tied together taking over the bay. It was a crazy little bunch of people boat-hopping and talking that made for so much fun.





Then the phone call came. It was Kristy Welfl and her son Bailey that had arrived and needed a ride from Leeks Marina. Greg offered to retrieve them and Charlie Brown and I volunteered to go along for the ride. Having had my share of libation, I was happy to join them. With a start of the engine and a loud ruckus, Greg informed me he had 1156 horsepower on hand. That's Bugatti Veyron territory, I said. He simply shook his head with a smirk and a devilish grin.

Before I knew it, we were off skimming across the wake. Skipping from crest to crest, it seemed the faster we went, the smoother the ride became. However, not having a seat belt or a windshield was very apparent when Greg pointed to the Speedo. That little round dial measured miles per hour via GPS. The pointer was sticking very close to 95 and at the same time I noticed the death grip I had on the hulls of the boat. I prayed with the same fervor of Ricky Bobby hoping for just one more day and before I knew it, we arrived at Leeks Marina. I was hoping no one noticed my newly attained LA Face lift. Having checked myself, I realized I was still alive and baby Jesus had granted my wish. Looking around, I also realized I was ready to do it again.



It wasn't long before Kristy and Bailey showed up. Boarding Greg's little boat I knew they were in for a treat. Once again skimming across the wake, I noticed the death defying look on Kristy's face, the same one I had moments earlier. With her glasses glued to her head, she ended up wearing the soda she brought along for the ride. It was Bailey however, after trying to help his mom keep it together, who realized the futility and began laughing in hysterics at the chaos that just ensued.

Back at the boats, we joined the crowd once again. It wasn't long before the 80 plus degree weather took its affect and the toys started to appear. The kayaks were out and if I recall correctly, Nancy Stockhouse and Kristy were the first to show us how it was done. I know that Charlie Brown took a tour as well and definitely seemed to be enjoying himself. Jim Stockhouse and I ventured off on those luxury inner tubes, although being tied to the boats we didn't float far. Jim Wunsch had his dingy out (no I mean the little boat he pulled behind his big one) and he took trips around the bay. Bailey got his first driving lesson at the ripe age of 14. And proud to say both he and we survived.



Kristy returned from her kayak ride with a bag of freshly picked huckleberries. In our jealous outrage, Anne Fish and I took out the kayaks to find our own pickings. The tour of the bay was beautiful with wildlife a plenty. The Pelicans and Blue Herons resting peacefully on the shoreline were a sight to see. Not having any luck finding any huckleberries of our own, Anne and I returned to the party barge. Now in full swing, it was Anne that was ransacked by enemy fire and capsized gracefully. With cocktail in hand, not having spilled a drop, she certainly was awarded the MVP for the day.



The party continued into the late afternoon hours. The noise level was at a high and the conversations continued. I can't even tell you who talked to whom, nor what was said. All's I know is that everyone seemed to be having a great time. I know I certainly did.

Sadly, before the sun set, the party was ending. And before I knew it, Greg was taking people back to their cars in his little boat that could. Fortunately for them, I also knew secretly, that he was about to take them for their second joy ride that day.





Sidewinder's Get-Together

We're Back!!!

By: Scot Anderson

Sidewinders once again and boy did we miss your pizza. Twenty four members of our club braved the snow and gave it their all at the inaugural return to Sidewinders Tavern. It's been over three years since our last gathering here and I have to admit my favorite part of the restaurant is the bar. "Hey tender, may I have another," I'd yell and out it came. Fast, friendly service just the way I like it. And the food is great. I'd have to say the spinach tomato was my favorite.

It all started with a "special meeting" called by yours truly. "Order in the house, order in the house," but I'm not sure anyone was listening. No matter, I was having fun... being president definitely has its perks. After all the excitement, the attendees that showed began to settle down. A quorum was set by 12 members with the hopes of voting on restructuring the bylaws. With all intent and purpose, it was the boards goal to clarify legal issues, most importantly, how many members create the board, what the term limits are for those members and how new board members are elected. The bylaws were voted upon by those present, with two votes by proxy by our previous president and treasurer Ken and Robin Koop (respectively).

"All those in favor?" Yay!!! "All those opposed?" Silence, not a peep, not even a pin could be heard (over the music blaring in the background). Fortunate to say the new bylaws were passed unanimously. The new legal structure, thanks to the author extraordinaire Dick Beck, now consists



of between 4 and 12 members on the board. The term limits for those members are 3 years. The board members have the option to be re-elected one time before they are placed on retirement for at least one term. New members who are interested in serving on the board are to bequeath their request in writing to the board and it is the board who will vote on the new members. With our new structure, we are hoping for fresh ideas and new creativity to keep our club as fun as ever. Of course, the board is always available for new ideas at any time by our club members and we encourage you to give us your feedback whenever possible.

The evening continued as the pizza appeared. Being served at the bar meant we didn't have to go far to eat. The socializing was great, especially since I had not seen many of our members for a while. Cal and Myra Cathcart, from the Northwest region, made an appearance once again. It is always nice to see them. Of course Paola and Alberto Cerruti were there as well. Paola was looking as stunning as always and I only heard Alberto mention the word Ferrari once (it was a good night). Busy travelers Bill and SareLee Murphy also showed between their "on the go" schedule of friends, family and their Florida home. Roy Kinsey made his appearance with his usual enthusiasm for the club. Always good to add to the excitement. Robert Baltensperger showed as well, keeping the evening alive. Kristi Welfl came with two of her three children, Baille and Olivia.



Their smiling faces were certainly a pleasure to see. Brent Backman showed his support for the club by letting us know he is looking forward to our summer events. And how could we forget captain Dan Clancy, from the Sea Amore fame, in rare form and adding to the calamity.

As the evening continued, the schedule of events were discussed. Our June dinner will again appear at the Teton Pines Country Club and is being brought to you by our secretary Pat Siegel and her husband and board member Stan. Our fall tour is being turned into a summer tour, as we look forward to dry roads and warm sunny weather, and will be organized by board member Jim Wunsch and Vice president Greg Wallace. Our progressive dinner is happening once again this year and is being organized by board member Charlie Brown and his wife Kitty. Our road rally will incorporate a little boating adventure in

the park and will be brought to you by board members Nancy Clancy and Eric Weber. New for this year, will be "Porsche's in the Parade". That's the Jackson 4th of July Parade and we hope to be marketing the Yellowstone Region Porsche Club to other car enthusiasts throughout the area.

We hope you will join us for all of our events. As we finalize more detail, we will bring them to you. With that, I give a shout to all those who made the return to Sidewinders such a great success. "Yeee haw!!!"





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Porsche works team to contest 2014 Tudor United SportsCar Championship

Porsche will send a works team to contest a U.S. sports car championship for the first time: Two Porsche 911 RSR that clinched double victory in the GTE-Pro class at this year's Le Mans 24 Hours will race in the new Tudor United SportsCar Championship, which celebrates its debut in 2014. The team will be campaigned under the name 'Porsche North America', which is based at Porsche Motorsport North America in Santa Ana, CA, south of Los Angeles. The races are contested in cooperation with the US-based CORE Autosport squad. The Tudor United SportsCar Championship was created from the merger of two popular U.S. sports car championships, the American Le Mans Series and the Grand-Am Series. The first race will be the Daytona 24 Hours classic in Florida on 25 January 2014.

"North America is Porsche's largest market for sports cars and race vehicles," says Porsche head of motorsport Hartmut Kristen. "For this reason we decided to contest the United SportsCar Championship with a full works programme, similar to our commitment in the Sports Car World Endurance Championship 2013 as Porsche AG Team Manthey. The fact that there is now a top-level championship in America in which we can race, made it easy for us to decide on sending a works outfit from Weissach for the first time to compete in American sports car racing."



Reprint of this article is courtesy of Christophorus Magazine.

1984 PARIS-DAKAR RALLY

Four's a Winner

The first all-wheel-drive 911 aced the toughest fitness test on its first try—a big win for the 911 Carrera 4x4.

Demanding, daunting, Dakar. When it came to making its rally comeback, Porsche wouldn't settle for anything less than the Paris-Dakar Rally in its original format—almost 7,500 miles (think NYC to LA to NYC to LA without interstate highways, because it's across the African continent). No lesser test would do than this trek across desolate steppes and rough gravel, through sand and mud—perfectly in keeping with Porsche's demanding requirements. And an all-wheel drive is de rigueur if you want a sports car that can contend with a rugged safari on this scale.

The winter of 1983 was the first time this technology was installed on a 911—the 911 Carrera 4x4. The air-cooled 3.2-liter boxer engine was standard equipment, but the five-speed manual transmission was specially designed for four-wheel operation as well as for the arduous conditions of the rally, and included a transmission oil cooler. The fuel storage was remarkable: the forward tank held almost 32 gallons, and the enormous reserve tank just behind the seats another 39.6 gallons. The steel body was specially reinforced, and the net weight of the car without fuel was 2,679 pounds. The Weissach Racing Department shipped three of the specially prepared 911s for the three rally weeks in January 1984. Not even half of the Dakar starters reached the finish line that year, but French drivers René Metge and Dominique Lemoyne returned from the expedition with the winner's cup on their first go. It was the first time ever that a sports car emerged victorious in the desert. Jacky Ickx drove the second 911 (165 kW/225 hp) into sixth place. The third car, which was used as a service vehicle, wound up in the 26th spot. Two years later, Porsche repeated this triple feat—with a 959.

Porsche 911 Carrera 4S Named 2013 Motor Trend Best Driver's Car

911 takes top honor in sports car competition

Motor Trend has named the Porsche 911 Carrera 4S as its Best Driver's Car for 2013. The Best Driver's Car honor is decided after a yearly competition among the top new or improved performance cars available in the U.S. market. This is the second consecutive year that a 911 variant has won the award.

Each year, Motor Trend editors choose the car that most compels them to want to drive. Each contender is run through a series of instrumented performance tests, a 500-mile road trip highlighted by aggressive canyon driving on a closed course and finally, evaluation at Mazda Raceway Laguna Seca. The test aims to go beyond the numbers to uncover the one vehicle that offers enthusiasts the most engaging and rewarding driving experience possible.



"The 911 Carrera 4S has terrific balance, telepathic steering, a potent engine, and a lightning quick transmission," said Ed Loh, Editor-in-Chief of Motor Trend. "But what impressed our judges the most was the confidence and joy it delivered, on the street and at the track. Congratulations to the Porsche 911 Carrera 4S, Motor Trend's Best Driver's Car for 2013."

Walter Röhrl and Porsche

Walter is a two time World Rally champion and a Porsche test driver. No car from Porsche enters production without Walter's personal stamp of approval. He has been a long time Porsche owner and for good reason. "I bought a used 356 over 40 years ago. It was always important for me (as a race-car driver) to have a car with as close to race-track performance as I could get. When I bought a Porsche, I had to change only 20% of the parts to convert a road car into a winning race car. With the competitors, it was 80%. For me, the decision of purchasing a Porsche is always an easy one".



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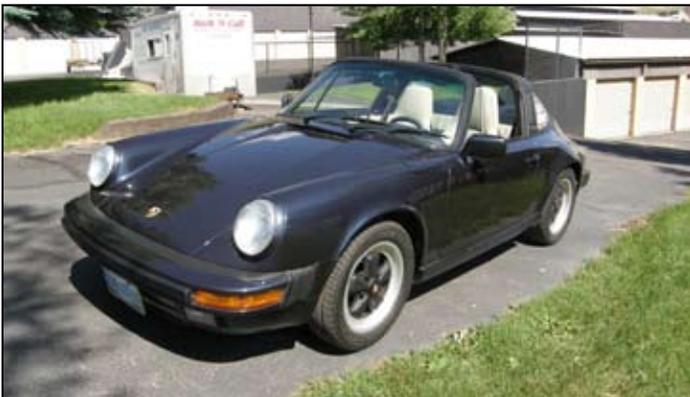


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For Sale: 1987 Porsche 911 Targa, Marine Blue with 54,000 miles. It has a 3.2 G50 transmission and in June it had a tune up including valve adjustment at RMC Motorsports. Pristine! Call Renne @ (307) 690-8744.



Did You Know!

Porsche was the innovator of the infamous 620 mile stone-paved road test (rough paver stones placed in the ground). Porsche race cars had to complete the torturous test before they would consider them ready for the race track. This included the mighty 917 with its magnesium tube-frame. During the grueling cruel test, defects would be discovered and components strengthened to prevent failures that could possibly take place in the long distance races they were built to compete in. No other racing car manufacturer has ever subjected its vehicles to such a punishing test. As a result, it did much to enrich the company's reputation for toughness, reliability and most importantly, results.

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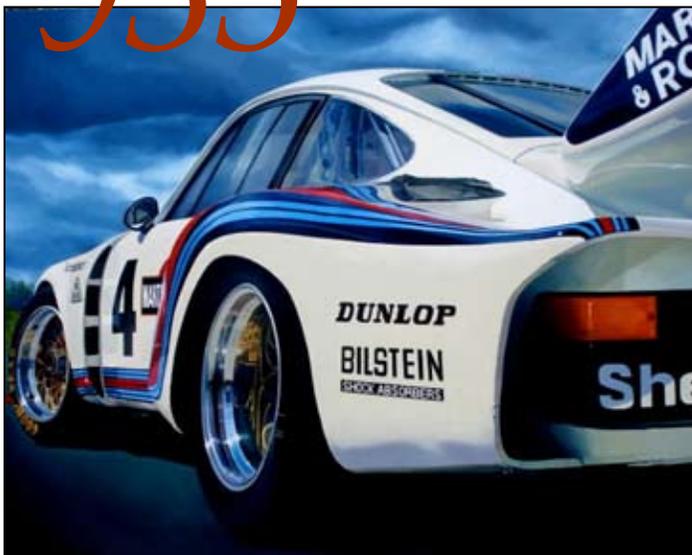
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Thoughts From a Celebrated Car Collector

The founding Chairman of the prestigious Petersen Automotive Museum in Los Angeles and an award winner at the Pebble Beach Concourse said; "I own a variety of different vehicles with Bentleys, Ferraris, Mercedes, Duesenbergs, Porsches, Corvettes and Cobras being some of the automobiles in my collection. To me, the achievements by Porsche are the most staggering. You just have to respect where they have taken the basic 911; from its genesis, up to today. Fifty years of success for a single model is unheard of. I think it's something all Porsche owners, drivers and admirers should be very proud of. This is just one of many reasons it is my all time favorite brand".

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