

# OLD FAITHFUL

*Porsche*



February 2015





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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

Scot Anderson's 97 911 C4S Cabriolet juxtaposed with the Volvo L70D Wheel Loader used to create the driving surfaces for the 2nd Annual Winter Driving Experience.





## President's Message

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### Fooled Again

I received my 2015 Porsche Cayenne brochure today, which was actually a hardback, linen bound book. It led me to the question of "effective marketing" and what today makes the biggest impression.

I've always loved marketing much the way I love psychology: apply a stimulus and see how the public or a person responds.

The Cayenne brochure impressed me for sure. Was it the fact that I did not request the material that impressed me the most or the fact that it was a bound paperback that came in its' own hard cover.

Leafing through the book I was introduced to the new 2015 model. Page by page I flipped and was given a run-down of Porsche's latest. Each page explained the various engines, the e-hybrid, the diesel, the Cayenne S and GTS with their new twin Turbo V6, and the Turbo.

The pictures in the book were as beautiful as anyone could imagine and were all professionally done. The updated front end on the 2015 model gives respect to the front cooling system. The LED taillights of the latest redesign mimic Porsche's newest model, the Macan. The backdrop of course set off the color of each individual vehicle.

As I perused the book further, I remembered looking at the Oldsmobile brochures with my dad as a kid and picking out the two tone color options and which fat overstuffed seats you could buy. I remember pouring over the color swatches for days trying to decide which shade of blue, gray or green would suit my dad the best. I remember the long arduous task of picking out the appropriate pin stripe.

As simple as it was to buy a car during the 70's and 80's, reading Porsche's new brochure, I realized I missed the ability to make the car my own. What color options did it have? What seats could I select? Could I pick the AM/FM cassette radio instead of the 8 track tape player? It seemed to me that there was something missing, something I could categorize, check or put in a list, something that would allow me to have control over the design of the vehicle.

I was impressed that Porsche thought so highly of me to send me their newest brochure, and in such fine packaging none the less, but I wondered, was I hoping Porsche would bring me back to days gone by, was I merely wanting to ask my dad what model he was looking at, what his favorite color was and which seats he wanted. Or was it simpler than that, had Porsche actually succeeded at their original intent: to plant the seed simply to get me thinking... thinking of what it would be like someday to own the new Cayenne.





**When do you tell it that it's not a sports car?**

## **Introducing the 2014 Macan.**

We are pleased to announce Daniel Eastman has joined Ken Garff's Porsche Team. Daniel was most recently the 918 Client Relationship Manager for Porsche Cars North America.

With his 25 years experience with the brand as a client, race driver and lead instructor, Daniel brings a wealth of knowledge and expertise about the Porsche line.

Additionally, he was one of the seven original approved drivers for the 918 Spyder prototype. He is also Porsche AG certified 918 delivery expert (one of 50 in the world).

Please stop by to say "hello" and have Daniel or one of our Porsche consultants join you for a test drive!



### **Ken Garff Porsche**

165 East University Parkway

Orem, UT 84058

(801) 852-5400

KenGarffPorsche.com



**(( WE HEAR YOU ))**



**PORSCHE**

# Leaving Alcatraz

## by Scot Anderson

Sometimes the ravages of weather can make you feel like you're in a prison sentence. Fortunately, every once in a while, there's the opportunity to break free from the mundane and get out of town.

Miller Motor Sports Park in Salt Lake City was just that place. Mike Meilke, Bobbie and Dwight Reppa and I ventured to that distant land called Tooele where the Motorsports Park is located. We went to participate in their winter driving program they called Winter Autocross, or WinterX for short.

Saturday started the activity of learning to drive our cars. Mike had his VW Touareg Turbo Diesel and Dwight brought Bobbi's 6 cylinder turbocharged Volvo V70 Cross Country Wagon. Not your typical race cars. I had my 911 cabriolet as it is the only vehicle I am currently driving. It seemed to fit in a little more discretely with the rest of the crowd.

I have to give it up for Dwight coming to the race track. He too had never done any racing and I think we were both pretty nervous. Neither of us knew what to expect and I was really glad I wasn't alone.

Mike had made it to the first weekend of the WinterX Games in December and had some previous skills that he gained in years past. It seemed he knew his way around the track quite well and helped both Dwight and I get accustomed to the day's activities. Check in. Helmets. Shoes. And then we took everything out of our cars that had any potential of flying around. That was pretty much everything. We put numbers on our cars and it was now official, we at least looked the part.

Following Mike's lead with the number 22 plastered on the side of his 4700 pound SUV, we waited in line as we entered the East Track. Putting on my helmet seemed to hide my fears quite well. I was sporting 02, my favorite number, and Bobbi was right behind me with number 58.

One by one we were lined up in the pit lane. And one by one, the green flag flew, tires screeched and the roar of the engines could be heard for miles.

Front wheel drive, rear wheel drive and all-wheel drive cars flying around the track. There was one mini cooper S works, a fair number of Subaru's, a 2012 corvette Z06, a 700 hp Camaro, a V10 M5, three or four 911's, a Boxster R, a few Chevy Cobalts to round out the track, and just when you've seen it all, a Toyota Yaris in electric blue, which made it really fast. Oh ya, and I can't forget our newest friend from Salt Lake, Darrell Dugan who drove a Ford Ranger Pickup.

My nerves where in high gear as the green flag dropped before my eyes. Not really sure what I was doing and it wasn't pretty. Rev the engine, drop the clutch. Second gear came quickly. Bap Bap Bap – dang the rev limiter reminding me to shift up. Ya, I know how to drive. In and out as the cones approached way too quickly and trying to remember Mikes advice, "stay wide." I didn't dare take the traction control off of a rear engine car. The straights were no problem. I was all over the speed until that dreaded corner. Sharp left and then... "Ahhh ahhh ahhh ahhh." All four tires across the rumble strip as my car drifted wide, my jaw clattering, my helmet-clad head bouncing, the steering wheel shuttering in my hands and my eyes as big as saucers. I could feel the car correct for my overzealous nature as I upset the dynamics of travelling in a straight line. Regain grip, off the side of the track and back on center. Go left, now right. Look ahead, what gear am I in, where's the next cone, how fast am I going - way too much information to comprehend at 70 mph. Brake, screech, around one corner and then the next. The finish line could not have come soon enough. What seemed like seconds was actually 2 minutes 11.8 - not a good lap. As I rolled into the pit lane, my stomach finally settled back into its normal position. One lap down and 15 more to go. I wasn't sure I was going to like this.

As the day progressed, we were given breaks between sessions. We had 4 sessions and they brought us our times for each round. Slowly but surely Mike, Dwight and I improved. I am not sure how, but I was put in the same category as Mike and Dwight, the "Family Wagon" class. That was definitely something I did not plan and, driving a 911, I was a little embarrassed that I could barely keep up.

*continued on page 8*





## The Zone 6 Grand Tour

July 25 (Saturday) through August 8th (Saturday), 2015



Join the rally as the tour passes through Jackson. Ride with PCA Members for the full loop or just part of it.



Here's the Loop including the 16 regions in our Zone:



- |                                      |                             |
|--------------------------------------|-----------------------------|
| 1. Pacific Northwest Region: 7/25/15 | 12. Big Sky Region          |
| 2. Inland Northwest Region           | 13. Inland Northwest Region |
| 3. Olympic Peninsula Region          | 14. Silver Sage Region      |
| 4. Vancouver Island                  | 15. High Desert Region      |
| 5. Canada West Region                | 16. Cascade Region          |
| 6. BC Interior Region                | 17. Oregon Region 8/8/15    |
| 7. Wild Rose Region                  |                             |
| 8. Polar Region                      |                             |
| 9. Big Sky Region                    |                             |
| 10. Absaroka Region                  |                             |
| 11. Yellowstone Region               |                             |



Don't forget your passport

More information to be announced.



### Spring Fling

**Sidewinders Tavern**  
**965 West Broadway, Jackson**  
**Wednesday - March 18th, 2015 @ 6:30 PM.**



Please RSVP a **Yes** or **No** to:  
 Scot Anderson at [president@yellowstonepca.org](mailto:president@yellowstonepca.org)



**Drinks available at the Bar**  
**Suggested Donation: \$20**  
**Pizza and Salad will be served.**



None the less, compliments went around the room that day. "Hey, who are the guys driving the station wagons," people exclaimed. They definitely made Mike and Dwight feel welcomed as they laughed and encouraged them to go on. Having driven from Jackson, they were also glad that we made the trip and stunned we took the time to drive so far. I was glad and privileged to share in their hospitality.

Day two was much of the same, only this time we were on the West Track. It seemed the technical aspects of the 2.2 mile East Track did not transfer over to the 2.5 miles on the West. The cones were placed differently and there seemed to be more straightaways on day two. In fact, on the second day, somehow I seemed to find a rhythm I didn't know I had and the day seemed a lot more enjoyable.

Watching the flag flash before my eyes, I gunned it once again. Second gear came quickly as I glanced down at my rev limiter. I now understood why Porsche places it front and center. As I approached 7000 rpm, I slipped it into third. Fast in, brake hard and through the first set of corners. I was on the peddle as I exited and glanced up-wind to position my vehicle for the next set of cones. Swing wide, just like Mike said. "Faster" I yelled. I'm not sure who was listening, but it worked. I kept my foot buried. "Go, Go, Go!!!!" Using the curb on corners whipped my car through every bend. The feeling was electrifying. Left, right and then left again. I had no problem throwing my car from side to side as the cones became a game of testing the ability of my vehicle. With every lap, I learned the course

and began to set up for every corner. As I squeezed between the cones, I cared less and less about my execution through each gate and was more concerned about getting to my next destination. I was on and it was a blast. As I came out of the corners I could feel my car drift. A four wheel power slide never felt so good. The faster I went, the smoother I concentrated and away I flew. I felt like that Mario guy for sure, and needless to say, it was awesome!!!

The day ended quickly. Both Dwight and I shaved about 10 seconds off of our lap times over the two day period, something fairly easy to do when you start as total amateurs. Mike also improved and was able to squeak by my best time by 2 one hundredths of a second to take first place. We were excited and elated at our success of course and had really hoped that Dwight could have joined us on the podium that day. He was close behind and I am sure, with a little more practice, he would have been right there by our side.

The skills I learned during those two days helped my confidence grow quickly. My fears of destroying my car were completely unjustified as nothing I could do ruined my 911. It ran flawlessly throughout the weekend. The anxiety I had about "not knowing" what to expect, as justifiable as they are, left me by the end of the first day. I now understood what people mean when they say, "there is nothing to fear but fear itself." That is one lesson I will take with me. That is the one lesson that has made leaving Alcatraz worth its weight in gold.





# In the Zone



We have a winner!! The new Zone 6 Logo. Hope you like it. Thank you to all that entered.

Happy New Year to all of Zone 6. The New Year brings lots of great Porsche friends, fun and adventure our way. Make sure you stay involved and are not missing out. The best way to stay involved is to be involved with you club: volunteer. "Adventure" you ask, have you looked at the Zone 6 Grand Tour? Starts in Tacoma, WA, July 25 and ends in Portland, OR, Aug 8, two weeks later after a clockwise route that drives in all 16 regions!

To our outgoing Board members throughout the Zone, Thank you! Your hard work and commitment to your club is very much appreciated and helps make PCA the great club it is. New Board members, you have some big shoes to fill! I look forward to meeting you during the upcoming year. Don't forget to say "Thank you" to your Board members, it is a volunteer job that they do for you!

For the Club Racers in our Zone, here are the events for this year West Coast Series:



- Mar 28/29 -- Golden Gate Region -- Thunderhill Raceway
- Apr 10/12 -- Zone 8 -- Auto Club Speedway
- May 16/17-- Golden Gate Region -- Buttonwillow Raceway
- Jun 5/7 -- Golden Gate Region -- Mazda Laguna Seca Raceway
- Aug 15/16 -- Rocky Mountain Region -- High Plains Raceway
- Sep 5/6 -- Golden Gate Region -- Thunderhill Raceway
- Sep 19/20 -- Intermountain Region -- Miller Motorsports Park
- Sep 26/27 -- San Diego Region -- Willow Springs Raceway
- Nov 14/15 -- San Diego Region -- Buttonwillow Raceway

Do you ever wonder how many primary members we have in Zone 6? I've attached part of a spreadsheet that shows some Zone 6 stats and the bottom line is all PCA. Our Zone 6 is the 6th largest region out of 13 total regions.

	Total Members	# Regions Gaining Members	# Gained	# Regions Losing Members	# Lost	Net	Net % Change
Zone 6	4,977	11	163	5	16	147	3%
Total	67,442	101	2,075	40	336	1,739	3%

For those Regions that have "driving seasons", hold on, winter will pass. I keep reminding myself of this as I stand in the garage and dream of roads not yet traveled.

Don't forget: it really is about the people.

## Yellowstone Porsche Club 2015 Event Schedule

Event	Date	Cost
Spring Fling	03/18/15	\$20
Rendezvous Dinner at Teton Pines Ctry Club	06/06/15	\$70/ \$75
4th of July Parade— Jackson, WY	07/04/15	\$20
Summer Tour to Montana w/ Rusty & Mike	07/17/15 to 07/19/15	\$30
Zone 6 Grand Tour	7/25—8/8/15	—
Turns in the Tetons— Targhee Autocross	To be announced.	\$50/ \$55
Fall Get Together	10/21/15	\$20

Checks to: Yellowstone PCA

Mail to: Scot Anderson  
PO Box 11057,  
Jackson, WY 83002

(Note: Member / Non-member rates.)



# 2015 CLUB RACING

## WEST COAST SERIES

MAR. 28-29 GOLDEN GATE REGION  
THUNDER HILL RACEWAY

APR. 10/12 ZONE 8

AUTO CLUB SPEEDWAY

MAY 16-17 GOLDEN GATE REGION  
BUTTONWILLOW RACEWAY

JUNE 5/7 GOLDEN GATE REGION  
MAZDA LAGUNA SECA  
RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION  
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION  
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION  
MILLER MOTORSPORTS  
PARK

SEP. 26-27 SAN DIEGO REGION  
WILLOW SPRINGS RACEWAY

NOV. 14-15 SAN DIEGO REGION  
BUTTONWILLOW RACEWAY



5 events to  
qualify for a trophy

contact zone rep  
for more info

# A Targa's Tale

## by Joe Bennett



January 28th, 2014

My wife, Gainor, and I were in Salt Lake City visiting our daughter and family and I stopped in at Strong Porsche just to say hello to my friends there and "kick some tires". Franz Siep, my sales contact at the dealership, advised me that they had just received word from PCNA (Porsche Cars North America) that they were in line to receive their first new production Targa 4S at the end of June and would I be interested in making a \$1000 totally refundable deposit. Wow! How could I lose? While the thought of buying a new Targa hadn't really entered my mind previously, I rationalized that I could take my time, research the car, etc. and make a decision sometime later. After all, I had enjoyed no less than three previous iterations of the Targa in my younger years and I was very much intrigued with this new model. The car was speced to be white, not my favorite color, but was totally acceptable in all other respects. So, long story short, I pulled out my American Express card and, somewhat sheepishly, told Gainor what I had done. Talk about the raised eyebrow department!

January - June

As time progressed, I became more and more excited about taking delivery of the new car and when June approached, I made a deal to sell my existing 2008 Targa 4S to Lou Hochheiser, our fellow Porsche Club member. I delivered the car to Lou the first week in June and now was totally committed to the new Targa. On several occasions in June I made inquiries

about the new car's arrival in the U.S. and, finally, on June 24th I was told it had arrived at PCNA's installation at the Port of San Diego. At last!

July

A frustrating month ensued as I made frequent calls to Strong Porsche asking when I could expect delivery in Salt Lake City. I was told, Porsche's inspectors in San Diego were unhappy with one of the "trim panels" on the car and, on three separate occasions, had to send back to the factory in Stuttgart for replacements. Finally the car was loaded on the car carrier, presumably with a number of other new Porsches, but, as luck would have it, on July 31st Strong Porsche was notified by PCNA in Atlanta that the car carrier had been "rear ended" by a pickup at the California/Nevada state line with serious damage to its cargo. I subsequently learned that all the new Porsches on the car carrier were "totaled" and that the driver of the pickup had died in the hospital.

Hats off to PCNA! Within 24 hours they located a replacement Targa 4S, same color and very similar specs, which had just arrived at the Port of Brunswick, Georgia.

*continued on page 13*



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Continued from A Targa's Tale, page 11

August

Although destined for an eastern dealer's showroom, PCNA was able to assign it to Strong Porsche's inventory for my account and on August 18 told me they would ship it to Houston to join other new cars coming this way. The car finally reached Strong Porsche in Salt Lake, solo on its own truck, on the 25th, so it was apparently shipped directly from Georgia without going to Houston. This was just three days before my wife and I left for a long scheduled fishing trip to Alaska and I embarrassingly had to tell Franz I could not take delivery until after September 8th on our return from Alaska.

September

Finally took delivery on the 9th. I must say the people at PCNA and Strong Porsche really went to bat for me in this whole experience. Three of the following photos were taken of the car on the showroom floor, marked "Sold"!



**YELLOWSTONE REGION PORSCHE CLUB'S ANNUAL RENDEZVOUS DINNER**



The Rendezvous Dinner is the Yellowstone Regions finest event of the summer and in typical Jackson style attire will be dressy casual.

Once again, this years' event will be held at the Teton Pines Country Club. Cocktails will be served from a cash bar on the deck overlooking the parking area, weather permitting, for some of the finest automobile viewing and socializing this side of the Tetons. So please, join us for another great start to our driving season.

**Saturday  
June 6<sup>th</sup>, 2015**

**Mark your calendar for the finest social event of the 2015 season.**

**Location:**

**Teton Pines, Jackson, Wyoming**

**Cash bar beginning at 6:00 pm.**

**Dinner served at 7:15 pm.**

**Dinner Buffet:** To be announced  
**Served Dessert:** To be announced.

Name(s): \_\_\_\_\_ Total attendees: \_\_\_\_\_

Name(s): \_\_\_\_\_ Check amount: \_\_\_\_\_

Total Price: \$70.00 / person for members & \$75.00 / person for non-members.

**Deadline for reservations is June 1st .**

Please **RSVP** by completing this form & a making check payable to: **Yellowstone Region PCA.**

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

## Porsche R&D Chief says next GT3 RS will have brand-new naturally aspirated engine

By Damon Lowney  
Photos courtesy Porsche

Information about the upcoming 911 GT3 RS mostly has been limited to rumors, but Porsche's research and development chief, Wolfgang Hatz, speaking with Auto Express, stated it will get a brand-new naturally aspirated engine and come with the PDK automatic transmission only. He also reportedly said a manual transmission for the RS "hasn't been ruled out in the long term." With this information, one can imagine the new RS will pick up where last generation's RS 4.0 (seen in the above image) left off.

Hatz said he wants the GT3 RS to distinguish itself from the GT3 even more than in previous generations, and a new engine design, race-car-



like aero (seen in leaked, candid images of the car and spy photos), and the possibility of a manual transmission would certainly do the trick. This writer predicts the new engine will be at least 4.0 liters and produce well over 500 horsepower, two milestones achieved with the GT3 RS 4.0 flat six and which the current GT3 approaches with 3.8 liters and 475 hp.



### Join us for Porsche's in the Parade

**Meet:** 9 AM @ the Teton County Fairgrounds Heritage Arena on Snow King Ave.  
Parade Starts at 10:30 AM on Sat, July 4<sup>th</sup>, 2015

**Cost:** \$20 per vehicle

**Contact:** Scot Anderson [president@yellowstonepca.org](mailto:president@yellowstonepca.org)  
307-734-6006

**Checks:** Yellowstone Region PCA

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

**Attire:** Something German... besides your vehicle.



Porsche Club of America  
**Yellowstone Region**



**4th of July Parade in Jackson**

## Porsche 918 Spyder Named Robb Report Car of the Year

Monday, January 12, at the North American International Auto Show, Robb Report presented Porsche Cars North America's President and CEO, Detlev von Platen, with the 2015 Car of the Year award for the Porsche 918 Spyder. Captivating the judging panel with its state-of-the-art technologies, unparalleled performance, and plug-in hybrid efficiency, the 918 Spyder shone among the 13 competitors with the largest margin of victory ever recorded in the 22 year history of the award. The 918 Spyder will be featured on the cover of the March issue of the luxury lifestyle magazine when it hits newsstands on February 24th.

"Winning Robb Report's 2015 Car of the Year award emphasizes the 918 Spyder's position as a ground breaking technology leader and the pinnacle of Porsche's strategy of performance oriented plug-in hybrid vehicles," said von Platen. "The significance of this prestigious award is reinforced by the voting panel's discerning judges."

Porsche is also honored to have recently received the Playboy Car of the Year for the 2015 911 Carrera GTS, and the Cars.com Play Car of the Year for the 2015 Porsche 911. The Porsche 911 was also awarded 2015 Most Popular on Edmunds.com, as was the Porsche Macan.



**Rock-tober Get Together: New Member Social with Free Pole Dancing**



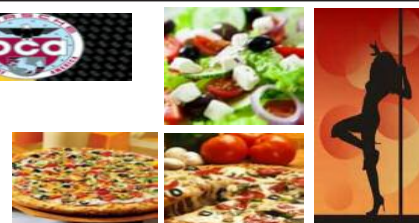
**Sidewinders Tavern**  
965 West Broadway, Jackson, WY  
Wednesday – October 21st, 2015 @ 6:30 PM.

Topics of Discussion:

Presidents Message: New Members, 2015 Wrap up and Club Update  
Vice Presidential Address: Targhee Autocross



Please RSVP a **Yes** or **No** to:  
**Scot Anderson**  
at [president@yellowstonepca.org](mailto:president@yellowstonepca.org)



**Drinks available at the Bar.**  
**Suggested Donation: \$20 per person.**



## 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**



## The Winter Driving Program

By Scot Andeson



If anyone asks if we had ice for the Winter Driving Program, the answer would be an emphatic yes!!! So much so that I was worried someone might slip and fall. There was probably a layer 3 inches thick covering the entire fairgrounds. We had to use snow from the piles gathered by the town to make berms and even those had solidified by the next day to brick walls.

I am so very thankful to those who helped put the event on however. Mike Mielke of Westwood Curtis Excavation again created berms for us around the course. If it wasn't for his help, our event could not have happened. Stan and Pat Siegel faithfully brought coffee and doughnuts once again. Their smiling faces are always a welcome treat. Rusty Brown showed up the first weekend out of the two we had this year. His support of our club events pleases me to no end. Just to have extra faces, not only for their physical help, but also for their moral support makes my job so incredibly easier. Dwight Reppa came out both weekends. The first weekend he came with his son Justin so that Justin could learn some driving skills. The second weekend, Dwight came to lend a hand with timing and resetting cones. I am so very thankful for all of them, this event would have been nothing without their help.

The one hour lecture that kicked off the class is normally given by Mike Faems. Unfortunately Mike could not make it this year and it was my job to step in. Besides my stuttering, slurring of speech and nervousness, I think it went just fine. With a warm welcome, we discussed the various systems within our vehicles, from all wheel drive vs. four wheel drive, the function of traction control and

how it works, to the benefits of the anti-lock braking system. We reviewed various car safety aspects like scraping the ice from all windows, the advantages of removing the snow from every surface on your vehicle, the proper hand and seating position, effective clothing and even the benefits of air conditioning in the winter. Of course the ever important topic of Winter tires, Summer tires and the not so great in any condition All Season Tires were discussed, along with paying attention, watching out for other vehicles in front of you and behind, and detecting black ice or icy conditions in shade regions, around corners and over mountain passes. We discussed front wheel, rear wheel and all-wheel drive vehicles, weight transfer on braking and acceleration, and ultimately over-steer and under-steer situations, how to avoid them and how to correct for them.

The introductory lecture was followed by Sheriff Lloyd Funk of the Teton County Sheriff's office, who spoke for fifteen minutes on the dangers of driving in Jackson. He gave us the run down on animal corridors throughout the area, the proper procedure for passing a stopped emergency vehicle (slow down by 20 mph and/or move over one lane), the latest driving laws for passing vehicles in the state of Wyoming, the proper following distance in summer (2 seconds) and in winter (4 seconds), the functionality of the latest radar systems that now can pick up the speeds of two vehicles at once or track your speed after you pass a radar trap, the benefits of backing in to a parking space and the proper procedure if you hit an animal on the roadways. He then gave us the opportunity to ask him questions.

I think the greatest part of his lecture was the realization that Sheriff Funk is human. He told us stories of driving situations where he to collided





with wildlife and other stories of tragedies that happened to close friends. His intent, he explained, as well as the intent of the rest of the sheriff's department, is to protect the safety of the public. He said if he can determine what you are doing is to protect others, he is less likely to give you a ticket. It was an absolute pleasure to have him as part of our program.

Following the lecture, the rest of the day was spent outside on the course. The course was broken down into three sections, a straight skid pad, a circular skid pad and an autocross. The straight skid pad demonstrated the effectiveness of threshold braking (maximum braking power without skidding) vs. the antilock braking system. On ice and slick snow, threshold braking stopped approximately one third shorter than engaging the ABS. The circular skid pad demonstrated over-steer and under-steer and even sometimes how to hit the snow bank. The autocross of course was where we put it all together.



The first weekend was a sight to see, although cold with the temperatures in the lower 20's, the cloud cover made for some great lighting with very little glare. We had 5 attendees show up for the event and really seemed to enjoy themselves. After having perfected their driving skills on the straight and circular skid pads, the autocross gave them the chance of working the cones. Our three high school attendees, Justin Reppa, Jackson Livingood, and Marshall Pomeroy seemed to really enjoy themselves and couldn't wait to tell their friends in high school. Gregory and Patricia Wright also made the event and loved the fact they were able to practice their skills over and over. It was not until the end of the day where we decided to add a

little friendly competition. With 4 laps left, one for a practice run and three timed, Dwight, Rusty and I changed the course to be longer and faster for the final event of the day. Patricia Wright took the "Queen of the Autocross" award, driving a Toyota Forerunner with a time of 62.09. Jackson Livingood took the "King of the Autocross" award, driving a Subaru WRX with some pretty mean blizzaks with a time of 53.25. Both took home a Gift Certificate to Jackson Hole Roasters.

The second weekend was much of the same, only this time temps crept into the low 30's with sun galore. It felt great but the glare made for some difficult driving. Our high school participants were Briana McReynolds and Wyatt Dillard. The adults for the day were Kali Quick, Claudette Stern, John Walters and Alex Mackenzie. The day followed the same layout as the first weekend with the straight and circular skid pads, followed by the autocross. Once again Dwight, Mike Meilke and I rearranged the course as the day progressed with a friendly competition at the end of the day. It was John Walters who took the "King of the Autocross", driving his Toyota Tundra Pickup truck with a time of 1.26.18. It was Kali Quick, driving her very own Subaru WRX with studded snow tires and a time of 1.16.94 that allowed her the "Queen of the Autocross" victory. And once again, both took home a gift certificate to Jackson Hole Roasters.

When it was all said and done, all participants had a smile on their faces and gave us the thumbs up. They loved the fact that we gave them the opportunity to improve their driving skills, that they now felt more comfortable behind the wheel and that their anxieties about driving in Jackson have quickly disappeared.







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# Porsche Boxter/Cayman Exhaust Modification

By Pete Bonfrisco  
Inland Northwest Region

Porsche Boxter/Cayman exhaust modification article is broken up into two separate parts. Part one focuses on the goal of the modification and the research which lead to the decision. Part two provides a detailed visual instruction on the removal of the stock exhaust, installation of the aftermarket exhaust, and quantitative results.

## The Goal

Once you make the decision to modify your car you will need to prioritize what you want to do and in what order. The process you employ may be different than mine, but you should consider the positives and negatives that may result from the modification. After I decided to modify my car I researched the modification options that were available and rated each according to my goals. The table below summarizes some common modifications. The information in the table also helped me decide which modifications to choose in order to get the best bang for the buck.

MOD	HP	Cost \$	Reliability	Drivability
Exhaust	7-22	1200-8K	No change	Increase sound, HP/TQ & throttle response
Headers	1-12	2K-3K	Possibly	Minimal increase in sound if with stock exhaust
Air filter	1-7	50-1K	No change	Slight howl, other gains are unnoticeable.
Plenum & Throttle Body	20-28	1400-2500	Possibly	Increase HP/TQ & throttle response. May require ECU update
ECU	10-20	800-1500	No change	Increased HP/TQ, throttle response, smoother power delivery, tuned for hardware, & octane
Brakes	None	4K-8K	Possibly	Improved stopping
Sway Bars	None	600-2K	No change	Improved handling
Coilovers	None	3K-6K	Possibly	Much improved handling and feedback, height adjustment, stiffer ride
Wheels	None	2K-6K	Possibly	Lighter wheel will decrease un-sprung weight
Tires	None	1K-2K	Decrease	Increase handling at the cost of more frequent tire replacement
Short Shifter	None	200-800	Possibly	Decrease throw for quicker shifting
Steering Wheel	None	750-3K	No change	Better steering & feel, improved driving experience

Note: cost of the modification will depend on how much you are willing to do yourself. HP is at the crank.

Once you have an understanding of each modification, the reliability, proven results, cost, and drivability of such modifications, then you can develop a plan to achieve your goal. Remember, there is a consequence for every modification. For

example, the aftermarket exhaust may meet all your requirements with no negative ramifications except for increasing the amount of green house gasses you put in the atmosphere. At this point, I recommend looking at proven modification packages that has been extensively tested and confirmed to work together. Keep in mind each model year has slight differences that may impact your decision. My decision is based on the Boxster S/Cayman S DFI engine. However, my goals remained the same and were based on the following factors: 1. Maintain factory reliability 2. Increase HP/TQ to obtain power to weight ratio similar to GT3 3. Exploit mid engine handling ability 4. Improve driver connection with car 5. Maintain the ability to return to stock While many of the modifications I chose to obtain my goals could make for excellent articles, today I am going to focus on the "Cat Back" exhaust.

## Exhaust

Once you decide on the "Cat Back" exhaust, your next decision should be which one to choose. I put many hours of research into this question and used the following tools:

- Joined forums, read reviews and analyzed Dyno results
- Listened to sound clips on YouTube
- Communicated with manufactures of different exhaust systems
- Spoke with Porsche performance shops throughout the country to obtain perspective, expertise, and get feedback on their personal experiences
- Met with Porsche owners to hear and inspect the exhausts on their Porsche

My primary goal in an exhaust is HP/TQ. However, driver satisfaction in a variety of driving conditions must be enhanced and the exhaust cannot be too loud during normal driving. Materials used must be of the highest quality and backed up with a lifetime warranty. Stock exhaust is the worst bottleneck of the entire system and replacing it will deliver more power and sound, however you will emit more pollutants into the



atmosphere. Most exhausts have shown to deliver a maximum of 10 to 20 HP while producing more power across the entire RPM range. The table below shows the results of my research. Build quality is rated from 1-10, 10 being the best; and the stock exhaust would rate at a 5 for comparison purposes. All posted costs do not include installation. The shops I called quoted an hourly rate between, \$95-\$135 and estimated the installation and labor time to take between three and five hours.

Table 2. "Cat Back" Exhaust Comparison

Manufacturer	HP/TQ	db idle	db max	Cost\$	Build Quality	Sound votes
Stock	0	91	111	NA	5	0
PSE	1-5	95	115	2800	5	0
Tubi	17	104	126	3400	7	3
Fabspeed	15	103	118	1700	9	1
Borla	22	101	126	1700	8	9
SpeedArt	20	95	121	2700	10	1
Remus	12	97	121	2000	8	1

There are many more exhaust options for the Boxster/Cayman. Picking the right system can be a tricky task if you consider power, fit and finish, price, warranty, and sound. Every Porsche owner will have a different set of priorities and goals which will drive their decision. It is important to understand those goals when picking the right system, I recommend meeting with other owners to inspect and hear their exhaust to give you a gage of what best meets your individual needs.

### The Final Decision

After evaluating and comparing different manufactures, I went with the Borla Cat Back Exhaust. This system packs a powerful punch, right up there with the best of systems, yet it delivers that punch with a deep grumble at low RPM's. More importantly, this exhaust creates a fantastic symphony of sounds as the RPM's fly past 4000 RPM to redline, and burps on downshifts or on very tame shifts where the engine is winding down.

## Summer Tour to Montana

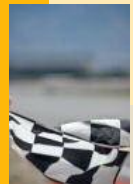
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